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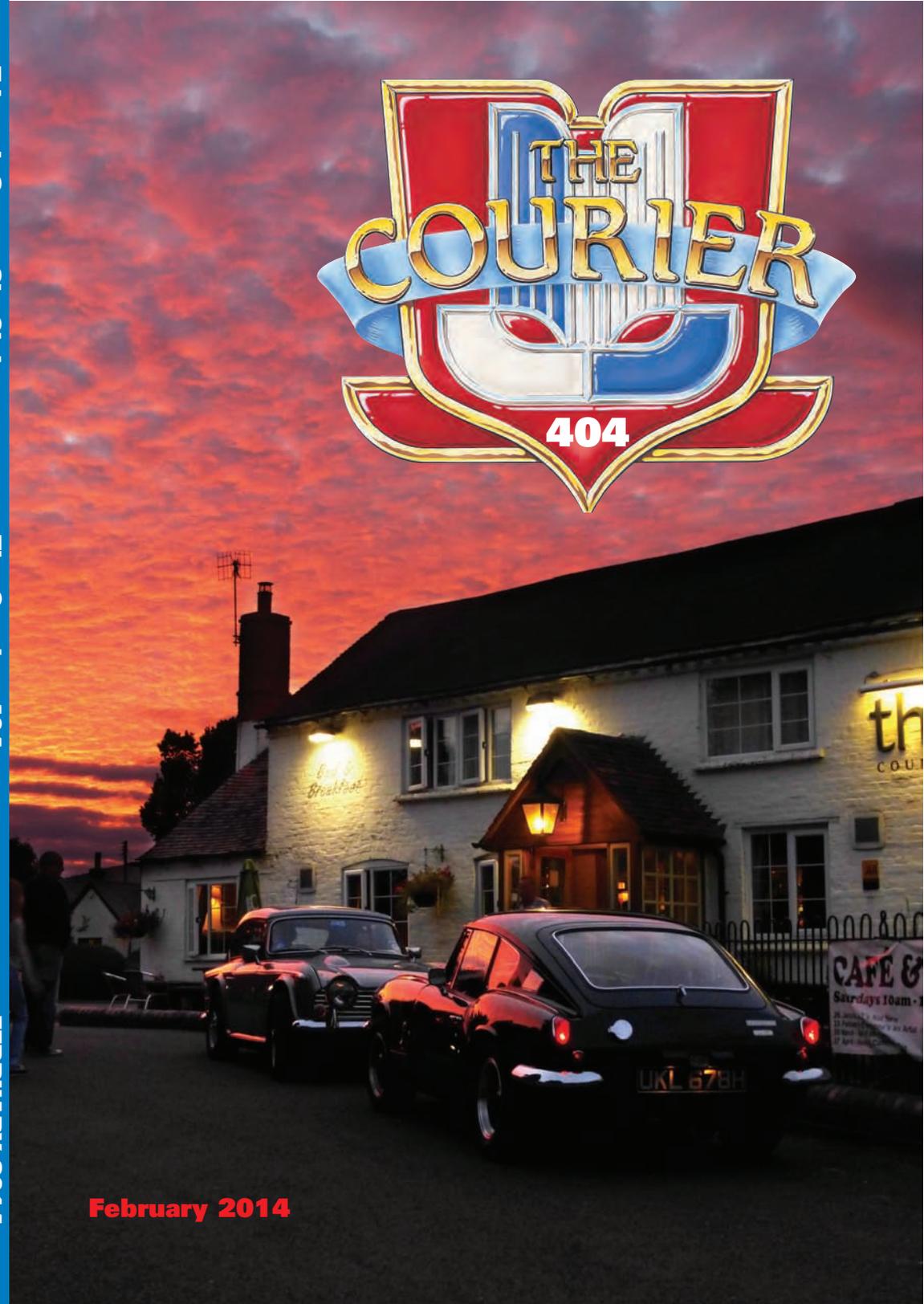
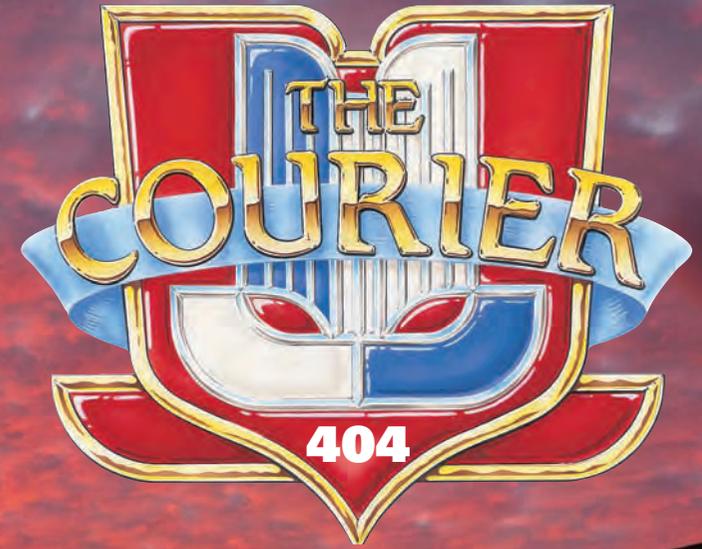
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Triumph Sports Six Club

The Courier 404

FEBRUARY 2014



February 2014



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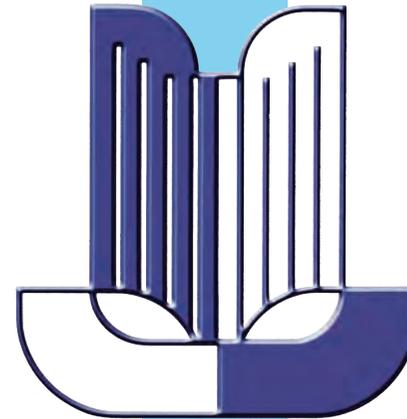
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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**

No.404 VOI 35. FEBRUARY 2014

Price £3.50 Free to Club Members.

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e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

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**NO DOCUMENT Attachments**

## Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

## COUNCIL MEMBERS 2014

Bill Bate, Ben Broadbent, David Embery,  
Pip Flegel, Derek Holman, Simon Morgan,  
Jane Rowley, Frank Spencer,  
Victor Thompson, Vivien Thompson.

For a full list of TSSC officials see page 74.

## HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Glead.  
John & Pam Griffiths. Pip Flegel. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Frank Spencer. Paul Swanson. Peter Williams.

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

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SUNSET OVER THE  
HANLEY SWAN  
PICTURE BY  
JAMES FAULKNER

# Contents

## February 2014

Events Calendar .....	4
CoMment .....	5
News Review .....	6
Spitfire I, II, III Register .....	8
New Members .....	12
Spitfire MKIV/1500 Register .....	13
Herald 948/1200/1250 Register ..	14
Herald 13/60 Register .....	18
Vitesse Register .....	24
Bond Equipe Register .....	30
Specials Register .....	34
TR4/4A/5/250/6 Register .....	40
TR7/8 Register .....	44
Big Saloon Register .....	48
Area Showtime .....	51
Club Shop News .....	52
Stag Register .....	56
Insurance Panel - Driving in Floods	64
Extra Courtesy Lighting .....	65
Obit - Carol Boyland .....	66
Obit - Brian 'Black Vitesse' Watkins	68
TSSC CLASSIFIEDS .....	70
TSSC Officers .....	74
Area News Review/ EVENT Adverts ..	75

# T.S.S.C. Events Calendar

e-mail [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

**PLEASE SEND ALL 2014 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.**

**e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **February 2014**

**SUN 9 FEB 2014**

**DERWENT VALLEY  
VALENTINE BOWL  
DERBYSHIRE**

CONTACT ROGER 07970 619149

### **April 2014**

**SUN 6 APRIL 2014**

**TSSC WESSEX AREA  
NEW FOREST RUN**

CONTACT TREVOR 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

### **May 2014**

**FRI SAT SUN MON 2 3 4 5 MAY 2014**

**25TH ISLE OF WIGHT  
CAMPING WEEKEND  
APPULDERCOMBE**

[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)  
Camping/ caravan bookings  
01983 852597

**FRI SAT SUN 16 17 18 MAY 2014**

**TSSC TRIP TO SPA CLASSIC  
CONTACT HQ 01858 434424  
BOOKING FORM EMAIL**

[info@tssc.org.uk](mailto:info@tssc.org.uk)

### **June 2014**

**FRI SAT SUN 13 14 15 JUNE 2014**

**OLD MANCDONALDS FARM  
MANCHESTER AREA WEEKEND  
CONTACT PIP & FRANK  
01524 791607**

**SUN 22 JUNE 2014**

**DERWENT VALLEY'S  
PEAK RUN**

CONTACT COLIN 01773 531580

**FRI SAT SUN 27 28 29 JUNE 2014**

**CORNWALL CAMPING WEEKEND  
ST IVES (TBC)  
CONTACT MIKE 01872 573 763**

### **July 2014**

**FRI SAT SUN 4 5 6 JULY 2014**

**TSSC TRIP TO CLASSIC LE MANS  
CONTACT HQ 01858 434424  
BOOKING FORM EMAIL  
[info@tssc.org.uk](mailto:info@tssc.org.uk)**

**SAT SUN 26 27 JULY 2014**

**PLUS CAMPING ON FRI 25  
TSSC TRIUMFEST UK  
DONINGTON PARK  
(SEE ADVERTS)**

### **September 2014**

**SUN 28 SEPTEMBER 2014**

**DUXFORD ALL TRIUMPH DAY  
CONTACT PETER 01582 750943**

**PLEASE SEND ALL 2014 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.**

**e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## **CLASSIC CAR SHOWS (CLUB INVITED)**

### **February 2014**

**FRI SAT SUN 21 22 23 FEBRUARY 2014**

**RACE RETRO  
STONELEIGH PARK WARKS  
[www.race-retro.com](http://www.race-retro.com)**

### **April 2014**

**SUN 27 APRIL 2014**

**NATIONAL DRIVE IT DAY  
(SEE AREA NEWS REPORTS)**

### **June 2014**

**SUN 8 JUNE 2014**

**BROMLEY PAGEANT OF MOTORING  
[www.bromleypageant.co.uk](http://www.bromleypageant.co.uk)**

**SUN 22 JUNE 2014**

**STANDARD TRIUMPH  
MARQUE DAY  
BROOKLANDS (SEE ADVERT)**

### **September 2014**

**SAT SUN 27 28 SEPTEMBER 2014**

**PISTONS & PROPS  
SYWELL AERODROME NORTHANTS  
[www.sywellclassic.co.uk](http://www.sywellclassic.co.uk)**

# CoMment

BY SIMON MORGAN  
COUNCIL OF MANAGEMENT

## A Fresh Start

**T**he last time I wrote the CoMment we were starting to make some very significant changes to the way that your Club is managed, its revenue is generated and it's general organisation. In the last few months we have come quite a long way. A case in point being the purchase, installation, setup, training and now the use of the shiny new electronic point of sale (EPOS) hardware and software for the HQ Club Shop. As some of you witnessed if you came to the open day on Dec 7th, the new system is very simple to use and gives Garth more time to concentrate on developing the Club Shop and it's range of products and services going forward.

The move to this new system was a master stroke, not only in terms of efficiency which was the reason for it's implementation, but also timing, because on the 23 Dec. the Club website crashed because someone had hacked into it and filled it's file system with unauthorised content.

Although we're not entirely sure how or why this happened, it looks like some sort of 'time bomb' was embedded in the code of the website causing it to crash at this particular time just before Christmas. After a number of only partially successful attempts to restore the site, and taking the view that a replacement website had just been commissioned, it was decided to cut the Clubs losses and bring down what remained of the site in order to eliminate the unlikely possibility of any sensitive data being exposed.

We saw no benefit in throwing good money after bad trying to restore the website so it was decided to bring forward the launch of the Clubs 'Official' Facebook page. In the interim period, this will be the official voice of the Club while the new website

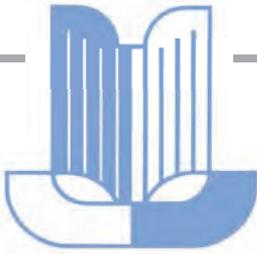


is developed over the coming months.

The first stage of the new web presence will be the online shop which will be linked to the HQ Shop EPOS system. Other features will appear at the Clubs' web address, <http://www.tssc.org.uk>, as they are developed, initially this will be downloadable booking forms and a Facebook feed for those of you who don't have access to the Facebook page. This will be closely followed by Events and a whole raft of other features for TSSC members.

So, as we go into 2014 and with Spring just round the corner, we look on all of these changes as a fresh start. Yes there are still challenges ahead but we believe that we are well equipped to deal with them and you can rest assured that we ALWAYS have the Club, its Staff and its Members' best interests at the forefront of any decisions we take.

We hope that you enjoy watching the development of a better, stronger Club in the Months to come.



# NEWS REVIEW

## Your Monthly round up of all News of a Triumph Nature

### The TSSC Website

Just before Christmas the TSSC Website went down and due to its fragile state all attempts to resurrect it failed. As it would have meant a costly outlay to rebuild what was frankly not the best of current websites, the decision was taken to bring forward the creation of a brand new TSSC website which will be professionally built and maintained and is now underway.

At present there is a 'Holding Page' but that is very limited in its resources.

The only immediate way we had of having some Internet presence was by bringing forward the Launch of the Official TSSC Facebook page, the address for this is:

<https://www.facebook.com/pages/The-Triumph-Sports-Six-Club/1391249377782323>.

Please visit this page where you will find postings and information from TSSC HQ and Staff. So Please Spread the word to all who you think may find this useful.

We are all working as hard as possible to resume service as normal but in the meantime please bear with us.

Obviously certain Services on the website are now not available to members so please Contact the following by **Phone or Email**.

**Note: Please do not send credit card payments by e-mail.**

**CLASSIFIED ADVERTS** for the Courier :

Either Fill out the advertising Form, found on the back of Your Courier Mag Address Label, and post as normal.

**OR EMAIL** your advert (25 Words Max + Name and Contact Tel. Number) to: **info@tssc.org.uk**. You may attach 1 Photo JPG for Cars for Sale Only.

Please add '**TSSC CLASSIFIED**' in the Subject field of your e-mail.

**OR** Call your advert through to **01858 434424**. Adverts are free to current TSSC Members. **Non Members adverts and Practical Classics/Classic Car Weekly adverts** Please Ring for Prices and to make Payment.

**TSSC MEMBERSHIP** To Renew or Join: E-Mail **info@tssc.org.uk** or Call **01858 434424**

**CLUB SHOP** (Please refer to your current Catalogue - or you can request a catalogue by Phone or email)

**To order products:** Please E-Mail your order: **clubshop@tssc.org.uk** or Call **01858 434424** to order items and make payment.

**TECHNICAL ADVICE** Please Call **01858 434424** Mon to Friday (10am to 4pm)

### EVENTS

For Booking Forms for 2014. SPA CLASSIC or CLASSIC LE MANS.

E-Mail **info@tssc.org.uk** or Call **01858 434424**.

Your Help with contacting as many TSSC Members who used the Website for any of the above is greatly appreciated.

**TSSC HQ Team.**

### GT6 Register Secretary

We had a few volunteers for this role before and after the Christmas break and amongst those was **Andy Cook**. Many members will know of Andy and his GT6 which he has owned for some 25 years. Andy can bring all this long term experience to the role and is also a qualified engineer so expect his technical knowledge to be excellent as well. I would like to thank Andy for taking this job on and look forward to his first Register in the March Courier.

**Bernard** - Courier Editor



# HQ OPENING TIMES

info@tssc.org.uk  
01858 434424

**FEBRUARY** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**



clubshop@tssc.org.uk  
01858 434424

**MARCH** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

The Club Shop will be attending the following Show

**International Triumph & MG Day**  
**Stoneleigh Park - Sunday 2nd March**

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or E-Mail: clubshop@tssc.org.uk



THE  
**TRIUMPH**  
SPORTS SIX  
CLUB

info@tssc.org.uk  
01858 434424

## TSSC Annual General Meeting

**SUNDAY APRIL 13<sup>TH</sup> 2014 - TSSC HQ - LUBENHAM**

*The Area Organisers Road Show will also be held prior to the AGM starting at 10.30 am at the same location*

## Council of Management Meetings

**MARCH 16 2014**

*Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Vivien Thompson** TSSC General Secretary, Woodside Cottage, 35 Fixby Road, Huddersfield West Yorkshire. HD2 2JG. or email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)*

*Pleaser ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting*

## INSURANCE PANEL

**Footman James**  
0843 357 1790  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**  
0121 506 6040  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Lancaster Insurance**  
0800 013 0080  
[www.lancasterinsurance.co.uk/tssc](http://www.lancasterinsurance.co.uk/tssc)

**Heritage Insurance**  
0121 248 9280  
[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

**Peter Best**  
01621 840400  
[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)

## The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards (Peter James)
- Support from the Club Office
- All five brokers offer a full range of high quality insurance policies, including multi-vehicle.

# SPITFIRE I - II - III Register



[www.tssc.org.uk/spitfire](http://www.tssc.org.uk/spitfire)  
e-mail. [spitfires@cadley.org](mailto:spitfires@cadley.org).



## Suzie Singleton

# Fits like it grew there!

I had a note recently from Jane Rowley, Gloucester AO & CoM Member, referring to my Register in last month's Courier. She said:

*"I read with interest about the Dutch Spitfire that you mention was on Ebay, it was still for sale at Beaulieu in Mid-September, again un-sold, but the guy selling it also had a pitch and he was selling of all the other bits so*



looking good.

It was also Jane who alerted me to another of our Sybil's outings, this time at Number 8 in The Telegraph's list of 'Ten of the best British Sports Cars' (Ok, so Sybil wasn't exactly Number 8 herself, but

*you couldn't revert it back if the buyer or seller wanted to, I thought it a bit strange till I saw how good the boot lid was..... (immaculate) Well mine was only fibreglass, colour wasn't a perfect match & now all sprayed up, it fits like it grew there....."*

Jane sent me photos to show how well the boot lid now fits on her Spitfire4. The car is





photo of the engine, it is a little beyond the standard 1147cc system originally put into the car at the factory. (Talking of engines, we've been doing a bit of tweaking with Sybil, more about that in a few weeks).

So, if you fancy taking to the track yourself, you

rather, standing in as a sample of the breed!). Nice to see the Spitfire to come higher in the list than the Morgan 4/4 and the MGA. I might even allow that the Aston

### The Telegraph

HOME • MOTORING • MOTORING PICTURE GALLERIES

#### Ten of the best British sports cars



8. Triumph Spitfire

First shown at the 1963 London Motor Show, the Spitfire soldiered on until 1980, at which point it was offered with a 1,493cc four-cylinder engine

Picture: ANDREW CHOWLEY

Martin DB5 in pole position and Jaguar E-type at Number 2 deserve their place above the Spitfire, but I may dispute the Lotus 7 and a TVR coming out ahead of our beautiful Spitfires! Apparently the TR3 & TR6 also made the shortlist of 15 but dropped down out of the top eventual 10 as chosen by an online vote in 2011.

There seem to have been a few expensive Spitfires around recently, and just the other day I heard about a 1963 racing Spitfire 4 for sale in the USA with an asking price of \$22,000. I understand that it has quite a respectable racing pedigree and, as you can see from the



will find more information at <http://www.team.net/forums/viewtopic.php?f=9&t=172&p=283#p283>.

On a rather more affordable level was this pretty white Mk3 on the Australian ebay site a

couple of months ago. According to the auction page it did sell and I wonder if any of our antipodean members know anything about



decade or so. However, when we went to Club HQ for their open day in December Guy pointed out this very same starting handle kit among their collection of fascinating memorabilia. If you're ever in the area, do take the opportunity to visit the museum.

And finally, a couple more 'Reader's Tips' from 1960s Car Mechanics magazines for you.

this car? It was a shame the seller didn't seem to know much about the car, having been told that the Mk3 had a 1500cc engine. I hope the new owner understands the car a little better and will give it the fettling it wants and then enjoy using it.

While going through old magazines looking for my next 'tail-enders' I was also reading the Q&A pages and came across the following:

### HERALD HANDLE

*I have a 1965 Triumph Herald 1200. Can you tell me the easiest way to fit a starting handle to it?—T. G. F., Glasgow.*

▶ A starting handle kit is marketed by the manufacturer, together with fitting instructions. Your local Triumph dealer should be able to supply.

I must admit I hadn't realised that starting handles could still feature in these cars, thinking them left behind in the previous

### SALT WATER

● If you don't want your windscreen washer water freezing up, try adding bath salts to the water. Make sure they are dissolved properly by stirring well. You will have to experiment to find the optimum quantity for your particular size of bottle. You will also find that your windscreen will be noticeably clearer than before, as a useful side effect. — B. Thornley, Warrington, Lancs.

### COIN TIP

● If, when carrying out an emergency repair, your spanners are too big, use a suitably sized coin, or coins, to take up the slack between the too-big spanner jaws, and the nut — P. Bradman, Nottingham.

# *Welcome to* **NEW MEMBERS**

*Welcome to all  
these new members,  
who joined the  
Club in December*



THE  
**TRIUMPH**  
SPORTS SIX  
**CLUB**

Keith Murray	Aberdeenshire	Peter Welham	Norfolk
Jeff Watson	Cheshire	Christopher & Ray Taylor	Shrops
Graham Hargreaves	Cheshire	Andrew Meadows	Somerset
Steve Walker	Devon	William Hulme	Staffs
Nicholas Turnbull	Durham	Paul Fleming	Strathclyde
Steven Wayling	Essex	Primula de Havilland	Surrey
Tony Truesdale	Essex	Nigel Gibbs	East Sussex
Stephen Creasey	Essex	Matt Billany	Tyne & Wear
Edward Hodge	Essex	Pam Hughes	North Wales
David Locke	Gwent	Matt Coles	South Wales
Jeremy Boughay	Hants	Gary Smith	Warks
Jason Burke	Herts	Tom Moore	West Mids
Robert Cross	Herts	Rod Downs	West Mids
Chris Wilson	Kent	Edward Lowe	East Yorks
Steve Crawford	Lancs	Paul Roth	Cyprus
Philip Parker	Leics		
Tim Jackson	Leics		
Edward Storer	Lincs		

*We hope you enjoy your  
Triumph and everything  
the Club has to offer*

# SPITFIRE MkIV/1500 Register



e-mail.

[ford.derek@sky.com](mailto:ford.derek@sky.com)

**Derek Ford**



## Pre Engaged Starter

**A** belated Happy New Year to you all. I hope Christmas brought you all you wished for and that 2014 brings you all you hope for.

An interesting question came to me through Facebook before Christmas. *"Could a Dolomite flywheel be used in a Spitfire engine?"* The answer I knew was YES, although the starter would have to be changed.

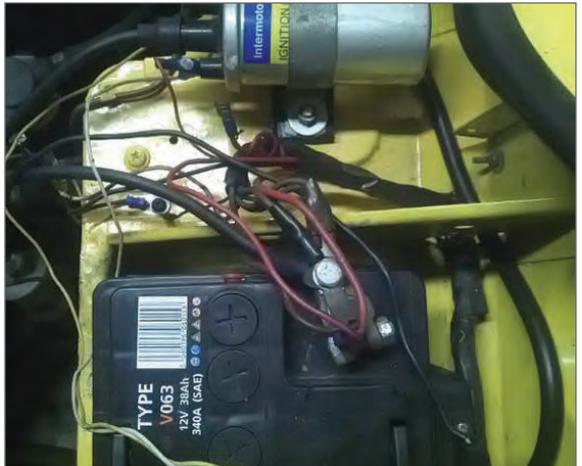
I have this set up on my Spitfire and found out all the problems the hard way. I swapped over to an overdrive gearbox years ago and for reasons I can't recall had to change the flywheel at the same time, I think it was something to do with the 1500cc clutch fixing bolts being a different type to the originals.

I put my car back together with the original starter and could not get it to function properly.

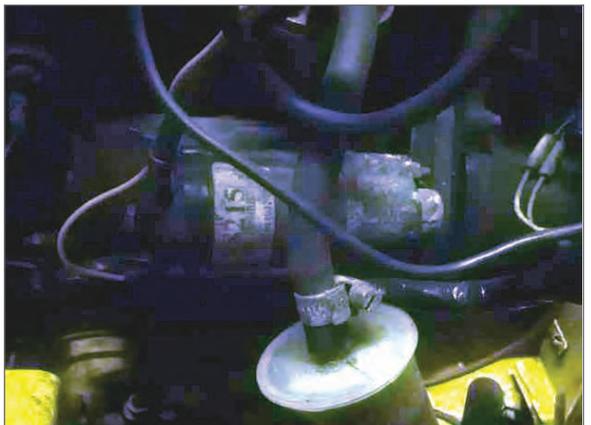
The reason for the problem was the fact that the Dolomite uses a Pre Engaged starter, not the old fashioned Bendix style starter motor of the Spitfire.

As I was working at a motor factor at the time, a quick scout through the catalogue for a suitable Starter unit proved fruitful.

Readily available as a reconditioned unit, my new starter arrived the following day. I removed the starter solenoid from the bulkhead and used the battery terminal as a



junction box, but this is not strictly necessary.



The replacement starter has proved very reliable and also gets rid of that horrible noise when the starter spins but fails to engage.

**Derek**

[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail. [herald@tssc.org.uk](mailto:herald@tssc.org.uk)



**Colin Lindsay**

## Dash-ing through the Snow!



**T**he recent rain and snow has driven me into the recesses of the garage to find a few outstanding jobs that can be completed in relative warmth and comfort; testing the GT6 CD player was a hit, considering it was warm, comfortable and in a well padded driver's seat. I woke up a few hours later...

Herald-wise, I ended up sorting through a pile of old dashboard surrounds looking for the original early fibreboard version from my 1200 convertible. I have more than a few from early cars, later cars and 13/60s, but they haven't really survived the ravages of time and need a little TLC, or in some cases filed under 'skip'.

My 1200 estate version was recovered in black vinyl by a local Upholsterer who has sadly since retired, but he was able to match the original stitching whilst upgrading the foam and padding so it really looks the part. [\(pic 1\)](#) There's also an enterprising eBay vendor listing leather covers for Herald dashboards with a variety of coloured stitching – look for seller 'topgaiters' and judge for yourself; I haven't tried one...yet.....

Early Heralds were unpadding,



**Pic 1.**

being simply bare fibreboard, and I've yet to find a good paint that matches the original finish [\(pic 2\)](#). One of my former convertibles had the dash surround liberally coated with black gloss paint; not to mention the door cards and the seats themselves. It looked really well against the brass



**Pic 2.**



Pic 3.

screws screwed porthole-like at intervals around the door to hold the cards on. (pic 3)

Stove Enamel is quite close, being a more charcoal shade of grey than black, but how it looks on fibreboard has yet to be tested. I found a very old Internet forum posting from a Mr William Davies advocating the use of an aerosol paint called Stone-Chip Protect back in 1998.... I wonder if Bill still has this dash, and how it lasted over the years?

It's not a huge problem, as the wooden dash I'm intending to use will cover the entire front of the surround, but I'd like to do it properly on the visible areas along the bottom of the dash, and cover up some slight damage too.

So: I'll throw this one open – anyone found a good looking, reliable paint covering for early dashboards that gives them a factory finish?

What I am minded to do is to dip into my store of Herald oddities and use this beauty (pic 4). The Ritmo 'Well-Padded' self-adhesive fascia surround in 'quilted plastic and non-reflective quality' adds 'extra protection and safety'. (pic 5) I



Pic 4.



Pic 5.



Pic 6.

presume for the dashboard, and not for the passengers?

It's 'extremely attractive' and 'easy to fit' (pic 6) so, as I don't believe everything I read, I'll take my time over it.

The advantage I have is that it will be fitted to the dash surround while it's out of the car thereby allowing extra access to the awkward corners.

I've tried a variety of paints in the past, but none of them approach the correct shade of greyish black that I'm looking for. Wood

Wish me luck... although it still won't cover the bottom edge of the dash surround...

I was reminded recently that Chris Evan's

theme tune for his programme TFI Friday was taken from the old 1960s television series 'Man in a Suitcase'. If you remember 'Dangerman' – and some of us actually do... then this series filled a niche when that drama ended and featured a former US Special Agent turned Bounty Hunter in the UK and Europe.

Apparently it didn't pay that well as his main form of transport was a Herald 1200 Estate. [\(pic 7\)](#)

Well, there was also a Hillman Imp variant but we'll not go into that.... CMT 444 A was a small side-light



**Pic 7.**

even down to the large round wing mirrors [\(pic 8\)](#). Lucas, or Tex Viewmasters, I wonder?

The smoke in that last picture is from a



**Pic 8.**

gunshot, not the engine, by the way; the legs under the open door remind me of Arfur Body - remember him? If not I'll keep you in suspense until next month.

estate with 'Herald' bonnet lettering and appears to have been painted in what appears to be Jasmine Yellow. The registration number appears to change at times to ADD 904 C although the car appears to remain identical

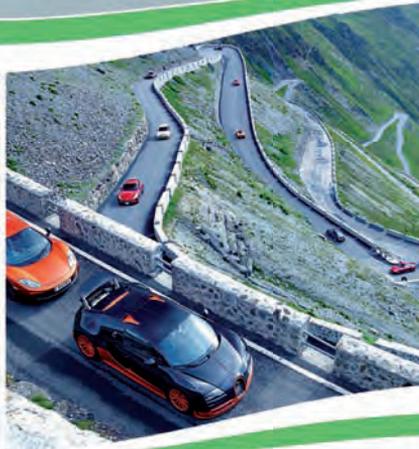
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# HERALD 13/60 Register

[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail: [philw1360@gmail.com](mailto:philw1360@gmail.com)

**Phil Willson**



## October 1967 - A New Herald

**E**xactly two years after the front wheel drive 1300 had been announced, the final version of the Herald was made public. As the advert explains, it improved on previous models in a number of ways including power and comfort. At £699 17s 6d it was about £130 cheaper than the standard 1300 and a whole £174 cheaper than the 1300TC that was announced at the same time.

The 27% more power relates to a quoted 61 bhp compared to the 1200 at 48 bhp (not the 12/50 which had a 51 bhp engine). The gearbox and final drive ratios were the same but the 0-50 mph times went from 17 down to 12 seconds, hence some of the other claims. The top speed of 85 mph seems about right but I wouldn't recommend it as the engine will be screaming away at about 5400 rpm given the overall gearing of 15.7 mph per 1000 rpm in top.

Although not mentioned, this more efficient new engine gave improved fuel economy into the bargain but back then fuel was pretty cheap so such things didn't weigh so heavily on motorists' minds.



**The dashing new Herald 13/60.  
Get the new look, get the new feel of 27% more power.**

The latest Triumph Herald has put on some extra muscle.  
When you drive it you can feel it.  
You change gear less.  
Overtake more easily.  
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Because the spanking new engine is capable of an honest 85 mph.  
And of reaching 50 mph from scratch in just 12 seconds.  
What else is new?  
A bold new look up front.

Front disc brakes and heater as standard.  
A new dash with very comprehensive instruments.  
More leg room behind.  
And super new seats all round.  
Naturally you'll find all the famous Herald safety features in the new 13/60.  
The sturdy steel girder chassis.  
The fantastic 25° turning circle.  
All independent suspension.  
Adjustable steering column that telescopes on impact. Wrap-around

rubber bumpers. They're all here.  
Because when it comes to building a car, Leyland engineers reckon you can't have too much of a good thing.  
Come and talk shop at your Triumph dealer. And while you're there keep an eye out for the new Triumph 1300 TC and the new Triumph TR5 PI.  
Triumph Herald 13/60 £699-17-8, (sunshine roof extra), 13/60 Convertible £755-3-11; 13/60 Estate £773-12-8.  
Prices ex-works inc. purchase tax.

**Triumph puts you safely ahead**



STANDARD TRIUMPH SALES LTD, LONDON ABERWOOD, BIRSELEY ROAD, LONDON W1. TEL: 01-235 5070

**Picture 1: The dashing new Herald 13/60**

Of course, the first thing that was apparent was the new look bonnet, being a single headlamp variation of the Vitesse unit. It was a neat move as it did give a fresh look to the 1950's design, as did the updated dash. Seats were more com-

Mfrs.: Standard Triumph International Ltd., Canley, Coventry Telephone 75511	Model	Intro'd. Modf'd. or Price Altn.	Year Regd.	Rec'm'd List Price Inc. P.T. £	Retail Quotings November 1972		
					Classification		
					1 £	2 £	3 £
13/60 4 cyl. 73.7 x 76 mm. 1296 cc. OHV *Oct. 67. Introduced. Restyled bonnet and full width grille. Vitesse chassis. IFRS. 4-speed gearbox with synchromesh on upper 3 ratios. Front wheel disc brakes. Collapsible steering column and two spoke steering wheel. Facia restyled and better sited controls. Re-designed seats with increased room for rear passengers. Heater/demister stanoard. Estate version has similar specification Jan. 71. Saloon discontinued May 71. Seat belts standard fitting Optional extra: Tonneau Cover £11 (Conv.) Tyres 5-20—13 5-60—13 (Estate)	SALOON 4s. 2dr. O/L. 12' 9" W. 5' 0"	*Oct.	1967	700	420	375	300
		Nov.	1968	763	460	415	330
		Jan.	1969	763	540	485	385
		Oct.	1970	848	635	570	455
		July	1971	812	*	*	*
CONVERTIBLE 4s. 2dr. O/L. 12' 9" W. 5' 0"	*Oct.	1967	755	450	405	325	
	Nov.	1968	822	495	445	355	
	Jan.	1969	822	585	525	420	
	Oct.	1970	910	685	615	490	
	July	1971	876	800	720	*	
ESTATE CAR 4s. 2dr.	*Oct.	1967	774	460	415	330	
	Nov.	1968	842	510	460	365	
	Jan.	1969	842	600	540	430	
	Oct.	1970	938	705	635	510	
	July	1971	903	825	740	*	

**Picture 2:** 13/60 data in Price Guide

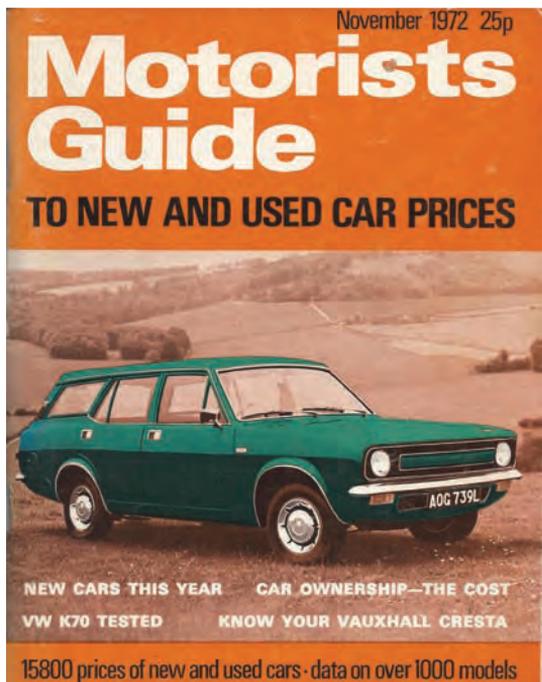
portable too, but just about everything else came over from the 1200 that buyers knew and loved.

The poster is one of four that I bought for, I think, 50p each from 'Bern's Bizarre Bargains' at the TSSC HQ Christmas Open Day. I will feature the others later.

The Standard-Triumph phone number, **GROSVENOR 6050**, still exists but you will only get a property agent if you phone it! (It was 470 exchange which then became 499 and finally 0207 499, if you are vaguely interested.)

Another item that I have dug out from my archive is a price guide booklet from 1972 published by Blackfriars Press of Leicester. It's rather like Parker's Guide that started in March 1972. I have extracted the descriptions, prices and values from the November 1972 edition. BL had just had launched the Marina Estate in September 72, hence the front cover picture, but don't get too excited – nobody else did!

Some of points of interest. The guide states that seatbelts were fitted to the 13/60 as standard from May 71. This is strange since the last cars (Estates and Convertibles) came off the line during the week ending 17th May 1971. Note also that there was a 21% price increase from 1967 to 1970 made up of a 10% hike in 67/8 and another in 69/70. However, there was a slight price drop at the end, presumably to help clear stocks.



**Picture 3:** November 1972 Price Guide

The Toledo had been introduced in August 1970 and was gradually taking over.

I think I bought my first Herald, a G reg 13/60 convertible, in 1971 and it was written off in 1973. I then bought a 1972 Ford Capri 1600XL, the 'Car I always promised myself' apparently. It became the 'Car I would never again promise myself' after two years of unreliable motoring.

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# BOOKING FORM 2014



Please fill in all the highlighted fields clearly in BLOCK CAPITALS

Name

Email Address

Day time phone number

Membership number(s):

**MEMBERS Bookings open 3rd January 2014**

**Non-members of the TSSC may book from 13/01/2014**

Item	Members Cost	Nonmembers Cost	No. Required	Total (GBP)
Club entry ticket (Per person 16 and over)	£25	£29		
Camping ticket (Per vehicle/Tent) 3 Nights	£75	£105		
Adult Camping (Per Person) 3 Nights	£15	£15		
Child Camping (Per Child) 3 Nights	£9	£9		
Chalet/caravan (4 berth) 3 nights	£255	£305		
Extra Adult - 3 Nights	£15	£15		
Extra Child - 3 Nights	£9	£9		
Classic car parking	Free			
Modern Car Parking	£12	£15		
Circuit Laps (Classic cars only)	£85	£100		
Organisers Picnic Basket (3 Course meal for 2 People) Member/Non-Member £60				
Royal Mail Special Delivery (UK addresses)	£8			
Airsure Delivery (European Zone)	£12			
SUB TOTAL				
Card Surcharge 3% (delete if paying by cash or cheque)				
<b>GRAND TOTAL</b>				

I wish to pay by:  VISA  Mastercard  Debit card  Cheque

Name as it appears on card

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Valid from

Valid to

Issue number (Debit cards)

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Charges are in GBP. Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/04/2014. Please see the accompanying Booking Notes for details of the possible currency surcharge.

All bookings will be confirmed by email (or by post otherwise).

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched around 01/05/2014

I authorise you to debit my card with the amount shown above & agree with the terms and conditions. Signed

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**BOOKING NOTES/TERMS & CONDITIONS - PLEASE READ CAREFULLY**

1. When you have downloaded this form, please complete with your booking requirements. When you have completed the form, **print/sign** then **post, fax or scan/email to the TSSC Office**. Our fax number is 01858 431936, email [info@tssc.org.uk](mailto:info@tssc.org.uk).
2. Because of increasing costs, we are also forced to apply a surcharge for bookings by card. If you wish to pay by cash or cheque, please delete the credit card surcharge.
3. As previously we are able to offer a small number of chalet/caravans at the Eau Rouge Campsite. Each chalet has 4 berths (one double and one twin-bedded room). You should bring your own bed linen or sleeping bags etc. Chalets will be booked on a first come, first served basis.
4. A Camping or chalet ticket admits one car to the campsite; you also need to book club entry to the event and parking. Camping tickets are only available to those booking Club Entry tickets with us, we cannot offer camping on its own. If you are not camping with us, you will need to book club entry and the appropriate Car Parking ticket. Classic parking is within an area on the circuit which is exclusive to the TSSC but modern parking is off-circuit.
5. The charge for special delivery is mandatory because we only receive the tickets from the organisers shortly before the event. We therefore cannot risk the tickets being delayed in transit to you in the normal postal service. Please select as appropriate for UK or overseas delivery.
6. The fluctuation of Sterling against the Euro is a significant problem. The TSSC has done everything possible to minimise costs of attending this event but we have to reserve the right to apply a mandatory currency surcharge at any time up to 01/04/2014. The decision to apply a surcharge will be made as follows. If the value of Sterling as quoted in the NatWest commercial currency sell rate falls below €1.08, a 5% surcharge will be applied. If the value of Sterling falls below €1.03, a further 5% surcharge will be applied. Failure to pay the surcharge will be deemed to be cancellation (please see Note 6). The Currency surcharge will not apply to delivery charges.
7. Payment is due at the time of booking. In the event that you need to cancel, refunds will only be given at the discretion of the TSSC. If you do need to cancel, please advise us as soon as possible as we may be able to resell your tickets, in which case a 10% handling charge would apply. In the unlikely event of cancellation by the event organisers, the TSSC will refund all money recovered from the organisers.

**PLEASE PRINT/SIGN THE COMPLETED FORM AND POST, FAX OR SCAN/EMAIL TO TSSC:**

Spa Classic Bookings,

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**E-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk) Tel: +44 (0)1858 434424 Fax: +44 (0)1858 431936**

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Guernsey is less commercialized than neighbouring Jersey and offers spectacular coastal scenery, crystal clear waters with white sandy beaches, a fascinating maritime and military history and a rich cultural heritage. Exploring Guernsey is easy. Located on the eastern side of the Island, St Peter Port is the capital of Guernsey and a bustling harbour town that is widely considered to be the Channel Islands' most beautiful.

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**May, June & September Departures**  
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Your crossing to the channel Islands will be with Condor Ferries aboard one of their high speed catamarans. On board facilities include a choice of dining areas and bars, onboard seating or cabins at a supplement plus a 'duty free' shop offering range of quality branded products.

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## Dave Rumens

### Clutching at past dreams

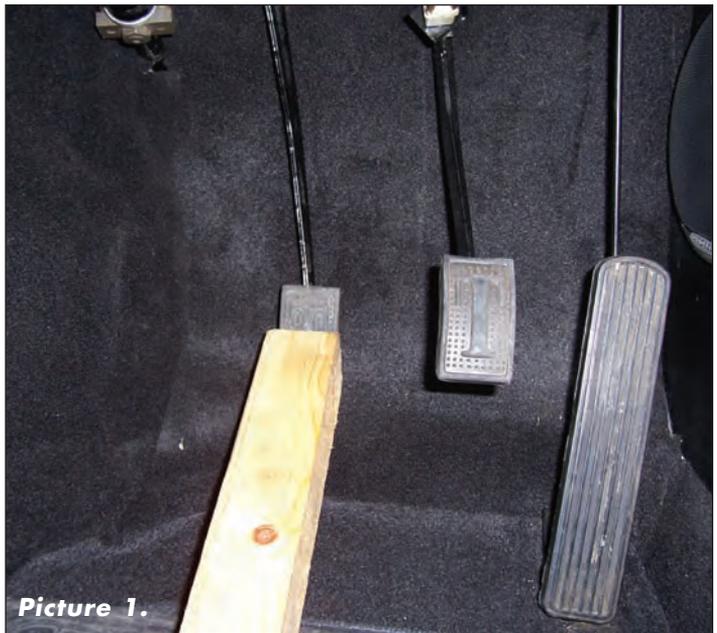
**H**i folks, I am typing this month's article just before Christmas and the weather is more like autumn than winter with temperatures around 10

degrees C and a very wet storm blowing through the UK. Hopefully when this is published in February we will have had a short winter and spring should be just around the corner. If like most of us you have tucked your Vitesse away for the winter months don't forget to keep an eye on its condition over these cold and damp days.

It's not just the cold and damp that can cause problems, as when the weather conditions worsen, rodents will look for a place to build a nest away from the winter weather. This could be in your Vitesse and as spring approaches they will wake up looking for food. As a result they may have chewed through the wiring loom!

One area raised recently to me by a club member that seems to be a problem if you don't use your Vitesse over the winter months is a stuck-on clutch. It's a good idea to start the car up every month and run it up to working temperature and then use the clutch

pedal a number of times. If this is not possible then chock the clutch pedal down when you store the car, *Picture 1*. This method does put a strain on the hydraulic system, but I would rather have to repair a clutch cylinder than use the "car on axle stands" method or worse still



*Picture 1.*

remove the gearbox to un-stick a badly stuck-on clutch. If your clutch has stuck on, before you use the axle stand method or remove the gearbox, try chocking down the clutch pedal and leave it for a week or more. Whilst the clutch is chocked down you should start the engine and try running it at operating temperature. Do this two or three times. The

heat from the engine will help un-stick the clutch plate from the flywheel.

If you choose to use the "car on axle stands" method then be very careful and ensure the car is very securely mounted on the axle stands to handle ALL conditions.

Moving on, I thought it would be good to look back at some of the Triumph related advertisements and information you could have found in the motoring press around the late 1960s. [Picture 2](#) shows an advertisement for FORMULA steering wheels and is typical in its style for the late 1960s. The flat cap and scarf of an earlier clubman era has been replaced by a sharp pair of driving glasses and a black polo neck jumper of the professional rally driver who lives such a fast life he hasn't got time to shave. That's by the looks of the



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You're the boss, tell us what car you drive and Formula provide the wheel you want with a boss to fit your make and model of car. Every Formula wheel achieves a combination of lightness and strength of construction that's race proved and rally tested. And the result? A wheel that puts you in control and gives you complete authority over the toughest road manoeuvres.

Formula give you a choice of wheel designs; shallow, medium or deep dish, in three different woodfin styles and three Connolly Hide trims. And Formula interchangeability means when you change your car, you simply change a boss fitting and refit your Formula wheel to your new car.

Want to know more? Call in your local accessory shop or write for an illustrated brochure.

**RIM STYLE A** Natural Almond Mahogany with 2 Concealing Ebony Laminated  
**RIM STYLE G** Black Connolly Hide, Wood mounted on Mahogany Frame Rim.  
**RIM STYLE H** Almond Mahogany, Natural Connolly Hide.



**RIM STYLE E** Black Connolly Hide, Wood mounted on Fringe Mahogany Rim.  
**RIM STYLE B** (12" diameter) Black Connolly Hide, Wood mounted on Mahogany Frame Rim.  
**RIM STYLE F** Almond Mahogany, Natural Connolly Hide with Single Ebony Laminated.

*Stand for size - inch/mm only!*

**FORMULA**  
 Interchangeable Steering Wheels

FORMULA STEERING WHEELS LIMITED, BANK STREET, GRAVESEND, KENT. Tel: GRAVESEND (STD 0474) 64874

**Picture 2.**

photo! It was the **FORMULA** Company that made the optional wooden steering wheel for

- £795 TRIUMPH TR4A coupé, 1966.** Iris blue with matching trim, overdrive, heater, etc.
- £785 FORD Escort GT 1300, 1968 'G' Reg.** Metallic ice blue with black interior.
- £725 JAGUAR 3.8 saloon, 1964.** Black with red leather interior, overdrive, chrome wire wheels, radio, H.R.W. Exceptional condition. Letter from Jags states '65 model. 25,000 recorded miles.
- £695 JAGUAR E-Type fixed-head coupé, 1962.** Royal blue; two private owners from new, excellent throughout.
- £685 TRIUMPH Vitesse 2-litre, 1967.** A one-owner car fitted overdrive, radio, spot lamps, etc. Finished in white with blue trim.
- £645 LOTUS Cortina, 1965.** White with green flash. A very good two-owner example. Superbly tuned and in excellent order throughout.
- £645 ASTON MARTIN DB3 convertible.** Grey with red trim. 1959.
- £625 JAGUAR E-Type roadster, 1961.** Black with silver grey hard-top; excellent value for money.
- £625 MORRIS Mini-Cooper Mk. II, 1968.** Red and black, radio, steering lock.
- £595 VOLVO P.1800 f.h. coupé, 1962.** Ivory with contrasting trim, overdrive.
- £585 TRIUMPH TR4, 1964 (Dec.).** White with black interior, hard and soft tops.
- £565 AUSTIN Mini-Cooper 1275S.** Almond green and white. 1966.
- £545 BOND Equipe, 1966.** Ivory with black int.
- £545 LOTUS Cortina, 1964.** B.R.G. with black trim.
- £495 M.G.-B roadster, 1963.** Red with black trim, overdrive, fastback hard-top, soft-top, radio.
- £465 AUSTIN HEALEY Sprite Mk. III, 1965.** Extras include Ashley bonnet, wire wheels, Cint. tyres.
- £395 M.G. TD Mk. II, Aug. 1953.** Bills available for recent engine overhaul.
- £365 TRIUMPH Spitfire, 1963.** Red/black, radio.
- £315 AUSTIN-COOPER, 1963.** Smoke grey and white roof, well above average in every respect.
- £255 M.G.-A roadster with detachable hard-top.** recent respray in yellow ochre.
- £245 AUSTIN HEALEY Sprite Mk. I, 1961.** Cherry red with black trim.

**Picture 3**

Standard Triumph and as I remember, the same company also produced the parts for the Les Leston version fitted as standard to some of the Bond Equipe range.

Looking at the dealer advertisements for used cars, I noticed one that showed you could buy a seven year old E type Jaguar or a four year old Lotus Cortina for around the same price as a two year old Vitesse, [Picture 3](#).

Reading down the advert I notice you could also buy a three year old Bond for the same price as a five year old Lotus Cortina What price would either an early E type or a Mk1 Lotus Cortina fetch now, certainly somewhat more than a

Vitesse or Bond. How things have changed over the years.

4 in 1

ROAD TEST  
COMPARISONS

**AT A GLANCE:** Lightweight 2-door 1600 body with 2-litre single overhead camshaft engine. Heavy but very positive gear change. Brilliant performance matched by excellent roadholding. Brakes good, spoiled by excessive fade. Pedal layout on early cars poor. Interior well planned, although rear seat legroom limited. Car quiet at speed.



BMW 2002

**AT A GLANCE:** Cortina-Lotus twin cam engine in lighter bodysell gives startling performance. Well-chosen gear ratios and excellent gear change. Delicately balanced roadholding and dead though sensitive steering. Ride poor for normal road use. Cramped driving position, with little seat adjustment. Poor fuel consumption if full use made of performance. Unobtrusive and rapid road car, easily converted for competition use.

FORD  
ESCORT  
TWIN-CAM

**AT A GLANCE:** Triumph 2000 engine gives new lease of life to established car. Handling with swing rear axles not up to performance potential. Powerful brakes show some fade. Ride choppy. High standard of seating and finish. Fuel consumption improved over 1.6-litre version.

TRIUMPH  
VITESSE  
2-LITRE

**AT A GLANCE:** High-performance version of the Viva, using tuned, 104 bhp version of Victor 2000 engine. Close ratio gearbox helps good performance. Heavy understeer and too-lively ride spoil handling. Good brakes with well-balanced servo. Very full instrumentation. Rather upright but comfortable front seats. Leg room limited at rear.

VAUXHALL  
VIVA GT

Picture 4.



**Picture 5.**

Picture 4 (Opposite Left) shows the front cover of an Autocar comparison between the Vitesse and three newly introduced sports saloons. The Vitesse, which was a much older design, didn't come off too badly against these late 1960's models. As for sales, if my research is correct even though the design philosophy behind the 2 litre Vitesse came from a much earlier era it still out - sold the Twin Cam Escort in the order of 15 to 1. Maybe even in the late 1960's a straight six engine, wood door capping and wooden dash was what people wanted rather than the rally winner performance of the Twin Cam. As at this time the move was away from the sports convertible and more towards the saloon, was this the reason we didn't need a scarf and flat cap anymore? Call me a cynic if you like but it was more likely due to the fashion of the day. I think the moths got my polo neck jumper years ago, but I still have my Nighthawk driving glasses!

The next advertisement, Picture 5, goes back to 1960 and is Standard Triumph's launch of the Vanguard

Luxury Six at the Motor Show. This of course was the first use of Standard Triumph's straight six engine and marked the start of the phasing out of their existing 2.2 Litre 4 cylinder engine.

Just one last advertisement, Picture 6 (Below), though not Triumph related I couldn't help including it. I wonder if wearing these had any effect on your clutch control! May be it was not advisable for learner drivers to wear these?

Well that's what they were tempting us to buy back in the 1960's and are now past dreams.

See you all next month.

*Safe Driving & Keep Running On All Six David.*

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**Fownes**  
*Jack Brabham*

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Herald 13/60 front wings	£100.00
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Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
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Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
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Brake pads type 14	£10.20 set
Brake pads type 16P/16PB	£10.50 set
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Upated brake master cyl/servo assy (exchange) £250.00	
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Recon exchange brake caliper	£46.00
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Brake shoes 5 speed GBS813	£18.50 set
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Jackshaft 215207	£195.00
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Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

## STAG

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Steering column shaft 151032	£80.00
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Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
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Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£120.00

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Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£60.00
Rear wing non O.E.....	£130.00
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Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
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Boot lid 911327.....	£475.00
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Recon exchange D Type O/D Mk IV.....	£320.00
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## GT6

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Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
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Dolomite 1300/1500 recon exch distributor.....	£47.50
Dolomite Sprint recon exch distributor early/late.....	£160.00
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Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
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## Guy Singleton



## Lighting Protection

**T**he festivities are over, now just a case of preparing for the forthcoming show season – I believe that happens in the ‘summer’ – let’s hope for a good one.

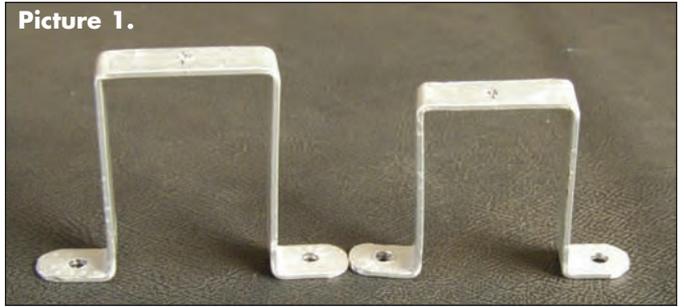
One problem found on the 2 litre cars is that the original rear light guards have been lost over the years and therefore items moving in the boot can knock out the light fittings from the light cluster. **Peter Rieu Clarke** had this problem with his 2 litre convertible and he has found a tidy way of dealing with the problem using genuine Triumph parts – which is always a good thing – he writes:-

*“I am sometimes told “Your brake/sidelight is not working” and normally the bulb holder has become detached from the light fitment in the boot. The problem is that the protector that ‘Mr Bond’ put there has long since disappeared and there are no replacements, as far as I know, on the market. I decided that the best alternative was to adapt the rear light covers from a Spitfire Mk4.*

*My rear lights were attached to the bodywork by a variety of bolts so I decided to replace them with M4 X 25mm zinc*

*plated machine screws. To gain access to the bolt heads you have to remove the lenses. Then make 2 ‘Top Hat’ brackets for each side (Picture*

Picture 1.



*1) from a piece of metal (I used Aluminium strip 20mm X 2 mm X 100mm from Homebase). Trial fit a self tapping screw to the top hole for ease of assembly later. It helps alignment if you use a ‘Mushroom headed’ screw as it lets you drill a bigger hole in the cover.*

*The brackets are then attached to the fitting attachment bolts (Picture 2). It helps if you*



Picture 2.

arrange the wiring so that it is inside the brackets where possible.

Cut openings in the covers to prevent the



Picture 3.

and tighten both screws. (Picture 3). Everything was looking nice and tidy in the boot so I decided to check that all the rear lights were working and guess what!! The offside rear brake light was not working!!

Thanks for this Peter – a useful tip.

I have also heard from Carlos Moreira in Portugal who has sent the following (or more accurately re-sent as he originally sent it to my old defunct virgin email address) but luckily it has now reached me.

*“Last weekend - 4th, 5th and 6th October was held in Oporto a fair and exhibition of classic cars, parts and scale models. In this fair, TRIUMPH CLUB PORTUGAL installed a*

wiring being trapped and you can also trim the outboard lower edges of the cover to make removing the ‘Cubby Hole’ lid easier. Locating where to drill the holes in the cover was the next problem. My solution was to mark the centre of the inboard top attachment point on the bodywork, hold the light cover in position and then transfer the mark to the cover, extend it to the top of the cover and drill a hole on top equidistant between the sides. The position of the 2nd attachment hole was found by measuring the distance of the holes between the 2 brackets and drilling a hole centrally.

Before fitting the covers tie wrap the wiring loom to the brackets well away from the self tapping screw holes.

To fit the covers use a fine screwdriver inserted through the inboard hole in the cover to locate the attachment hole. Then holding the cover in place loosely fit a self tapping screw. Once again use the screwdriver to locate the outer attachment bracket and fit a self tapping screw



stand dedicated to the 50th anniversary of the Bond EQUIPE GT 2+2.

So my Bond Equipe, only copy of the model



available in Portugal, occupied the space of the stand and was enjoyed and photographed by many members of the Club and many hundreds of visitors.

Being a car practically unknown to the public it aroused great curiosity and a lot of interest.

By the way: The Bond Equipe GT 2000 Mk2 of our friend Carlos Seara Cardoso is already painted in a blue colour and I guess that it is ready in Christmas or in the beginning of the new year."

It is great to see Bonds being given such prominence and the Classic Car

World being educated in such matters!!

Finally, I mentioned in my last article that I was having some new Commission Plates made, I have now received these, and they are for sale for £10.00 each with £1.50 p&p (a little more for overseas postage so please contact me for details). The Sharps Commercial plate is for use on the 2+2, the Bond Cars Ltd plates were used as from 1965. I am trying to find out the exact date that they changed, if you have an early 4s, please can you let me know which plate your car has, I know

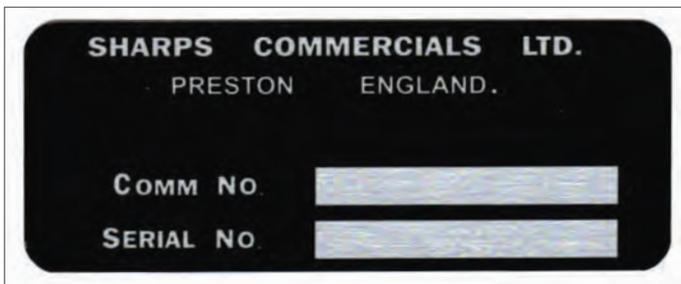
Serial Number 01009 4s had the early Commission Plate, so it was probably some



time after that.

A reminder too that I need to have several more confirmed orders for the stainless steel bonnet scoops before I can put the wheels in motion to have them made so, again, contact me for more information on these. Don't forget that this is the same scoop as is used on the MK1 Triumph 2000 so I will be pleased to get orders from 2000 owners as well as Bond owners.

And to finish, I was looking at You Tube recently when I had a surprise, seeing my old 2+2, 653 UHY, at the Ilkley Rally in 2011 (above) – it's good to see her being enjoyed and going well.



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## Trevor Collett

### The Good, the Bad, the Ugly

**F**ollowing on from last month here's three more cars that have recently been up for sale by auction. We start with this snazzy dark blue number that appeared on EBay back in August. The seller introduced the car thus:

*"Welcome to my auction for a rather interesting little classic vehicle. It is a homebuilt two-seat special based on a 1964 Triumph Herald 1200 chassis. Tax exempt, the car starts, runs*



**Homebuilt 2 Seat Special**

*and drives as it should. It is not charging at the moment but I have just ordered a voltage regulator. The body will need a bit of a tidy up, or strip it back to the chassis and start again with another body; you decide what to do with it. The MOT expires on July the 23rd 2014 so you are ready for this year's show season if you want.*

*It's always better to buy a scruffy project that you can use, rather than a massive restoration project that will never be finished. "*

I'm not sure there's much more I want to say about this car, you have the pictures to mull over. The picture of the engine bay clearly shows a 1296cc engine, which is fine – disregarding the state of the wiring – except for the fact that car is described as a



1200cc. This makes me wonder about the



other details on the registration document; a potential problem for any new owner. It's not clear from the EBay page if the car actually attracted any bids, let's all keep an eye out, it could well turn up somewhere.

Next up we have an example of a Moss Mamba, in light blue. The Mamba was introduced by the Moss company in 1983, being their third model, after the two-seater Moss Roadster and 2+2 Moss Malvern. It was universally well received – well, in that little sub-universe that is the kit car industry – but not a huge commercial success. What did the seller have to say about this Mamba on EBay in October last year:

*"I am selling my project car that I have been working on for the last 18 months on and off. The car is a Moss Mamba, which is a re-bodied Triumph Vitesse, the original re-body took place in the early 1980s when a lot of the Triumphs were falling apart due to rust but the running gear and chassis was still perfectly usable. There were only 23 known Moss Mambas to be created before a fire is believed to have destroyed the moulds so it's a quite a rare car... Moss owners*

*club at [www.mossownersclub.org.uk](http://www.mossownersclub.org.uk) with a host of info.*

*I purchased the car in Jan 2011, it had been off the road for a few decades and had been fitted with an Alfa engine and gearbox which didn't run. I took those out and fitted a Rover V8 and a Triumph Stag type A overdrive gearbox, I am at the stage now when it drives, steers and stops but I have suffered a relapse with my recurring back problems and decided to buy a Stag that just requires polishing and tinkering with.*

*It's very close to being ready for the MOT, all the electrics work except the rear number plate light, which I broke recently.*

*For the MOT:*

*Fabricate gearbox tunnel and drivers floor where it meets the tunnel, fit washer bottle, tubes and switch, fit horn and switch, fit wind-screen wiper assemblies, secure bonnet and boot with catches, fit seat belts, fit a speedo and I think that is it, tyres may be OK but I would have gone with wires...*

*It does start and drive but it won't run without the choke being full out and it's very rough, pretty sure it's the carbs at fault, I was content for it to move up and down the driveway at this point but it was always on the list to get it*



**Moss Mamba**



*An unusual project for someone to finish off, which will go like stink ! The V5 still lists it as a Vitesse but I have spoken with the DVLA and have a letter stating what they require but as it is still a Vitesse chassis, running gear etc and it is a rebody rather than a kit car there should be no problem changing the V5 to state Moss Mamba.*

*I will regret not getting there myself but I*

*running well in readiness for test drives.*

*I have spent a small fortune on parts and so many hours getting the engine and box to fit, searching for exhaust manifolds that would fit without fouling the chassis I dread to think but the hard work is done in my humble opinion.*

*Chassis is solid, the side rails too, bodywork is solid but will need a fair amount of work to make ready for paint, the doors are shockingly light and poor in design and build, the bonnet has been cut to make room for the carbs but the boot lid is as it was. Petrol tank is plastic and has no sender unit but this is how it came to me. It did have a roll bar but the PO cut that off, I do have it though.*

*The engine and box are good and are set further back than they normally are in Spitfire and Herald V8 swaps, which should help handling, the engine is also lighter than the Vitesse 2 litre engine but the gearbox heavier set in the middle of the car...*

*Overdrive is wired in and works, custom made propshaft, all new brake callipers, pads, lines, master and a servo, new clutch parts and all working fine, it has a large radiator, temp controlled fan, silicone hoses, header tank, new steering rack, track rod ends, racing light weight battery, high torque starter motor, I built an exhaust system which does the job. Seats do the job but are the ones that came with the car. Gear lever has been shortened but keeps the O/D switch on the knob.*

*cannot see me being able to do it and the car is in the way now as the Stag has pinched the garage and the Moss has to park in front making it a pain to get to.*

*I will break it though if there's no interest and take my nice shiny V8 bits off and sell the rolling chassis and body so it could be converted back to a triumph engine car."*

*Some classic lines in there, "It's very close to being ready for MOT" and, "...there should be no problem changing the V5 to state Moss Mamba". Yeh, right.*

*He is right about the "stink" I suppose, fully sorted, with its 3500 cubic centimetres of displacement, it would certainly hustle –how you make a neat job of covering those carburettors though I don't know.*

*Now I appreciate V8 grunt as much as any red-bloodied petrol head, but can't help thinking that this Mamba would be a better car with the Alfa engine. As with the dark blue special it looks like the Mamba didn't sell from this EBay listing – no one brave enough?*

*What if there was a place where someone wanting to sell a car could take it and show it to bunch of people wanting to buy a car? I know, it could never compete with a good old-fashioned on-line auction. Of course there are still real life car auctions and car number three was put up for sale at one in held in October at the Imperial War Museum in Duxford.*



### A.K.S. Special

Here's the catalogue description:  
 "1965 A.K.S. Special

This is a very rare surviving example of an A.K.S. Special, kits for which were produced by Auto Kraft Shells of Bishops Stortford during the 1950s and early 1960s, and is understood to be based on 1147cc Triumph Spitfire running gear. Following a period of storage it will require further finishing prior to being put on the road. The vendor informs us the car "starts and drives" and that the four-speed manual gearbox is "good and smooth through all the gears".

Furthermore, all

indicators and lights are working. Finished in green with black interior, known work needed to complete the car includes the fitment of bonnet fixing brackets and a rear exhaust silencer. A most unusual and undeniably pretty





Funnily the auction house states the car is a 1147cc, and gives an engine number with a GA prefix – which is a Herald 1200 engine, but, again, the picture looks to me like a 1296cc motor – it’s certainly got a Stromberg carburettor.

I don’t know about you but agree with the catalogue author, this is a pretty special.

Back in October someone liked the car enough to stump up

3,136 pounds sterling for the privilege of owning, which I thought was a fair price to pay, until I spoke to that font of Triumph kit car knowledge Ben Caswell about the car – he told me it had sold on EBay in May 2012 for £820.

I haven’t mentioned what you’ve all noticed – the uncanny visual similarity between the Mamba and the AKS. I’m not going to expand on that now, I’ve reached my word count quota for the month, but if you go to my piece in the January 2010 Courier you can read a bit more about the Mamba, the AKS Continental and the Alfa Romeo Giulietta Spider.

Three Triumph specials for you this month then - a good one, a bad one and an ugly one?

That’s for you to decide.

*special, it is offered with its Swansea V5 registration document.”*

Very interesting. I can add a little: this model was called the AKS Continental and was sold from 1959 to 1962 as a kit to fit onto the Ford 8 or 10 chassis. This particular example is described as a 1965 car, which matches its registration – we don’t know how this has come about. The auction catalogue gives the chassis number, which is right for a 1965 Spitfire Mk2 – could an unsold AKS body have been fitted to a new Spitfire rolling chassis in 1965? Possible, I suppose. Another scenario is that the car was built between 1959 and 1962 on a Ford chassis and then rebuilt some decades later on a donor Spitfire Mk2. Someone must know – let’s keep investigating.



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# TR 4/4A/5/250/6 Register



e-mail.

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**Bernard Littlewood**



## TR6 Estate? - Why Not!

**T**hose of you who went to the TR register International Show at Malvern in August 2013 will no doubt have seen this beautiful car. Not one for the purists I know, but if we all liked the same thing, life and the Classic Car scene would be very boring. This car was "created" by owner



the S. Wales area met up with some of our German members at the TSSC International at Stafford in August) so I have been "sitting" on this article since then hoping that Bernd would get in touch, however, as it has now appeared in another publication, here are

Bernd Amling a very nice German gentleman. I did e mail Bernd on two occasions to ask him to put a few words together, but unfortunately I have not received a reply, perhaps his German is not as fluent as mine (which I must say came in very handy when



the images that I took all those months ago. Hopefully someone will show him this article. Perhaps he has been building an amphibious TR2?

Anyway the car looks just as good (probably better) in the "flesh" as my photography skills are absolutely rubbish and Bernd deserves a big pat on the back for creating such a vehicle.

Whether 6 cylinders or 4 a TR is more!  
Well done Bernd!

### SEMI FLUID GREASE FOR TRUNNIONS

Thank you to all those who e mailed me regarding my article in last month's Courier about using semi fluid grease in trunnions, I was amazed at the positive response, especially from those who have been using grease for many years but were aware of the possible downside and wanted to try the "half way house" of semi fluid grease. Most people wanted to know where they could obtain Shell Retinax TL00 ( it is freely available in the USA, but is sold mainly in bulk in GB ) and I replied to most if not all e mails, to say that an equal substitute for the application is EPOO semi fluid grease available from [www.vintagebearings.co.uk](http://www.vintagebearings.co.uk) or most good motor factors.

### Pronto Mr. L

*Thank you for taking the time to talk all things Triumph with me at the Vale of Glamorgan show and for giving me your e mail address. It gave me food for thought and I am seriously considering entering the world of classic cars (Triumph of course). I am a complete novice and would like your advice on the following; I love convertible sports cars so could you recommend a model? One in which myself, wife and two teenage sons could travel in. Also, I have no car mechanical skills of any kind ( in fact I have no skills full stop ) and would not be able to carry out my own repairs or maintenance and I have no interest in acquiring these skills, I just want a nice classic car that is reasonably reliable, is this feasible or is it a pipe dream? I would love a car like your*

*TR4 but a two seater is at the moment not a practical option. My budget would be a maximum of £10k and I would love to look out of my window and see a classic Triumph parked on my drive.*

*Ciao*

**Mr. D**

### Pronto to you too Mr. D!

We have a number of TSSC members in our area who do not work on their own cars either because they are no longer physically able to or they have no interest in working on cars, they just love driving them and being part of the TSSC. So the answer to your question on whether it is feasible, it definitely IS. I would strongly advise you to join the TSSC first, the S. Wales area (I seem to recall you live in Penarth) have a wealth of experience and there will always be someone willing to maintain your car in return for a few beers at a show or not far from you in Cardiff there is a Triumph Specialist who can carry out any work your car may require. Our Area Organiser is a skilled engineer and would also assist you.

As to which model, well a very sporting option with four seats is a Vitesse convertible (also available in saloon form), either in 1600 or 2 litre guise you would have a very good six cylinder car with good performance. This would be my choice as I love the Vitesse. Your £10k budget would buy you one in first class condition with enough money to insure it and put a couple of grand away for repairs and maintenance. Another option is a Stag, in my opinion more of a grand tourer, but with plenty of performance and comfort, a 3 litre V8 engine that has been much maligned in the past for overheating issues, but most will have been "sorted" by now. You have to be careful in case a different engine has been installed; a favourite being a Rover V8, a Triumph 2.5 or sometimes a Ford V6, all of these engines will still give good performance, but make the car less desirable to the purists and so can be bought for a lot less money than a car

with the original Triumph engine. If you find a car that you want to view, give me a call and I will gladly accompany you in return for a few Birra Moretti's. Ciao

**Bernardo**

### **TR4A LOWER TRUNNION REPAIR**

When I had my TR4A MoT'd, the tester, Martin Taylor of Fairwater Garages (trade price MoT's for TSSC members) gave me an advisory for slight wear in the lower N/S trunnion bushes. I was a bit concerned that it might be the actual brass trunnion itself as I had installed poly bushes only a couple of years ago and I did not want to buy a new trunnion as I have had a few reports and messages about the poor quality of the available brass trunnions, the main issue being that some are a poor fit on the vertical links. When I got the car home I immediately jacked the car up and placed it on axle stands but no matter how much leverage I applied I could not find any movement. Most people would probably have left it at that and put it down to the tester not knowing classic cars that well, but my problem was that Martin is an excellent tester and knows classic cars extremely well. I had to investigate further.

I removed the road wheel and the split pin and castle nut that keeps the trunnion pivot bolt in place and with my trolley jack supporting the lower wishbones until the pivot bolt turned quite freely I used a brass dolly to drift the pivot bolt out and then swivelled the hub upwards and wedged a block of wood between it and the road spring to make examination possible. I examined the bushes and they were as good as new with no sign of any play when I replaced the pivot bolt into the lower wishbones (those who do not know the TR4 - 6 trunnion set up please note that the bushes and sleeves locate in the lower wishbones and not in the trunnion bore as on Spitfires and Herald's etc). I used a micrometer to measure the diameter of the bolt and the part that locates in the brass trunnion was worn a few thousandths of an inch. I placed the pivot bolt in the brass trunnion and I could feel very slight

play, but more than the few thou of pivot bolt wear would have given, therefore the hole in the trunnion was also worn. Martin had been correct and if my TR4A was MoT exempt, would I have taken it for a voluntary MoT? I'd like to think so, but I know of a few people who are not taking their cars for an MoT now that they don't legally have to, just think what faults they may be over looking and although this trunnion fault is not dangerous at this stage, it might well have progressed without me noticing it. I then removed the front hub by removing the wheel grease cap and removing the split pin and wheel bearing nut, this enabled me to unscrew the brass trunnion from the vertical link.

As I wrote earlier, I have heard that there are poor quality replacements on the market and the threads on my trunnion and the vertical link felt like new so I did not want to change the trunnion. Being a former tool-maker I still have a selection of expandable reamers, so using these I slowly increased the diameter of the hole in the trunnion until I achieved a light drive fit for the same size sleeve that is used in the poly bushes that locate in the lower wishbones. I did not attempt to drill the hole larger as brass tends to "snatch" on drill bits, especially when you are enlarging an existing hole or one that is oval through wear.

With the sleeve cut to the length of the trunnion I inserted the pivot bolt and I could not feel any play, however, as I had purchased a new pivot bolt I used that and it was a very nice sliding fit in the now sleeved trunnion.

I then 3/4 filled the trunnion with semi fluid grease (I find this easier to do when it's apart than pumping any form of lubricant in after assembly) and screwed the trunnion onto the vertical link with a rag underneath to catch the excess lubricant as it overflowed, replaced the wheel hub, adjusted the wheel bearing (with added new grease) and attached the trunnion to the lower wishbones with a liberal coating of grease.

Job done and a good saving on the price of a trunnion.

**Whether 6 cylinders or 4 a TR is more!**

**Bern**

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# TR7/8 Register



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**Paul Lewis**



# RUST!

**A**bout eight months ago I purchased a "spares or repair" 1981 TR7 FHC. The idea was never to put the car back on the road but to use it for some of the parts that can be quite rare to find or expensive. Anyway, £205 later the car was mine. It was rusty, and occasionally I had thoughts about restoring it but then I slapped myself around the face and all was well again. I really hate sending a TR to scrap yard heaven never to be seen again but this was a money pit. From the history file with the car it showed someone had cared lovingly for this car and spent a lot of money to keep it on the road. You also look on "How Many Left" and realise that there are far too many cars are being sold for spares that are really quite good and repairable. I have seen recently a car sold for parts because someone wanted a roof panel for a rally car look alike, but this Calvary Blue TR was beyond saving.

The car from a distance looked not bad (Picture 1). The front and rear wings were good and so , amazingly, was the rear deck. The car had been ziebarted at some point, as you can see the plastic plugs used after the treatment in the B post (Picture 2). Anyway the car is stripped for parts and a lot of excellent parts, especial-



**Pic 1.**



**Pic 2.**

ly trim are now in other TR's and I feel better knowing that the car has not just been thrown away. The engine/gearbox and rear axle are sat in the garage awaiting restoration and then selling on at some point.



So to the point of this article. I thought I would show you some of the places where they rust.

**Front Suspension Turrets** (Picture 3). As you can see these are paper thin, this wasn't picked up on the MOT failure but was found when I was tapping



around with a hammer.

Picture 4 shows the Drivers side (RH) turret that had been patched quite poorly before.



**Battery Tray** (Picture 5). This one is not as bad as some I have seen.



**Front Inner Wings** (Picture 6.)

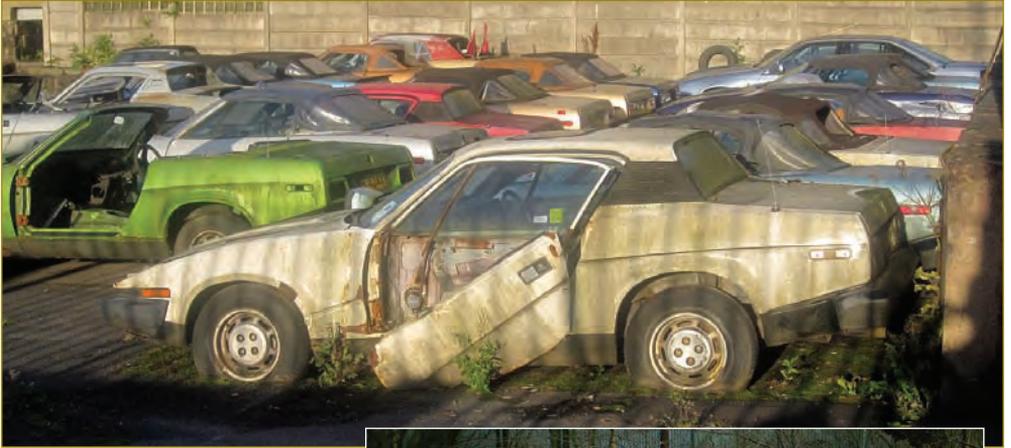


Picture 7. shows the point where the rear trailing arms attach. This is pictured from inside and I can assure you it looks worse underneath.

The sills, boot, bumpers, bonnet and doors were paper thin and disintegrated when breathed upon.

By no means I have mentioned all the places they rust as you can see from the last three Pictures overpage.

It really is a shame that due to the value of the cars that many will get scrapped because the cost of the repairs far outweighs the selling price. There are many excellent cars out there and it really doesn't matter which factory they were built in,



some are good and some are bad. I have two excellent Speke cars that have never been welded and if you look at the Blue one it was built at Canley, which was renowned for better quality. What I can say is if you can save a car please do, whatever the eventual cost.

*Paul*



*What could be more fun  
than a Triumph!*

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# BIG SALOON Register



[www.tssc.org.uk/bigsaloon](http://www.tssc.org.uk/bigsaloon)  
e-mail. [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk)



## Mark Blease

# Big Six Collection

I was casually thumbing through the September 1989 issue of Your Classic magazine the other day - as you do - and spotted amongst the classified advertisements this gem:

**Triumph 2000 auto 1973, MOT Nov, used daily, scruffy but solid, £175. Triumph 1974 2000 auto, MOT just expired, needs exhaust, £100 or £250 the pair, or swap for PC Cresta. Tel 02\*\*\*\*\* (Essex).**

Now I realise that was almost twenty-five years ago, but I wish you could still pick up a pair of big saloons for £250! In truth, the fact that fifteen year old 2000s were being touted for sub-£200 prices goes a long way to explaining why so many were scrapped in the 80s, and why our cars are such a rarity now.

One TSSC member who is definitely doing his bit to ensure the long term survival of the Big Six is **Alain Gaspard**, who has owned a number of them over the years.

Alain bought his first saloon in 2002, a 2500TC in British Racing Green, and has covered many enjoyable miles in England, France, Holland and also in Belgium.

The car became their

everyday transport, with Alain's wife driving 100km a day for work. A change of job with a new commute of 200km per day, coupled with the Triumph's thirst for fuel, meant it was no longer viable to use the 2500TC as daily transport. By Alain's own admission, age had taken its toll on the car's bodywork, and rust



had rendered the body shell fit only for scrap (*Photo 1*). The Triumph has been replaced by a Volvo.....



In 2008 Alain bought a MK2 2000 estate (*Photo 2*), which is a work in progress that Alain hopes to have ready for the next Round Britain Reliability Run. In 2010 Alain added

removed ready to fit to very good body shell (*Photo 5 - Overpage*).

Alain kindly provided some more information

about the car for which he holds the fondest memories of, namely, the Triumph 2500TC:

*"We bought this car because our GT6 had become too small for us and our daughter. Stafford with the pushchair and the tent etc. in the GT6 - we have done that three times, but it was quite hard! So we bought the 2500 TC, the previous owner was a doctor, he told me: the interior and*



3.

a black MK1 2000 to his fleet (*Photo3*), a car that has never been restored with only

*the body is good, but the engine is bad, so it is 350.00 Euro. How much? 350.00 Euro.*



4.

36,000km on the clock. In 2012 a red MK2 2.5 PI (*Photo 4*) was added to his collection, intended to replace the 2500TC, which in turn has had all the good mechanical parts

*Well, we quickly arrive. We have taken the van, hired a trailer and we have driven to Liege. So the interior was lovely, the body needed a few little repairs and the engine wasn't working. So, we bought the car, and some days after the engine and the gearbox have been removed, and after that, I have welded some patches and resprayed them. It*

*was time to examine the mechanics - the gearbox just needed seals, bearings, cups and a layshaft but the engine needed more: rebore, reground crank, reseat valves, re-plane the*

5.



block and head. So I rebuilt that and put it in the car. She was now ready for the first run!

We decided to go to Normandie, no problems during the trip. Next for our wedding anniversary we went to Scotland, Stafford and Cornwall. We have done around 6,500km in two weeks without a problem apart the alternator that I had to change the first day at James Paddock. Since then, my wife has used it as her everyday car. She has done 22,000km in it,

summer and winter, but now our 2500TC is too rusty, I am dismantling it and I hope that one day I'll put all the good parts in my good white bodyshell! We have found a red 2.5 PI to replace it but I haven't the same fondness for him."

Many thanks, Alain. It's always good to hear from members with their stories of Big Saloon ownership. Until next month!

**Mark**



The 2500TC on Southport Beach.

# Area Showtime



e-mail.

[pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)

## Pip Flegel



# New Year Run 2014

By Pip (Manchester Area)

# A

massive thank you to all who attended the Derwent Valley's New Year Run, which as you can see was very successful and for those who couldn't attend, here's a very small taster! Oh and the fancy dress theme this year was Pirates!

**The Motley Crew  
of organisers  
getting the  
admin right.**

**Who gets the  
Black Spot?**



**Collecting  
routes and  
carvery  
vouchers from  
Cap'n Wrights  
beloved.**



# CLUB SHOP NEWS

Tel. **01858 434424** web. **www.tssc.org.uk**  
e-mail. **clubshop@tssc.org.uk**

by **Garth Jupp**

## New Items

Since the demise of Quinton Hazel last year we have struggled to find a supply or good quality top ball joints **GSJ155**, however we will shortly be able to supply good quality made in the EU top ball joints. These will be priced at **£8.35 each Inc. VAT.**



### What is Dynamat?

Dynamat is a thin, flexible, easy to cut and mould sheet that actually stops noise causing resonance and vibration, by using visco-elastic qualities that promote vibro-acoustic energy conversion. In short, that means noise becomes silent energy.

**Q. How much Dynamat do I need to use to be effective?**

**A:** You can apply Dynamat in patches (25-50% area coverage) to keep a specific panel from resonating or you can apply it over an entire area (such as the floor, doors, or boot) to create a sound barrier and vibrational damper.

**Q. What kind of tools do I need to install Dynamat?**

**A:** Installing Dynamat requires only a few tools: razor knife or scissors, roller tool, rags and a solvent-based cleaner (rubbing alcohol also works). You also need basic hand tools for the disassembly and reassembly of your vehicle. Consult your owner's manual or

vehicle's shop manual for instructions.



**Q. My floor board gets hot during long drives. Is there anything I can do?**

**A:** Heat coming from a hot exhaust or manifolds is a common problem. Fortunately, Dynamic Control has a solution. First apply Dynamat Xtreme to the floor and firewall, then install Dynaliner, both underneath the floor's carpet. This process is outlined in Dynamat Floor Applications.

**Q. What part of the vehicle should I do first?**



**A:** We recommend applying Dynamat to any surface you can easily reach. In general, we recommend treating your vehicle in the following order: Doors, Boot, Rear Deck, Floors, Roof, Bonnet, then Bumpers.

**Q. How does Dynamat stop road noise?**

**A:** As a car operates, it generates noise. This noise is caused by the transference of energy (vibration) from the internal components and from the road to the chassis of the vehicle. The chassis (doors, floors, roof etc.) transforms this vibration into audible noise. Dynamat transforms the energy (vibration) into silent energy.

**Q. How much will Dynamat quieten my car?**

**A:** Even a small amount of Dynamat can cause a profound noise reduction. For example, applying Dynamat to the doors of your vehicle can reduce road noise from 3 - 6dB!. Complete coverage of an average vehicle can reduce road noise 9, 12 even as much as 18dB.

We will be stocking a full range of this excellent sound deadening material, ideal to reduce some of the noises and rattles in your Triumph and also reduce the heat transfer from the engine and gearbox. Full details and prices will follow in the



new Shop catalogue due with your April Courier, but we will be able to supply this product before then. Also look out for an exciting competition to win a **FREE installation of Dynamat products in your Triumph at Trium Fest UK in July**, in the next Courier.

To find out more about this excellent product, have a look at their excellent website <http://www.dynamat.com/index.html>



## February SPECIAL OFFER

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### £10.50 OFF FRONT Wishbone Polyurethane BUSH KITS

*This month a set of Superflex Polyurethane Front wishbone bushes (Pack of 8 bushes) are only **£53 Inc. VAT**, saving **£10.50**, also there is **10% off front coil springs**, so it's a good time to treat your car to a front suspension overhaul.*



P&P 0.6 Kg



P&P 2Kg

### 10% off Powder Coated Springs

<b>TR290</b>	Standard Spitfire/GT6/Herald/Vitesse	Now <b>£32.40</b>
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Please State Car and Model when ordering

**\*(15% UPATED) NB these DO NOT LOWER** and in most cases will actually raise the ride height, it is recommended to use these with the adjustable spring pan shock absorbers.

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# CLASSICS

MONTHLY

ISSUE 213 MARCH 2014

ON SALE  
30 JANUARY

# MYSTERY MACHINE

We reveal the 1960s Triumph you can't find on Google... until now!



**TR7 'SPRINT'**  
Diagnosing faulty pop-up headlamps.



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# UK

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**TSSC TRIUMFEST UK is planned to be a Total Triumph Experience.**

To be held at Donington Park on its new Launch Pad site (which will include the opportunity to drive your Triumph on the Heritage Loop). We have also exclusively booked the adjoining Donington Park Farmhouse Campsite & Caravan park with its excellent facilities which include Shower Blocks and Campsite Bar for Food and Drink etc.

You can Camp from midday on **Friday 25<sup>th</sup>.**

Events we hope to provide are : **Friday Eve Beer Festival, A Trade & Members Autojumble Market, Concours, Saturday Live Band, Heritage Loop Laps, All Triumph Parade on the Circuit. Triumph Gravity Racers.** etc. etc.

***Save the dates for your Diaries!***

# STAG Register



[www.tssc.org.uk/stag](http://www.tssc.org.uk/stag)  
e-mail. [Stag@tssc.org.uk](mailto:Stag@tssc.org.uk)

**Ben Broadbent**



## Concours Quality

**H**ello again, February already. Christmas and New Year firmly out of the way, and many of you finding yourselves back in the garage working on those winter projects.

It only seems like last week that I was at the NEC enjoying the Classic Car Show and members were talking about preparing their cars for winter storage, and now its time to think about preparing the cars to get them back on the road.



*Pic 2.*

Concours judge. All three Stags that had been entered had the quality to be Concours winners. **Neil Spencer's** Stag ([picture 2](#))

and **Sue and John Franklin's** Stag ([picture 3](#)) were both fantastic examples of top quality Stags. Both have been featured in these pages during the last few years.

I have often wondered why I never put my own Stag into the Concours ([picture 4](#)).



*Pic 1.*

I spent many a happy hour at the NEC Classic Car Show on the Club stand discussing winter projects with club members and was very pleased that Stag Concours winner **Steve Taylor** came over to chat about his Stag and other projects he had underway, or was planning for the coming year.

Steve's amazing Stag won last year Concours for Best Stag, ([picture 1](#)) in what was the strongest competition I have seen as a



*Pic 3.*



**Pic 4.**

Truth is I never felt comfortable. I never believed I could win! This was confirmed especially, when I examined the under body of



**Pic 5.**

Steve's amazing Stag (picture 5) compared to my own Stag's under body. (pictures 6 and 7)



**Pic 6.**

The amount of effort and detail that Steve has put into the Stag's under body that is rarely seen is truly commendable!

The upgraded interior of Steve's Stag was also superb (picture 8). He has again put a

magnificent effort and detail into the project. Now, I'm inspired by Steve's effort and beginning to believe I could have challenged him with my own Stag's standard interior, (pictures 9 and 10).

Well, maybe not!



**Pic 7.**



**Pic 8.**



**Pic 9.**



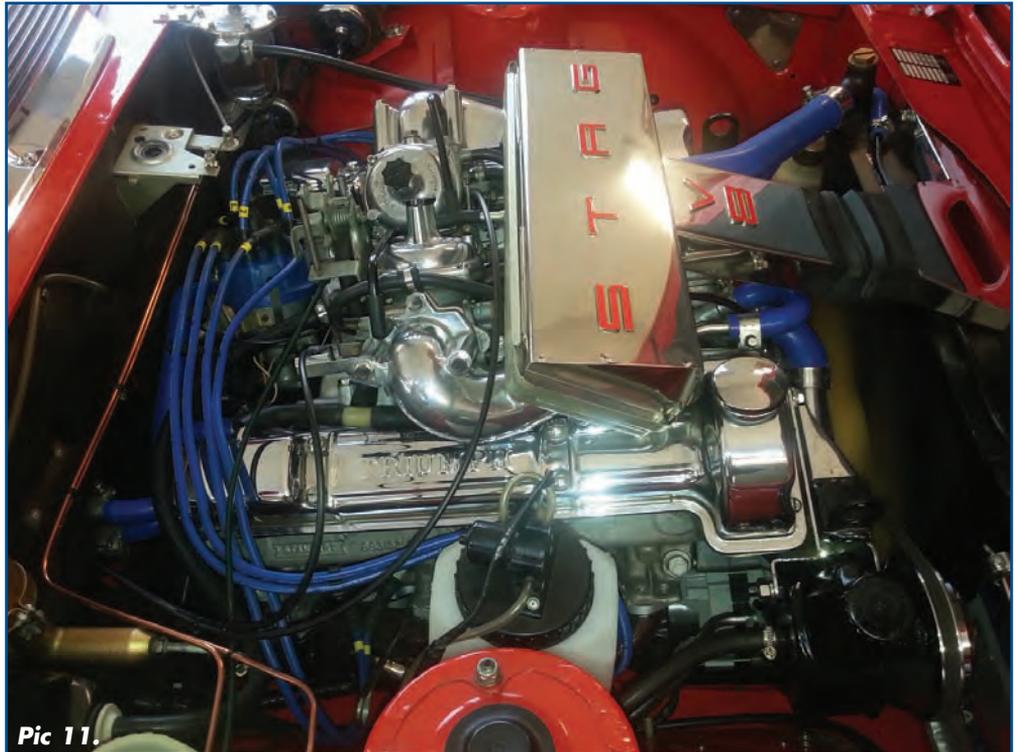
**Pic 10.**

Opening the bonnet of Steve's Stag you discover the most marvellous upgrade of the basic Stag engine bay (picture 11). Now not everyone likes the bling, in fact I do prefer the



**Pic 12.**

upgraded wheels (picture 13), I again am a traditionalist I love the traditional Stag alloys (picture 14), but then again my Stag did have the Steel wheels originally.



**Pic 11.**

standard engine bay (picture 12), but I have to say I was certainly won over by the quality and finish of Steve's engine bay. It did make my own Stag's engine bay look very tame.

Another nice feature of Steve's Stag is the

For myself, Steve's upgraded alloy wheels give his Stag a contemporary look that could challenge any current production sport car for looks and style.

It is obvious that Steve put a tremendous effort



**Pic 13.**



**Pic 14.**

into his Stag restoration project and was a worthy winner of last years Concours for best Stag, especially with the strong competition

behind me in the queue! (Oh, if only, (then again I could sell the house and live in the caravan?)



**Pic 15.**

from the Stags of Neil Spencer and also Sue and John Franklin.

Well, in conversation about his Stag project, Steve informed me that he was very busy completing a Mini Van restoration project (picture 15).

Well, that looks fantastic, in fact it's absolutely awesome. Steve informed me that this was nearly complete and that he would be looking for a new project soon. He continued that he has an idea for his next project, but will need another Stag; he will be selling his concours-winning Stag, and says he will consider a cheap part-ex tax-exempt project. Well, it sounds as if someone will have the chance to buy Steve's amazing Stag, get

My thanks are to Steve for the pictures and story of his concours-winning Stag. I hope Steve will be able to give me regular updates on his new Stag project when he gets underway. (hint, hint!) Any other Stag projects underway that you would like featured here; give me a shout!

Take care

Keep those V8's  
purring

**Ben**

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PRACTICAL CLASSICS**

**ON  
SALE  
JAN  
22**

# Triumph 1300 in 1970s re-match

**Giant 10-car test of British  
and Japanese classics**



## Also Inside...

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# STANDARD TRIUMPH AT BROOKLANDS

Sunday 22nd June 2014

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Visit the worlds first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum and see Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft: Wellington, Varsity, Viscount, Vanguard, VC10 and Concorde.

**The Test Hill is £5 per car** for 3 goes up the hill (weather permitting). Drivers will need to attend a briefing session and sign a risk acknowledgement.



For um EvEnt

**Gates open at 10am and close when the museum closes.**

Prices for anybody in a Triumph car or on a Triumph Motorbike are:

**£9 for Adults £8 for Senior Citizens  
£4.50 for Children  
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Lead club for the event  
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HOME OF CONCORDE



## DON'T END UP A DAMP SQUIB WHEN DRIVING IN THE FLOODS

Some owners have their classic cars safe and snug, holed up in the garage for the winter, other classic users, who drive their cars on a daily basis, don't have that luxury and are facing driving through the heavy rain and floodwater hitting Britain.

Driving in wet conditions can be hazardous, and even those with knowledge of their local area can find themselves caught out during heavy downpours, with road surfaces susceptible to standing water. This increases the risk of drivers aquaplaning, when the tyres lose contact with the road and you lose control of the steering. If you do experience aquaplaning, hold the steering wheel lightly and lift off the throttle until the tyres regain grip.

When driving through standing water, remember to slow down and take it easy. If the steering does become unresponsive due to the rain, ease off the accelerator and slow down very gradually.

If you do come across flood water, only attempt to drive through if you know it's not too deep and maintain a steady, slow speed to avoid creating a bow wave. Allow oncoming traffic to pass first and test your brakes as soon as you can after leaving the water.

As you drive slowly through standing water, use a low gear so the engine revs are higher. Don't try driving through fast-moving water, such as at a flooded bridge approach – you and your car could easily be swept away.

Also remember that driving through standing water and large puddles at speeds above a

slow crawl will splash pedestrians or cyclists, which can result in a hefty fine and points on your license if the police catch you driving without reasonable consideration for other road users. Follow these handy tips and the only paddling you'll be doing is at the seaside come the summer!

To find out more on this and other services from **Heritage Classic Car Insurance**, call **0121 248 9280** or visit **[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)**.

### Floodwater facts – courtesy of the AA.

2/3 of those who die in flood-related accidents are considered to be good swimmers  
32% of flood-related deaths are by drowning in a vehicle

After 20 minutes in water at 12C the temperature of the deep muscle of your forearm would drop from 37 °C to 27°C, leading to a 30% reduction in muscle strength.

In water 1m deep (waist high), flows of 1m/s become challenging and by 1.8m/s (4mph) everyone will be washed off their feet.

If the speed of the flood water doubles the force it exerts on you/your car is quadrupled

Just six inches of fast flowing water can knock you off your feet and be enough for you to be unable to regain your footing.

Two feet of standing water will float your car

Just one foot of flowing water could be enough to move the average family car

Just an egg cupful of water in the combustion chamber could be enough to wreck an engine

Flood water can be contaminated and carry diseases.

Culverts are dangerous when flooded – the siphon effect of culverts can drag in pets, children and even fully grown adults

# COURTESY LIGHTS

## EXTRA ILLUMINATION

by Darren Groves



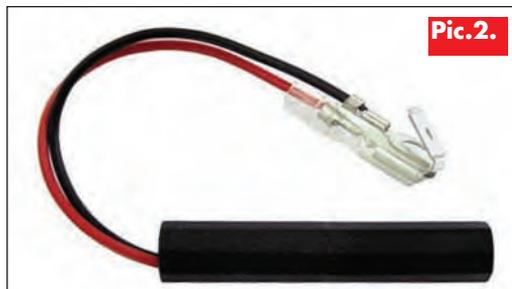
**T**

he single fascia lamp in the Herald isn't the best at illuminating the inside of the car, so to see what I could do to improve this I done a quick search on EBay.

Being a convertible the options are a little more limited as to where you can mount extra lights, so I decided on a pair of LED strips (Picture 1), available in various lengths and colours, I opted for 25cm and white.

The strips have a self adhesive backing, which turned out to be pretty useless but I had some double sided tape which did a much better job. I mounted them behind the dashboard on the underside of the bulkhead, this lights up the footwell nicely.

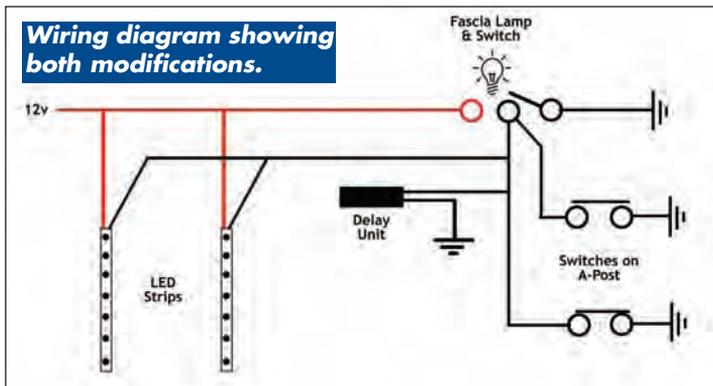
The wiring was very simple, the red wire needs a permanent live connection, add an in-line fuse if you wish, the black needs to be earthed via the existing wire that runs from the fascia lamp to one of the switches on the A-Post. The additional lights can be turned on by the fascia lamp switch.



Second part of the job was to install a delay unit (Picture 2) so the lights didn't turn off immediately when you closed the door, which is quite useful if you're trying to find keys, glasses

etc. when it's dark. There were various units available, but I opted for one that was smaller and neater and had a pre-set 12 second delay.

Again very simple to wire, the red connects to the earth wire from fascia lamp to one of the switches on the A - Post, the black wire to a permanent earth.



# CAROL BOYLAND

## ALWAYS IN OUR THOUGHTS



**R**ather than write one person's view as an obituary to Carol, we thought it would be nice to reprint from the Facebook group, all the wonderful comments and memories of Carol from all those that knew her. Apologies if anyones comment is missed, as this was the full listing up to deadline.

*Garth Jupp*

It is with great sadness I am writing this note to let you all know that Carol lost her fight with cancer on 11th January. To us she was a very special lady and it truly was a privilege knowing her. She was such a kind hearted person with an infectious laugh, wonderful sense of humour with a true love of her Triumphs and had inspired many people with her enthusiasm.

She was a great friend.

Throughout her illness she had remained positive and focused on setting out her wishes for when she had passed on and had even joked about having someone drive her Spitfire with her coffin in the passenger seat!

Carol, will always have a special place in our hearts. May she now rest in peace.

**Angela Cotton**

Sad news

**Jason Hawkins**

Such a fantastic lady. She will be missed.

**Janet and Allan Jannaway**

She was a very very special lady.

That will be missed by us all xxx

**Nigel Hill & Diana**

Very sad news

**Julian Roger Adams**

Very sad news, we shall miss her lots,



**Carol (right) with her Daughter**

privileged to have known such a lovely lady xx  
**Ann-Marie Hudson**

So sorry to hear this very sad news, my condolences to her family.

**Denis Rumbold**

Very sad but Knowing Carol she would have wanted her friends to stay positive and remember the good times. It was a privilege to have had Carol as a friend shared so many laughs and good times with her. Carol was also very supportive when I was going through a pretty grim time in my own life despite the battle she was fighting with her own health at the time, such was her unselfish manner. A lovely lady who I and my children will really miss.

**Andy Cook**

So sad to read this, I liked Carol a lot, she was always friendly, warm and always made conversation with me. A lovely lady.

**Alan Crome**

Carol you were a special person and you fought so bravely, an inspiration and we will hold a lot of memories in our hearts of you on our camping

## Carol Boyland



weekends. You were a brilliant lady travelling all over to be with your friends in the Triumph world. You will be sadly missed and it won't be the same without you. I was pleased to have met your daughter and granddaughter on many weekends last year.

**Julie, Adrian, Ayrtton, Jordan xxxxx**

Although I only saw Carol infrequently at shows and the IOW camping weekend, she was such a lovely person with such a feisty spirit and determination, who never gave up and was always positive. She will be greatly missed. I can think of no better tribute to her than to look upon her as an inspiration through her courage for when things are tough in our own lives and to never give up.

**Garth Jupp**

This isn't fair, Very upset.

**Adam Chignell**

The camping weekend will be different without her. We will have to drink wine and eat cheese and celebrate for her.

**Karen Chignell**

Very sad news, real privilege to have known her and I will really miss her.

**Glynn Davis**

Sad news, such a lovely person, will always remember her fondly, from the Triumph gatherings. R.I.P. Carol.

**Paul Nelson**

I will never forget such a tower of strength in such a lovely lady. My memory will always be sitting with my Grandson at her table in Stafford last year, along with her Daughter and Granddaughter. Rest in peace.

**Robin Stead**

Here's to our favourite camping lady Carol You will always in Our Hearts and be forever missed. Rip

Xxx Northants Area  
**Dave Richardson**

The IOW will not be the same without you. You will be much missed. God bless you, your enthusiasm for all things Triumph will live forever.

**Chris Tickner**

I only met Carol a handful of times (only ever at the TSSC international show) and it was a shock to hear her say this year she was battling cancer and it was terminal. she was very positive about it and just said she wanted to enjoy life there was no point dwelling on it, She seemed a lovely woman an I'd just like to say R.I.P Carol, thought go out to her family and friends.

**Shaun Danton**

Very sad news and she was truly a lovely, friendly and very brave lady. Hopefully she shares her sense of humour with everyone in heaven. RIP Carol xxx

**Chris Smart**

A wonderful lady who will be much missed by all. Rest in peace Carol x

**Rich Philpot**

Gone to join the other angels.

**Leon Guyot**

Thank you for being so much fun Carol.  
God bless you x.

**Chris Welsh**

Bottom of Form  
Bless you carol X

**Martin Chamberlain**

Condolences to Carol's family. Had the pleasure of meeting her one year on the I.O.W camping weekend.

From all at TSSC Dorset South.  
**Robin Nichols**

R.I.P. Carol

**Butch Bagnel**

Sad news but happy memories.

**Claire Wildman**

# BRIAN 'BLACK VITESSE' WATKINS



## FONDEST MEMORIES

**I**t is with sadness that I have to inform you all of the recent death of Brian "Black Vitesse" Watkins.

Brian was an active member of Derwent Valley for many years and certainly gave me a very warm welcome when I joined the TSSC in 2002 and attended my first meeting. I have several fond memories of time spent with Brian at meetings and events over the years. He certainly had fun and was a little mischievous. On one occasion, a New Year run I recall, I was taking photographs at a ford when Brian accelerated through it creating a big splash, much to the delight of the children standing at the side of the road, with so much force that he ripped the back box off his exhaust.

As he drove past me the noise was ear piecing, but he did not stop. I had to wade into the ford in front of a large lorry to rescue the box which I returned to him some 12 miles later at the lunch stop.

His Vitesse was unique, not only because it was black, but also because of the modifications Brian had made to it and he loved driving it.

Brian was a vital member of the Peak Run Team and his valuable contribution will be missed by his fellow committee members and by the attendees.

At the Peak Run Brian was always there to greet you and marshal you into your parking space; ride his motorbike to remote parts of the Peak District and wait patiently to take photographs; and entertain you at the Saturday Night Party Night. Perhaps you will recall his last



**Brian 'Black Vitesse' Watkins**

role in 2013 as the School Caretaker who hated kids. I am sure Dave Smith remembers the dead leg he received for being the 'Teacher's Pet'

**Colin Wright.**



**Brian as the 'School Caretaker'**

# THE INTERNATIONAL MG & TRIUMPH



SPARES DAY

SUN 2ND MARCH 2014



**TSSC Stand**  
**CLUB 2**  
**Hall 2**

National Agricultural Centre Stoneleigh  
Warwickshire, CV8 2LG (4 MILES FROM JN.15, M40)

**9.30am-4pm**

## TICKETS

**£8**  
IN ADVANCE  
Plus booking fees

**£12**  
ON THE DAY

**Under 16's  
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# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spezere



**1500.** Inca Yellow. Original apart from S/S Exhaust, Electronic Ignition, Carpets, CD player. 43,160 miles. MOT June 2014. TSSC Valuation £6,800. Asking price £5,700 ONO. John (Kenilworth, Warks) 07970 625908.



**1500.** 1975. Maple Brown. 46,300 miles. Taxed. MOT January 2015. Good condition. Original Hardtop, tonneau. Spares. Electronic ignition. Rolling road performance. £3,250. Nick (Southampton) 07545 922059.

## Vitesse



**MK1 2.0 CONVERTIBLE.** 1968. Rebuilt Engine. Carbs. Resprayed. History File. Heritage Certificate. Full MOT. Thousands spent. Lovely car. £5,500 ONO. Simon (Cumbria) 07901 842248.

**AN ADVERT FORM IS ON PAGE 73 OF THIS COURIER MAGAZINE**

## Herald

**13/60.** Dark Blue. Good condition. Nice interior. Tax Exempt.. MOT July 2014. £1,400. Quentin (Warwickshire) 01675 430069.



**1967 1200 SALOON.** Cherry Red with Black interior. Original unrestored rust free example - loads of new and period cosmetic parts; Taxed/MOT ready to drive away. £3,250. Richard (Sleaford) 01529 302603



**13/60 ESTATE.** Sound chassis/ bodywork (except front wings). No engine/ gearbox/ propshaft. See eBay item 390706244339 or email [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) for pics/ details. Nottinghamshire (could deliver). £650.

## INSURANCE PANEL

**Footman James**  
0843 357 1790  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**  
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## CARS WANTED

**HERALD ESTATE** wanted, must have long M.O.T. and be in good usable condition. Thank you. Alan (Northampton) 01604 719435.

**WANTED GT6 Mk 1.** Will consider any condition and any Colour. Please email with Photos and information to the following eMail: busuttilmelanie4@gmail.com Would also consider Mk2. Budget £7000 to £8000 for good car. Happy to travel to UK to view anything suitable. Martin (Malta) 00 3569 9221 064

## MINI



**MINI COOPER S** 2002(52) Blue/White 66k, FSH, 6-speed, Alpine Stereo, Full Leather Interior, Tax Apr 2014, MOT Oct 2014, £3600 ONO. Josef (Durham) 07761716401 email: j.b.g.glyyas@gmail.com

## PARTS WANTED

**VITESSE BONNET.** Don't mind work but nothing major please. Don't mind travelling. Thanks. Martin (North Yorkshire) 07545 496643.

**ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!**

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**TRIUMPH SALES BROCHURES.** Triumph

Stag Sales Brochure. A1 condition. Lots of other Brochures and Triumph Parts Manuals available, please enquire. Gary (Derby) e-mail. g.flinn318@yahoo.co.uk

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**VITESSE MK 2.** Red Boot Lid. Slightly rusted. Offers. Power (Lancashire) 07594 604523.

**HERALD 13/60.** Pair original Front Seats including runners. Tan. Reasonable condition. FREE but must be collected. Located near Stafford. David (Stafford) 01785 284617.

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**DOLOMITE SPRINT ENGINE** for sale. Piston Rings worn. Will turn over. Reasonable offers accepted. Ideal for a TR7 or Dolomite. Norman (Wigan) 01942 253868.

**ADVERT FORM IS AVAILABLE FROM INFO@TSSC.ORG.UK OR 01858 434424**



[www.tssc.org.uk](http://www.tssc.org.uk)

The Club Shop will be attending the forthcoming show  
**International Triumph & MG Day**  
**Stoneleigh Park - Sunday 2nd March 2014**

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - [www.tssc.org.uk](http://www.tssc.org.uk)

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# TSSC Services & Officers

## CLUB HEADQUARTERS

The following services are available from the Club headquarters.

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Young Member £21.75 (Age 17 to 25)

### RENEWALS

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS  
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

**TSSC MEMBERSHIP INFORMATION PACK**  
TSSC - Sunderland Court Main Street,  
Lubenham, Market Harborough, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: info@tssc.org.uk**  
**http://www.tssc.org.uk**

### TSSC INSURANCE

FOOTMAN JAMES & CO LTD  
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**FJ Breakdown Recovery - 0800 132 278**

PETER JAMES LIMITED  
**Tel: 0121 506 6040 Fax: 0845 2233 020**

LANCASTER INSURANCE  
**Tel: 0800 013 0080**

HERITAGE CLASSIC CAR INSURANCE  
**Tel: 0121 248 9280**

PETER BEST INSURANCE SERVICES  
**Tel: 01621 840400 / 01376 573033**

### VALUATION SERVICE

TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
**TEL: 01858 434424 Fax: 01858 431936**

### TSSC LIBRARY

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Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### CLUB SHOP *e-mail: clubshop@tssc.org.uk*

TSSC HQ, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

### MAGAZINE COPY DATE

All magazine material must be received  
**BEFORE 8<sup>th</sup>** of each month prior to the month of publication.

**DEFINITION OF DEADLINE** - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: courier@tssc.org.uk**

### TSSC ACCOUNTS *e-mail: accounts@tssc.org.uk*

TRUDI PRETTYJOHNS  
TSSC, Main Street, Lubenham, Leics LE16 9TF  
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Main Street, Lubenham, Leics LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**

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.

### HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,  
Northern Ireland. BT62 2DU.

**Tel: 028 38 849063 e-mail: herald@tssc.org.uk**

### HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG  
**Tel: 020 8302 0059 e-mail: philw1360@gmail.com**

### SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
**Tel: 01672 514241 e-mail: spitfires@cadley.org.**

### SPITFIRE Mk IV/ 1500

Derek Ford, 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.  
**Tel: 01495 240884 e-mail: derek.ford@sky.com**

### VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA  
**Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk**

### GT6 MkI/ II/ III

TBC

### BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
**Tel: 01672 514241 e-mail: guy@bondequips.org**

### SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.  
**Tel: 01372 452292 e-mail: specials@tssc.org.uk**

### STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington  
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### TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.  
**Tel: 02920 315260 e-mail: bernard.littlewood1@ntlworld.com**

### TR7/TR8

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**Tel: 07766 106115 e-mail: paul.lewis\_1966@hotmail.co.uk**

### AMPHICAR

David Chapman, **e-mail: amphicar@tssc.org.uk**  
**Tel: 01684 592985**

### INTERNATIONAL LIAISON SECRETARY

Rob Newton-Allen, 4 Ash Tree Crescent,  
Burnham-on-Sea, Somerset. TA8 2JY

**Tel: 07768 340121 e-mail: robnhen@breathe.com**

### YOUNG MEMBERS CO-ORDINATORS

Chris Baker **e-mail: chrisbaker\_7@hotmail.com**  
Dan Chudleigh 1 Cottey Meadow, Kingssteignton, Newton Abbot, Devon, TQ12 3GB.  
**Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk**

### TSSC TRIUMFEST UK EVENT MANAGERS

TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF  
**Tel: 01858 434424 e-mail: info@tssc.org.uk**

### INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor,  
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**Tel: 07827 891471 e-mail: tonys@sdsdesignconsultants.com**

### AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,  
Dolphinholme, Lancaster. LA2 9DQ. **Tel: 01524 791607**  
**e-mail: pip1272frank@homecall.co.uk**

### TSSC PUBLIC RELATIONS OFFICER

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**Tel: 01527 894125 e-mail: vickydredge@yahoo.com**

### CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**  
Julie Hazell **Tel: 07813 589799**

February 2014



**TSSC**  
**Area News**  
**Review**

## Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

# THE INTERNATIONAL MG & TRIUMPH

SPARES DAY

SUN 2ND MARCH 2014



**TSSC Stand**  
**CLUB 2**  
**Hall 2**

National Agricultural Centre Stoneleigh  
Warwickshire, CV8 2LG (4 MILES FROM JN.15, M40)

**9.30am-4pm**



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# AREA DIRECTORY

**IF AREA DIRECTORY  
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OFFICIALLY!!!  
YOU ARE MEETING  
WITHOUT TSSC  
INSURANCE COVER!**

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

Area	Area Organiser/s	Meet at	On the
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## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 0141 952 4624</b>	Lochinch Sports Club - GLASGOW G41 4SN	<b>1st Wed. 8.00pm</b>
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a>	<b>Last Thurs. Eves.</b>

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	<b>1st Thurs.8.30pm</b>
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	Advertised in Cumbria News & Website	<b>Last Sun.12 midday</b>
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	Airfield Lodge (BARTON AERODROME)	<b>1st Tues. 8pm.</b>
	<b>Pip Flegel: 01524 791607</b>	Liverpool Rd ECCLES M30 7SA	
<b>NORTH EAST</b>	<b>Mark Astley: 07917 738091</b>	Travellers Rest (A691)- WITTON GILBERT	<b>1st Sun.</b>
	<b>Geoff Dent : 07773 440201</b>	off A691 Durham to Consett Rd DH7 6TQ	<b>8.30pm.</b>
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	<b>1st Tues. 8pm.</b>
<b>LANCASHIRE</b>	<b>Mark Coward: 01257 482569</b>	Canberra Club (BAE systems) Balderstone BB2 7LF	<b>Last Tues. 8pm.</b>
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	Cottage Loaf - THURSTASTON	<b>1st Tues. Eves.</b>
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	The Cross Keys - STILLINGFLEET	<b>2nd Mon. 7.45pm.</b>
<b>SOUTH YORKS</b>	<b>Alistair Banks: 07919 527450</b>	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	<b>1st Tues. 7.30pm</b>
<b>WEST YORKS</b>	<b>Victor Thompson: 07800 551363</b>	The Black Bull - KIRKGATE, BIRSTALL	<b>2nd Tues. 8pm.</b>

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	The Bull & Butcher - CORLEY MOOR CV7 8AQ	<b>1st Tues. 7.30pm.</b>
<b>DERWENT VALLEY</b>	<b>Roger Buck: 01623 487623</b>	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	<b>1st Tues. 7.30pm.</b>
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	The Red Lion - HUNCOTE - LE9 3AU	<b>1st Tues 8.00.pm</b>
<b>LINCOLNSHIRE</b>	<b>Garth Jupp: 01529 307302</b>	Swan Holme - Doddington Rd LINCOLN LN6 3RX	<b>1st Wed. 8.00pm.</b>
<b>NOTTINGHAM</b>	<b>Claire Hill: 07971 017012</b>	Rolls Royce Club - (Gate 1) HUCKNALL	<b>Last Mon. 7pm.</b>
	<b>Matt Hill: 07505 008471</b>		
<b>EAST NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	The Nags Head - WOODBOROUGH NG14 6DD	<b>2nd Mon Eves.</b>
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Dave Richardson: 01234 740548</b>	Overstone Manor - SYWELL. NN6 0BB	<b>2nd Weds. 8.30pm.</b>
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	<b>2nd Mon. 8pm.</b>
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embery: 07701 049881</b>	The Red Lion - WELLINGTON, TELFORD TF1 2TU	<b>3rd Wed. 7.30pm.</b>
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	George & Dragon - MEAFORD Nr STONE ST15 0PX	<b>Last Wed 8pm.</b>
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999</b>	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	<b>1st Tues. 7.30pm.</b>
	<b>Chris Allen: 07505 110922</b>	May to Sept New Venue being sought - Contact AO's	<b>3rd Tues. 7.30pm.</b>
<b>WORCESTER</b>	<b>Vicky Dredge: 01527 894125</b>	Pear Tree - SMITE Worcs WR3 8SY	<b>1st Mon. 8pm</b>
	<b>Barry Minett-Smith: 01242 522973</b>		

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> <b>01691 600215</b>	The Plough Inn, Gresford	<b>1st Tues. 8pm.</b>
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	Unicorn Inn - Pontprennau - CARDIFF CF36YA	<b>Last Tues.7.30pm</b>

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochfort: 07764 324345</b>	The Plough - FEN DITTON. CB5 8SX.	<b>1st Mon. 8pm.</b>
<b>ESSEX</b>	<b>Allan &amp; Janet Jannaway: 01375 672109</b>	The Halfway House - (A127) BRENTWOOD CM13 3LL	<b>3rd Sun. 12 Noon</b>
<b>M25 EAST</b>	<b>John Hill: 07938 526324</b>	The Albion PH - RAINHAM ESSEX	<b>4th Sun. 12 Noon</b>
<b>NORFOLK</b>	<b>Mike Carroll: 01502 476699</b>	The Bird in Hand WRENNINGHAM NR16 1BJ	<b>2nd Mon. 8pm.</b>
<b>SUFFOLK</b>	<b>Colin Wake: 01206 250360</b>	Sorrel Horse - Barham IPSWICH. IP6 0PG	<b>1st Tues. 8pm.</b>

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	Nortel Social & Athletic Club - NEWTOWNABBEY	<b>1st Wed. 8pm.</b>
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	<b>Peter Lewis: 01582 750943</b>	<b>The Rising Sun, WESTON, SG4 7DR.</b>	<b>4th Mon. 8pm</b>
ISLE OF WIGHT	<b>Angela Cotton: 07884 006237</b>	<b>Woodmans Arms - WOOTTON PO33 4RQ</b>	<b>3rd Mon. 8pm.</b>
WEST KENT	Stephen Pratt: 01622 831695	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	<b>Dave Rumens: 01635 868640</b>	<b>Berkshire Arms - Bath Rd MIDGHAM RG7 5UX</b>	<b>2nd &amp; 4th Wed.</b>
	<b>Mary Rumens: 01635 868640</b>		<b>Eves. 7.30pm</b>
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	<b>Martin Marrison: 01444 450941</b>	<b>The Anchor Inn, Lewes Rd - RINGMER BN8 5QE</b>	<b>1st Weds. 8pm.</b>
THAMES	<b>Mickey &amp; Julie Hazell: 07773 623807</b>	<b>Fox &amp; Castle, Burfield Rd - OLD WINDSOR SL4 2RB</b>	<b>Alt. Thurs. 8pm.</b>

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	<b>Guy &amp; Suzie Singleton: 01672 514241</b>	<b>The Plough GRATELEY SP11 8JR</b>	<b>2nd Thurs. 8pm</b>
		<b>The Bruce Arms MARLBOROUGH SN9 5LR</b>	<b>3rd Weds. 8pm</b>
AVON	June Wrighton: 01454 327059	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
CORNWALL	<b>Mike Crewes: 01872 573763</b>	<b>Hawkins Arms - ZELAH. TR4 9HU</b>	<b>2nd Thurs. 8pm</b>
DEVON	<b>Sue &amp; John Franklin: 01548 821348</b>	<b>Ring A.O. Details</b>	<b>1st Sun. Lun</b>
		<b>The Star Inn - LIVERTON TQ12 6EZ</b>	<b>3rd Wed. Eves.</b>
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	<b>Jane Rowley: 07802 171227</b>	<b>The Swan - COOMBE HILL</b>	<b>3rd Mon. 8pm.</b>
SOMERSET	Derek Giles: 01934 515376	<b>The Fox &amp; Goose - BRENT KNOLL TA9 4HH</b>	<b>2nd Tues 8.00pm</b>
	Steve Hopkins: 01278 653888		
WESSEX	<b>Trevor Carlyle: 01425 475376</b>	<b>Avon Causeway Hotel - CHRISTCHURCH BH23 6AS</b>	<b>Last Thurs. 8pm</b>
WYEDEAN	Alastair Johnson: 01594 811076	<b>The New Inn - Shortstanding, COLEFORD GL16 7NT</b>	<b>2nd Tues. 8pm.</b>

<b>OVERSEAS Contacts</b>			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
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		krishn_sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
		lucabellinello@fiscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	Grote Sloot 78, 1754 JH - BURGERBRUG	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,KelstoN - AUCKLAND.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



# ALO REPORT ANDOVER / NORTH WILTS . . . BUCKS SOUTH

## TSSC AREA NEWS

**AREA LIAISON OFFICERS**  
Tel. 01524 791607  
e-mail: [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)



It's that time of the year when we are on the annual nag!!

**Registrations!  
Registrations!  
Registrations!**

Please get them in as soon as possible not just so we can get you registered and you receive a free polo shirt!! But your area is not insured without it.

We have had the privilege of meeting up with Northern Ireland's Area Organisers Paul & Jacqui Robinson over Xmas. Both they and the Northern Ireland Area are full of enthusiasm and couldn't be more helpful. Manchester Area will be spending a week in NI this year and they were brilliant in sharing their knowledge of routes and places to visit. Thank you Northern Ireland Area it was a pleasure to meet you.

Register Secretaries you should have received an email by now inviting you to send in your size for a free polo shirt (to show our appreciation I have ordered them in red☺) can you please email your size to [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com) in fact **a note to all A/Os this is our new email address for any correspondence.**

**The A.G.M will be 13th April** so if you have anything you would like to include on the agenda please get them in to us as soon as possible, and I hope to see many of you there, as this is your chance to have your say.

**TSSC TriumFest - 26-27 July** - our new international event at Donington Park! Exclusive use of the Donington Farmhouse Campsite, a Friday night beer festival, live Saturday night entertainment, auto jumble, concours and a cavalcade on the Donington Heritage Loop, with more still to be announced!

Keep Triumphant through 2014

*Pip n Frank*

**ANDOVER** Tel. 01672 514241  
e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)  
**Meetings Cover Swindon/North Wilts area**

We had a very good evening for our area Christmas dinner at The Plough. Lovely to see some who haven't been able to join us for a while, including Mike who, we're pleased to hear, having had his long-awaited op, was full of the joys of Spring (or was it mid winter?)again.

Despite the last minute change of chef (see last month's news for the reason!) the meal was lovely, although a bit of confusion with our choices list led to 3 brave souls giving the buffalo a try rather than having the roast turkey they were actually expecting.

Luckily they were all pleased with their surprise meal. The 'Naff Raffle' worked very well as ever, raising a few laughs and smiles and no groans that we were aware of. Southampton Bob seemed particularly pleased with his scooter with flashing lights, even though it wasn't a

### Triumph Tina!

Our December meeting at The Bruce Arms was called off at the last minute as the monsoons hit Wiltshire that evening. Guy had gone to Bristol to help Adrian bring back his new Spitfire and their very wet journey took much longer than they had expected. Suzie called Frank & Kelly as we knew our intrepid duo would be likely to brave the floods to be there and indeed she caught them on a very wet A303 but were not too disappointed to head back to a warm dry home.

We started off 2014 with a good turnout of people, although the uncertain and rather chilly weather meant that the classics were left at home and all came in their rather warmer modern cars. Our friends Larry and Cathy had come over for the evening prior to heading off to Reading to look at a potential purchase of a Spitfire (which turned out not as expected so not brought home) but they had brought a new member of their family, 4 month old Ruby, with them. As ever the 4 legged members of our group, Molly the Cavalier King Charles Spaniel and Ruby the Springer Spaniel, got a very warm welcome at the pub. Ruby found it very exciting to go out to the pub and as the humans in the group enjoyed their various pub grub Ruby steadily made her way through a beer mat and a paper napkin, and then curled up happily with her rubber chicken. Molly was happier with the chicken nugget she caged off of Kelly. It also turned out to be a bit of a red-letter day as Larry had carefully not let on until quite late that it was his birthday but when he did let it slip Robin kindly provided a brandy to mark the event - which I believe was his 25th such anniversary? Is that right, Larry?

The next meetings will be:

**Thursday 13th February - The Plough, Grateley, SP11 8JR**

**Wednesday 19th February - The Bruce Arms, Easton Royal, SN9 5LR**

*Guy & Suzie*

**BUCKS SOUTH** Tel. 07788 436167  
[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi there, hope yours are well, and you had an enjoyable festive time and the New year is treating you well.

At the time of writing, we are in between events and meets, so not too much to report! Unfortunately Brooklands was flooded from the river Wey which runs behind it. When Brooklands was built in 1907, they changed the river course in two places to allow the track to be built. Here we are over a century later and the river still causes issues! They had cleaned up as much as possible then the rain came down again on New Years and my 2000 still wasn't back, so no go.

The 2000 ignition system is still causing issues. The ballast resistor had caused damage to other electrical parts which have been replaced. I purchased a new electronic unit from the TSSC club shop as it was thought the old electronic unit had given up with the surge from the ballast resistor, but still no joy!

In Feb is the **Ace café night on 11th Feb, club night at The Squirrel, Penn Street from 7.30pm on 19th Feb.**

Thurs 6th marks the passing of the late, great Tony Pond. Sadly missed. Take care,

*Carl.*

**IMPORTANT NOTE**  
**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)**  
**News in By 8th of Month please**

## CANTERBURY CHESHIRE . . . CORNWALL



### TSSC AREA NEWS

**CANTERBURY** Tel. 07810 438074  
e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)  
[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

The first meeting of 2014 was a fairly low key affair but still well attended. For the second month running I forgot to take along all the treasurer's paperwork for our new incumbent, Derek H. I have now carved reminders into the doors of our house so I shan't forget next month. Probably.

I spoke to all those present about the events calendar for next year. No one person receives all the notifications of events. If you receive an invitation to a show or an interesting event, let me know so we can add it to the calendar. We shall then designate one a month as a "club event" as we have done in previous years. As a club we are always on the lookout for new places to go and things to do, so if you have an idea or see something interesting let me know and it could turn into a nice little club run.

Of course, my main activity at Thursday's meet was collecting outstanding monies for our celebratory meal on the 18th. Some people will be paying on the night and that's fine.

It's A.O. and area registration time again! I'm happy to stand for one more year if members are happy to propose and second me. If anyone else would like to stand then please do! No really, please do.

The main TSSC website is experiencing problems. If anyone wishes to contact head office or has an enquiry for the club shop or wishes to place a classified ad, then I have the e mail addresses and telephone numbers of the people you require.

As I sit here watching the rain running down the windows, driven on by yet another gale, I can't help thinking that it's best to get the bad weather out of the way in the winter leaving us free to enjoy a glorious Spring, Summer and Autumn! Regards for 2014

*Phil R*

**CHESHIRE** Tel. 01625 425845  
[www.tssccheshire.webspace.virginmedia.com](http://www.tssccheshire.webspace.virginmedia.com)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

As threatened in my last report (or was it just at the meeting, I can't remember), Dave (Staffs AO) and I travelled down to HQ for the Open Day and the AO seminar shortly after our December meeting. In retrospect I should have started a little earlier and taken Heap the Vitesse instead. The journey from Macclesfield to Lubenham via Cheadle (Staffs) involves pleasant roads and the M1, rather than the M6 (and that traffic jam called Birmingham) if you follow the recommended route direct from here. And the weather was nice.

Maybe next year.

Both of us made use of Bernie's Bizarre Bargains, with me buying a bootlid (obviously) and Dave coming away with lots of posters which I can see being prizes in Staffordshire raffles over the coming year. A photographer managed to get me into two pictures – look carefully!

And then as I was doing something in the dining room today a yellow Spitfire (with an interesting exhaust note) passed by. I went outside and noted its registration was not one of the ones I know about (for some reason we have a brace of yellow Spitfires) as it disappeared. I wonder who it was?

We had one of those wet evenings for our January meeting, but still managed at least three Triumphs (OK, two and a Bond) in the car park. The man from Crewe showed us a photograph of a Herald Estate with an engine with a nice yellow fan on the front in the front of the car, just needs a bon-

net to cover them. Said man from Crewe is still searching for the seat belt parking device covers that inhabit later Spitfires, quoting 3D printing as one of the ways out of the conundrum of the plastic bit falling to pieces (courtesy of the plastic worm, of course). They appear to be available from a shop in San Juan Bautista (just up the road), but they take a different form of currency there to the shops in Crewe. Our Dave (long time no see) is looking to replace rotorefexes and UJs at the back of his Vitesse, a fun job if ever there was one. Apart from that, there appears no progress on the Vitesse in Cheadle, and Adrian still has a garage full to overflowing with engines and gearboxes (the tally being in double figures), not to mention cars. There was no update on brakes in Romiley. The TR5 that turned into an MG RV8 has now turned into an XK150, which at the time of writing was at Zeebrugge on its way from Australia to England (and looks very nice indeed...). Heap the Vitesse has been threatened with a new battery and an oil change in the near future – the battery is only 10 years old, and the oil a mere 4 years. Ain't broke, don't fix it.

The threatened New Year run out with the Stafford Area has been put on hold due to inclement weather, which is a shame as we all enjoyed Drive It Day with the Stafford folk last year. We shall see.

I've been trying to put an event list for 2014 together, but many people who had events in 2013 haven't updated their web sites yet so the list is somewhat incomplete. The first event however is the **MG and Triumph Spares Day at Stoneleigh on Sunday 2 March**. This could be an interesting challenge for those who try to maintain old rivalries!

Our next meeting is on **Thursday 6th February at the Cuck and Pheasant**. See you (and more cars please!) there.

*Henry*

**CORNWALL** Tel. 01872 573763  
[www.autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)  
e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

Sorry there was no news last month, time just got away from me. A lot has been happening since my last report. The last Saturday in November saw a small party of us go to The Royal Duchy Hotel in Falmouth for our Christmas Dinner Dance. We met up as usual for lunch, this time in 5 Degrees West. Lunch was very nice and then it was followed by 'shopping'. This is where the men and the women split up to do their own 'shopping'. By late afternoon we were all back at the Royal Duchy preparing our finery for the evening. Dinner was very nice and was followed by party games. We needed a Team Captain and elected John, because he put up less of a fight than anyone else and Jane said so! Suitably embarrassed the dancing started and most of us were on the dance floor for most of the night, showing how good the Do was. We all really enjoyed ourselves, it was the best Christmas Do we have had for years.

The following weekend John and I competed in LEJoG. This is a four day rally from Lands End to John O'Groats. Last year we slid into a wall on ice in Northumberland and had to retire. This year, better prepared, we had entered again. The car went well and we eventually made the finish, delighted. For the first two days we were, unexpectedly, third in class behind very professional BMWs (one leading the rally). On the Sunday night (day two) we had a few car problems and, complicated by tiredness, we slipped to fifth in class. Still, our aim was to finish and not have an embarrassing result,



Cornwall Continues

so we achieved our aims and were delighted to collect some silverware on the way. We made it home from John O'Groats in two very tiring days; we had driven the 2000 flat out for a week and she had only complained when the solenoid connection had come undone. She's a great little car!

The Christmas meeting was quite well attended and since the pub was busy we retired to the room at the back. Some of us had turned up early to eat and in true Christmas Spirit Adam and Alex (licensees) looked after us very well.

I hope that you all had a good Christmas and New Year, I did, but it was very busy. ... but, hey, it's good to have a healthy social life!

Triumph events started again in January with The Exeter Trial. I was in my newly prepared TR7 and was using the trial as a shakedown. John & Jane, Simon and Andy, Adrian and Mike and Rich were all entered in their 7s.

By the time I got to the start at Haynes Motor Museum, Sparkford my gearbox mount was complaining and I had lost power. Packing the mount sorted that problem and opening up the points restored the power, so off we went into the great black, wet yonder of Somerset. Mike and Rich were the only TR7 to climb the first section, although Simon and Jane nearly made it. It was very slippery. On the second section, my gearbox mount collapsed, pulling the propshaft onto the cross member and retirement. We headed out onto the A30 only 1 1/2hrs from home and called recovery, 8 1/2hrs later we got home. Simon went on to claim a Bronze medal only failing the first section and the dreaded Simms, Mike is claiming a Silver; only failing Simms, not sure about Adrian, but Jane did uncharacteristically poorly, failing five sections and damaging her car at the front and back.

Work has already started for the next trial at Easter and Simon will get his 'man' to polish his car!

So, you see, even though winter is here, we are still busy with our Triumphs. It seems that everyone at meetings is looking forward to summer already; planning what and where they are going to be in their Triumphs.

The TR Register will be joining us for Drive It Day when we hope to tour the Prehistoric Sites of West Cornwall and go to a nice pub for lunch. Then we hope to have a group attend the 25th Isle of Wight Camping Weekend - if you want to go, let me know.

No one came forward to take on the role of Area Organiser, so I'm afraid you're stuck with me for another year. However, we can change AO at any time, so if you fancy having a go, please let me know and I'll do my best to encourage you!

Dates;

FEBRUARY

Thursday 13th Meeting at The Hawkins Arms,

Zelah, 8pm onwards

Sunday 23rd Tregoy GP. Scalectrix

Tregoy Village Hall

MARCH

Thursday 13th Meeting at The Hawkins Arms,

Zelah, 8pm onwards

Sunday 30th Lunch at The Bowgie Inn, Crantock, TBC

If you only make one New Year's Resolution, please make it to come and join in our fun. We would love to meet you and try some new ideas for events. We're a friendly bunch and very family orientated.

Wishing you all a great New Year.

Mike



Hi Everyone, Hope you all had a good Christmas, we certainly did having an addition to the family, a fantastic grandson on December the 17th, definitely a future Triumph driver.

The "Smiffy Spitty" changed into the "Santa Special" again for the festival period, great fun we certainly attracted a lot of smiles and waves on our trips out especially when Phi



was wearing his Santa outfit.

Our first trip out was the Heart of England meet at the Griff in Bedworth and for once the weather was good to us resulting in a reasonable turn out of approximately 40 vehicles, it was nice and sunny although a little cold which made the ladies force us inside after half an hour, most of our normal group was there resulting in a pleasant and jovial Sunday lunch time get together.

The next trip out was the December DALOS Day Run on Sunday the 15th Dressed in festive gear once again we met at the Milestone pub in Hinckley 14 of us in total in 7 cars 5 of them classics with 4 being Triumphs. The run was devised by Maurice and Ann and took us through the lanes of Leicestershire heading northwards with a stop half way through at Staunton Harold Hall the weather being dry so all the Triumphs had their hoods down until we pulled up and it decided to rain so up with the hoods and into the cafe for refreshments, a visit to the craft shops and garden centre, it really is a good venue to visit especially in the summer. Just as we were ready to leave the rain stopped so it was down with the hoods again to complete the run with lunch at the George & Dragon near Osgathorpe where we had a very good carvery. Well done Maurice & Ann a great run again, in great cars and great company.

On New Years Day we joined the MVPS (Midland Vehicle Preservation Society) for their annual run starting at Longford





**TSSC AREA NEWS**

Park in Coventry, unfortunately the weather was awful with it raining throughout the run, but that didn't stop us enjoying ourselves along with Paul & Joan, Keith & Trish and Rikk & Jeanette who are members of the MVPS and introduced us to the run. The run took us out through Hawkesbury, Shilton, Ansty, Brinklow, Easenhall, Harborough Magna, Newbold on Avon, Rugby and Lutterworth before concluding for lunch at the Man at Arms in Bitteswell. When Paul pulled out a surprise for all the ladies and presented them with a chocolate Santa lolly each, it's surprising how cheap they are now at ALDI. Many thanks to Colin Dalton and the rest of the MVPS for letting us join them, let's hope they can join us on a few of our jaunts in the future.

14 were in attendance for our monthly meeting at the Bull & Butcher Corley Moor on Tuesday 7th January with 11 of us enjoying a meal before proceedings commenced. Unfortunately due to the inclement weather there were no classic cars on show. The meeting was extremely jovial and enjoyable although a bit boisterous at times.

The January Dalos Day Run on Sunday the 19th is being planned by Pete & Ann Martindale and will start at the Elms in Lutterworth, 12.15 ready to leave at 12.30 if you want to join in the fun please let us know by Wednesday the 15th so we can book the numbers for lunch.

We have received the transtar Promotions events this week and so far intend to attend the **Weston Transport Show on Easter Monday 21st April and Ragley Hall Alcester on Spring Bank Holiday the 25th & 26th May**, if you need forms contact <http://www.transtarpromotions.com/>

Well that's about all for now folks by next month we should have quiet a few more events to consider.

Get them Triumphs sorted out ready for the Spring.

Forth coming events :-

**Tuesday 4th February our monthly met at the Bull & Butcher, Corley Moor, 7.30pm**

**Sunday 9th February The HoE Meet at the Griff from 11.00am**

**Sunday 16th February Dalos Day Run** to be devised by Keith & Trish Wigglesworth details to follow.

**Monday April 21st Easter Monday Weston Transport Show**, Weston under Lizard Shropshire. A Transtar Promotion. <http://www.transstarpromotions.com/>

**16th-18th May ASOC Spring Rally**, Church End Brewery, Ridge Lane, Nuneaton.

**26th/27th July TSSC TriumphFest UK**, Donington Park.

*Phil & Lynn*

**CUMBRIA** Tel. 01229 474077  
e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)  
[www.tsscumbria.co.uk](http://www.tsscumbria.co.uk)

There was a good turnout for the meeting at Santon Bridge on 29th December.

After 10 years it has been decided that we will not be having a Fell Run this year. Instead there will be a **Lakes Camping Weekend**.

The final dates have been agreed for the **Lakes camping weekend** and these are **Thursday 14th August to Sunday 17th August** (4 nights) at the Park Foot camp park which is next to Pooley Bridge on the shores of Ullswater. The original dates that were planned clashed with the new TSSC weekend and therefore in the interests of the club we have now canceled those. Cost will be £25 per night (one tent + 1 car + two people) Extra charge for additional people. Camping can be one, two, three or four nights. Dogs are allowed. This is an excellent camp site and has a Restaurant, Bar, Entertainment and a Take Away as well as Shower

Blocks. For those wishing not to camp, accommodation is available on a weekly basis at the site but will you please book this yourself. I would suggest that you don't leave it too late to book as this is a very popular site. It is the intention to have a trip on the Steamer, cost not included in camping cost, although we are trying to get a discount for a group. There will be organised runs out around the Lakes as well as games. For the more adventurous sailing boats can be hired close by. The price for day entry is £5 per day per car. I require a deposit of £5 per night from those wishing to take part in this event, payable by 1st July. Please make cheques payable to TSSC Cumbria. Could those wishing to come please let me know as soon as possible so that we can plan accordingly. Further updates will follow later in the Cumbria News. If you want to know more about the camp site visit [www.parkfootullwater.co.uk](http://www.parkfootullwater.co.uk).

Forthcoming meetings will be **Sunday 26th January, The Water Mill, Ings.**

**Sunday 23rd February, Brook House Inn**, Boot. 12 Noon

During the next two meetings we hope to finalise the events calendar for this year. So please come along to the meeting and have your say. If you can't make it and would like to see something added, you can email me with your ideas.

Safe motoring,

*Roy*

**DEVON** Tel. 01548 821348  
[www.northcotts.clara.net/tssc/devon](http://www.northcotts.clara.net/tssc/devon)  
e-mail [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)  
<https://www.facebook.com/groups/134271493433942/>

Our **February run on Sunday 2nd** is being organised by Maurice and Mary. We will meet at 10.30am at the Lords Meadow Leisure Centre car park – the one at the back, for a run followed by lunch. Their runs are always great fun so, if you have not already booked, please get in touch with us asap so that Maurice and Mary can advise the destination pub of expected numbers. We continue to meet at the **Star Inn at Liverton** for our monthly Noggin & Natter meetings and this month's will be on **Wednesday 19th**.

Please ring **Steve Wilkinson on 07968 702611** to find out where the **North Devon meeting** will be, the date being **Thursday 13th**.

Please note, we have changed the date of our March run, as it would have clashed with the **Triumph (& MG) Spares Day at Stoneleigh**. As some of our regulars always make the trip up there, we have decided to move our run to **Sunday 9th March**. Advance notice of the time and meeting place, we will meet at 10.30am prompt at the Burger King car park off the Carkeel Roundabout at Saltash – yes – this is IN Cornwall, but only just. Colin's run is expected to finish in the Bude area, so it would be nice to see some of our North Devon members join us, even if only for lunch at the end.

We already have dates for some of the shows we regularly attend, including **Powderham which will be on 12th and 13th July**, this year being the week after Classic Le Mans. Remember entries for the Club stand at Powderham fill up really fast, and you must have your entries, plus entry fee, to us **before 25th April** so that we can send them off before we go to the Isle of Wight at the end of that month. We are hoping that our usual large contingent from Devon will travel to the island, for what will be the **25th Camping (and car-avanning) weekend**.

Although North Devon did not meet in December, the main



Devon Continues

Club night at the Star Inn went ahead on the 18th. The weather was truly appalling and, after the A38 was closed due to flooding when we were on the way there, we really did not think anyone would brave the elements and come along. How wrong we were. Jackie & Allan beat us to it, but close behind were Colin (Captain Pugwash) & Karen, actually driving a Triumph all the way from St Austell - well done Miss Daisy. In that weather it must deserve some sort of award - maybe being volunteered to organise the March run? Karen admitted now to owning not one but two of the Japanese cars - is there treatment available? The pub slowly filled with members until we had almost our usual numbers. Marc & Sam have been marshalling at some of the local night rallies and really enjoying the experience, perhaps it will not be long before they take part? We celebrated Colin's birthday with a great cake thanks to Jackie and, of course best wishes to all those who had December and January birthdays, including Allan who reached a special one last month. February too is full of birthdays, including Dan, sister Jas and her son Gabriel, and Tracey.

2014 started the way last year finished, with severe storm warnings and flood alerts. It was not a day for Triumphs we thought, but well done to the five who braved it with their cars - Allan, Dan, Maurice, Russell and, all the way from St Austell, Colin. The rest of us made it in Japanese models ending in an X or Euroboxes, and a total of 36 enjoyed our usual January meeting at the Smugglers Inn at Dawlish. We were joined by Eric and Janet from the Somerset borders, owning a 2000 and 1500 TC. After filling ourselves with the carvery at the pub (deserts even for some), we set off on Allan & Jackie's run. Had we been able to see past our wind-screens and the occasional flood, the views would have been spectacular, through Haldon and down through Ide to end at Darts Farm at Topsham. We left at that point, needing to get home for the animals, but tea was taken by the hardy. A great day, and many thanks to Jackie and Allan for organising a good start to our 2014 activities.

Our February, March and April runs will take us to different parts of the county, from Crediton and a run round mid Devon, from Cornwall to North Devon and from Haytor up to Sticklepath near Okehampton respectively. Something within reach for most of our members (East Devon has not been forgotten), and we hope that you will like to join us at some of these events. Please just let us know about a week beforehand if you can make it to a weekend outing - if you have not been before you will be made very welcome.

DEVON DIARY

- Sunday 2 February Mid Devon run - meet 10.30 Crediton (see above)
Thursday 13 February North Devon Meeting - ring Steve
Wednesday 19 February Club Night at the Star Inn, Liverton
Sunday 2 March Triumph (& MG) Spares Day at Stoneleigh
Sunday 9 March North Devon run - meet 10.30 Carkeel Roundabout A38
Sunday 27 April Drive it Day - the BIG ONE - at Crealy Exeter
Sunday 22 June Triumph Marque Day at Brooklands
Sat 26/Sun 27 July TRIUMFEST UK at Donington Park

Sue & John

Only a short report this month as it has been deepest winter and not too much activity on the car front. 2014 is steaming on and the rain hasn't stopped I think we may all be looking for Amphicars soon if the rain keeps up but the spring should be here soon. I think there is a theme developing in our outings (foooooood)

My office - this month has been filled up with stuff from the house that was moved out to fit the family in for the Christmas celebrations I am just getting it back and it is cold out there but I will have to brave it soon as the number of jobs are piling up

Out and about - 7th Dec - a few of us from Essex went up to the HQ Open day followed by the dinner and dance in the evening. Janet, Joe and I went up early so we could attend the AO's meeting, before this we had one of Angie's excellent chilli's once again. Poor Joe having been on lates the night before and we made him get up early! Later on in the day,



Ian, Cheryl, Jed, Vera and Kirk arrived. All the boys spent ages in the shop before we headed out to the hotel. We got our rooms and proceeded to chill, but Joe, Kirk and Jed went swimming instead. We met in the bar for pre dinner drinks and then headed out to the function room to join up with the rest of the TSSC. Janet won a bottle of wine in the raffle. We all had a nice dinner and an even better breakfast, but after dinner, once the rest of us had retired to bed, Joe and Kirk went on a tour of the hotel to see what they could see. There were pictures of them up on the executive floor sitting in the comfy chairs! The following morning breakfast was 'eat all you can' and Joe did. 2 full breakfasts, fruit, toast, muffins and he said he could have eaten more! We all decided to make our own way home and set off with Jed, Vera and Kirk, as Ian and Cheryl opted to spend some more time in bed before breakfast.

15th Dec Club day - 23 of us this month but only 2 triumphs, Kirk & Lucy in Kermit (Toledo) and Janet & me in Tallulah (Spitfire) lots of planning for next years events, plenty of ideas for me to go away and work on. The IOW is a definite trip with provisional hotel bookings made, Kirk had found an article on the military road that made good reading. After we had all been fed and watered it was down to the serious business of nattering for the rest of the afternoon, too cold to go out and look at cars

21st Dec Christmas dinner at the Ship Pub East Tilbury. There were 23 of us for this year for a lovely home cooked Christmas dinner. A big thank you to Lesley Goldstone for organising this for us, hope it will become a



## HERTS & BEDS ISLE OF WIGHT . . . LIVERPOOL



### TSSC AREA NEWS

## ISLE OF WIGHT

e-mail: [isleofwight@tssc.org.uk](mailto:isleofwight@tssc.org.uk)  
[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

**May 2nd - 5th 2014 The 25th Isle of Wight Camping Weekend, Appuldurcombe.** Convoys, live music, Quiz, quality raffle and much more (weather permitting).

Entertainment tickets £6 in advance to include very limited souvenir or £8 at the event. Download your form now from [www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

Contact the campsite for all camping and caravan bookings **01983 852597** for a special rate.

Well the weather has certainly been a challenge for us all on the Isle of Wight recently. The club dinner was well attended with sixteen of us enjoying the food at the Woodman's Arms but unfortunately due to all the flooding on the Island we had to cancel our Mince Pie run on Boxing Day. Plans are now under way for the 25th Camping Weekend and if you have any suggestions on places you would like to visit or things you would like to do we would welcome your feedback if possible via our Facebook page <https://www.facebook.com/groups/iwtriumphclub/> Booking forms are now available to download either via our [website www.triumph-iw.co.uk](http://www.triumph-iw.co.uk) or our facebook page and if you book in advance you will save £2 and secure a limited edition souvenir.

*Angela*

## LIVERPOOL

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Hello again folks - after an absence of a couple of months we're back with a Courier report! Apologies for the lack of recent news, but things have been a bit hectic, so what's been happening then?

A couple of well-attended and lively meetings, that's what. I was absent for the November meeting due to working away, but a busy time was had by all accounts. December was more of the same - Dave brought his usual rusty parts for us to inspect, his Vitesse is coming along very nicely - hopefully he's only around 18 months away from having it on the road? If nothing else he may have settled on a colour? Stuart is even closer to finishing his Vitesse-powered Herald - although the little matter of his first house purchase has scuppered that for a while - congratulations anyway Stu! Myself and Steve inspected Richard's new Spitfire purchase - he's now got a better handle on the restoration ahead, and we were most intrigued to see the car came with a gorgeous pair of US spec high-back seats - some find, or what? Also worth mentioning is the possible sale by one of our members of his GT6 Mk1 restoration - it looks a really great project, so if anyone is on the look out for one, keep an eye on our website - [www.triumphliverpool.com](http://www.triumphliverpool.com), the TSSC classifieds, or our Facebook page - just search within Facebook for [triumphliverpool](http://www.triumphliverpool.com).

In the months ahead there's a few items on the agenda, namely a possible change of venue, and a new strategy regarding attendance at shows and runs-out. All members are invited to offer opinions and suggestions over the forthcoming months, either by attending meetings or corresponding through the usual channels. That's all for now, not much to offer this month, but at least you know we are still here, and having a great time! Cheers,

*Alex*

regular event. Many many thanks Lesley. Jed got delayed in the car park by someone visiting the pub who wanted to talk about the 2.5. and the Toledo,

29th Dec White webbs Auto jumble and lunch. The traditional after Christmas day out with some car bits and a nice lunch. 18 of us braved the winter weather, the Auto Jumble was a bit scarce, Ray got some wipers for his Herald, Wes got a drill, Kirk a complete ignition barrel with key for his Toledo, bumped in to some of the M25 members doing the same thing. Then off to the Garden centre for morning Coffee and a look around followed by lunch in a local pub and plenty of catching up after Christmas.

5th Jan Breakie at Southend. A repeat of this popular event had 17 sitting down for a full English breakfast some had even braved the cold and wet and brought out their Triumphs, we had a Stag, Spitfire, Vitesse, and a host of modern cars. No one got a parking ticket this time and it was nice to meet Brian & Jeans granddaughters. Trying afternoon tea next.

### Up and coming

**2nd February afternoon tea Southend**

**12th February evening talk Dunton Stuart Turner. You need to book by 31st January, see me for a form.**

**16th February club day, Halfway House.**

**1st & 2nd March, Stoneleigh Triumph/MG auto jumble, possible weekend away.**

There are again no birthdays in February.

A big welcome to the new members for Essex. Hope to see you at a Club Meet sometime. **Stuart Grant. George Daly. Graham Dorling. Keith Marzetti. Russell Smith. Joe Dale. Geoff Dorling. Gerald Daly. James Smith and Mark Fittes.**

*Allan & Janet*

## HERTS & BEDS Tel. 01582 750943

e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

Well it's not off to a good start, what with the old Club website being compromised, the new website is underway, in the meantime HQ contacts are by e-mails (addresses given in the Courier) or a new Official TSSC Facebook page (<https://www.facebook.com/pages/The-Triumph-Sports-Six-Club/139124937782323>).

I'm struggling with a tablet as the web crash coincided with the crashing my laptop so some contacts are lost for a while until I get the hard drive unloaded, if that's even possible, so if you don't hear from me soon, don't worry I will get back to normal Bedfordshire diatribe as soon as possible. At present I don't do Facebook, so something to think about.

Christmas dinner was a sellout at 30 covers down at the Anchor PH who did a wonderful spread which beat all but the strongest appetite.

We need some more Spitfire, GT6, & Stag photos for our event calendar, we have many Vitesse and Herald, so need some more varieties and then we can issue this for you to print at home...for free.

We will have had our first meeting at the Rising Sun, it will be interesting to see how this location works, I have sent a letter of thanks to the 3MH for hosting us for the past several years. Till I get my new laptop running and this tablet (with a mind of its own) for any news or any Triumph techy problems you might want to chat about please use the e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com) or phone in the Courier Area Directory.

Let's hope we have a bright and cheery spring just round the corner and we can get the group and cars out and about for some fun and some busy natter and noggin nights Happy motoring. Thanks.

*Peter*



## M25 EAST . . . MANCHESTER

### TSSC AREA NEWS

#### M25 EAST

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Quite a lot to report on this month. Where shall I start ? Way back at the beginning of December we held our Area Christmas Dinner. We went over the water this time into Kent to the Beacon at Dartford where we had one enormously long table all to ourselves. Thanks to all for turning up, it was really great, the food was good and yes we did wear our silly party hats. A big thanks to Lesley and Malcolm who sorted it all out this year and a special thanks to Lesley who made the fantabulous cake, complete with snowman and lighty up house.

Festivities finished about 4 ish and then a few of us carried on the jollities back at the Wing Household. More drink was drunk, more eats were ate, more laughs were had and we were treated to a very enjoyable photo show of all our exploits from 2013.

Now, onto the event of the year, Kev's 50th Birthday Party. Such was the expectation that a few of us decided to book a hotel nearby so no one had the worry of driving home. To make a full weekend of it we set of early Saturday morning to have a mooch round the Christmas Market in Rochester before heading off to the hotel. It was then on to the party and what a cracking one it was, with quite a few of our mob present – Me, Donna and Lucy, Brian and Jean, Malc, Lesley and Nancy, Chris, Richard and Clare and not forgetting our hosts Kevin and Lisa. Chris thought it would be a good idea to bring a bottle of 'Jagermeister' and so a lot of 'Jager bombs' were downed. Even Jean got in on the act although she did report that it just tasted like cough medicine. This was then followed with much dancing, yes even me !! Oh and shall I mention Chris sliding down the wall and landing in the box of empty cans – oops I just did ha ha. As with many of the car shows we go to, we were the last to leave. Thanks Kev and Lisa – a great night had by all, followed by an all you can stuff in your face breakfast to finish off a top weekend (Video available on the website).



The December Club Meeting saw us back on the North side of the Thames at the Albion. A good turnout considering it was so close to Christmas. The last time we were here was back in March, blimey doesn't time fly. The dress code for the day was Christmas Jumpers. A lot of very good ones complete with lighty up bits and bells. Brian was busy showing off his new and improved yearly



planner for 2014. All the stars and blobs still didn't make much sense to me but as long as he understands it that's all that matters ha ha. As he's so organised he got the job of posting the letter on behalf of our sister club 'The North Essex Triumph Club' of which Steve is chairman ha ha.

Our very last outing of 2013 saw us go mob handed to the Autojumble at the Whitewebbs Museum. 13 of us turned out but the Vitesse of Barry, Laura and Hannah was the only Triumph, the rest of us using our modern stuff, although Mumma and Stuart were showing off their posh new Jag – very nice. It was also great to see Pauline and Graeme who haven't been able to come out for a while. A few odds and ends were bought, signs seemed to be a theme, Barry got 2 for his shop and we got a nice railway sign for the toilet. This was followed by a mooch around the garden centres for cheap Xmas decs. There wasn't as much on offer this year but Malc bought great lengths of fairy lights for a knock down price. Dinner was as usual at the Plough Pub which was even more of an occasion this year as it was Mumma's Birthday. After we were all completely stuffed with dinner and pud, a cake with candles appeared and we had to eat that as well ha ha.



There's lots of news on the Triumph front – it seems people have gone mad with the cheque book and bought loads of stuff. Steve's bought a new carpet set, so along with his overdrive and new interior he should be very busy. Richard has also splashed out on new interior and overdrive. Graeme has got hold of some new seats to replace his very uncomfortable bucket seats, I think Pauline will be more than pleased ha ha. Barry is also enquiring about overdrive as well. And wait for it - Malc is going for the full respray and new bonnet. He said he was bored one day, went into the garage and before he knew it the car was stripped. So, there's loads of tinkering going on. Should be some classy cars by summer time.



That'll do for this month – cheers

*John*

#### February Events

**Saturday 8th – Interclub Quiznight – Shepherd and Dog**  
**Sunday 23rd – Monthly Meeting – The Albion**

**MANCHESTER** Tel. 01524 791607  
[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Everyone enjoyed the Xmas Do at the St Ives Hotel and there are plenty of pictures suggesting that we live up to our Manchester area mantra (we do drunk & debauchery best) it's funny how 'I don't dance' members seem to shake their booty when they have had a few!! It was a good night and look forward to what we get up to next year. Thank you to Janet for organising our Xmas doos

Six of the Manchester Area joined Derwent Valley on their New Year Run and as usual the professionalism and organising was brilliant. A report will appear in the Area Showtime.

## NEWBURY NORFOLK . . . NORTH EAST



### TSSC AREA NEWS

The route, food at the carvery and company was brilliant. Special thanks to Figgy, Angie Wright and Roger and to all the organisers for a brilliant run again. We had a very hairy drive home as Ruby aquaplanned most of the way and with low lights and slow wipers the journey home was anything but pleasurable.

The Area meeting was attended by 23 members, welcome to Richard an old member trying out a new venue you're welcome at any of our meetings and events anytime Richard with or without a Triumph.

We discussed events throughout 2014 and there are plenty to choose from.

Our own event '**Old Manconald's Farm**' which is **Featherdown Farms Dolphinholme House Dolphinholme** if you want to check it out on the tinterweb, which will be **13/15th June**, forms are in the Courier.

A full events calendar will appear on our very own website thanks to Mark Blease and Martin Robinson.

We made a visit to Rostrevor NI over Xmas to have a look at the property and scenery (brilliant) we will be over again in March to do routes etc. so if there is anywhere you would particularly like to visit please let us know. We will be taking monies for the ferries at the April meeting; we will let you know how much soon.

We will be doing a run on **Drive it day 27th April** around the Holmfirth area everyone is welcome!! (Thanks Piat) Please can you also think where you would like to hold your Area BBQ this year?

We would like to thank Pete!! for his usual standard of calendar (Brilliant)

Please can you bring a total of £40 to our February meeting for **Shaw-End in March** please or pay direct into the new business account which you can get the details from us.

Our new email address is  
[pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)

Don't forget **International Triumph & MG day at Stoneleigh March 2nd** (hopefully we will be at Wembelee!!!)

Dates to remember in February  
**Tuesday February 4th Area Meeting 8ish  
Barton Airport.**

Cheers

*Pip n Frank*

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Our Christmas meal at the Berkshire Arms actually happened this year! There were no frozen pipes although it was one of the chillier nights that we had in December. The portions were very generous and most people were unable to finish everything, except Ian of course! The service too was very good. There was no dress theme, but several people came in eye-catching festive knitwear. I think everyone agreed it was one of the best Christmas celebrations we have had. There was a very varied range of Lucky Dip presents, wrapped very imaginatively in some cases, so thank you for that.

Attendance at our meeting at the beginning of January was affected by the floods and seasonal coughs and colds but there was a lot of machine engineering chat among those who were there. There was no raffle so the chocolate mountain is growing for next meetings!

The first event of the season is **Stoneleigh** and this year the organisers are combining the **Triumph and MG** days

into one. In recent years support for both has been reducing and so this may be the way forward. It is on **Sunday 2nd March**. At the time of writing there was no news of any of the local shows in April and May, but they may be available by now! The biennial **Churchill show in Oxfordshire is on Sunday 8th June** and I have entry forms for that. **Our Area camping is set for 13-15 June.**

#### Meetings

**12th and 26th February at the Berkshire Arms  
starting at 7.30p.m.**

**2nd March Stoneleigh Triumph and MG Spares Day.**  
Keep 'em flying

*Mary and Dave R.*

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With the Christmas and New Year festivities behind us we can now spend some time preparing our cars for another season although if your garage is unheated like mine they may remain tucked up a while longer.

As advertised last month the first meeting of the year was held with the TR Register at the Bird In Hand Wrenningham on Monday 13th January. In line with requests from members and what was agreed at the AGM it is proposed to hold the February and March meetings at different venues throughout the County following a scenic drive. The **February meeting** will be held at a venue near **Kings Lynn on Sunday 09 February**. It is intended to incorporate a scenic drive through Norfolk starting from the lay-by at the end of the Norwich bypass in Easton at 10:00 picking up more central members at The Kings Head PH, Norwich Street, East Dereham at approx 10:30. At the end of the drive for those that wish lunch will be available and the meeting will follow. A similar format will be used for the March meeting (provisionally **Sunday 09 March**) and all details will be published in the Newsletters. For those not on email you can always call me on **07828 103064**.

It's a change from the norm and hopefully will give more members a chance to meet and be included in future activities. Hopefully the weather will be kind and we can give our Triumphs a run but whatever the weather and regardless of your chosen mode of transport for the day please support your local club.

Happy Triumphanting in 2014.

*Mike.*

**NORTH EAST** Tel. 07917 738091  
e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)  
<http://tsscnortheast.blogspot.com/>

Hi all. Happy new year to everyone. First meeting of 2014 wasn't a busy one, I couldn't make it myself as I had to be up for work at 3am Monday morning, shame seeing as I'd got the garage into some sort of tidiness and could get the Spit out easily. Those who were there discussed forthcoming shows for this year, the main ones are up on the blog now.

We've not got any runs planned as yet, apart from the **Drive-it-day' treasure hunt**, though we'll probably be out one week-end in mid to late March.

Cheers to Geoff for organising our January curry night, around 14 people were due to go as I write this up.



## NORTH EAST NORTHERN IRELAND . . . PETERBOROUGH

### TSSC AREA NEWS

## North East Continues

I've not got anything else to waffle on about this time so I'm just going to stop now, hope everyone has a good year.  
All the best

*Mark*

## NORTHERN IRELAND

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The Courier is always welcome when I get home from work but even more so when it has a photo with Northern Ireland members on the front cover. What a great way to start 2014. However before we leave 2013 for the history books I have to report that Jacqui and I had the pleasure of a visit from our esteemed Area liaison Officers, Pip Flegel and Frank Spencer, just before Christmas.

It turns out that Frank originally comes from this part of the world and was over to visit his mum. We took the opportunity to talk about club issues generally, the new **TSSC TriumFest UK event at Donington in July** (must see if we can get to that) and the planned visit by members of the Manchester Area to Northern Ireland in August. It was great to talk to Pip and Frank and I hope we see them again soon. A provisional 2014 Northern Ireland events calendar was e-mailed out as an attachment to members in advance of the January meeting but there was very little feedback other than two members who reported that the attachment would not open. It took me a couple of attempts to fix this.

The January meeting itself was well attended despite falling on New Years day. Nine members attended and Brian Gill sent his apologies. Nortel Social club was surprisingly busy so we ended up using the small committee room as the bar area was too noisy. Not a problem we have most months. Most of the meeting was taken up with discussing the proposed new events. By the time you read this the calendar should be finalised and if you have not received a copy chances are that I do not have your email address! I will have printed versions at the **February meeting (Wednesday 5th)**

We are still looking for an event in March so any suggestions would be very welcome. One new event which is still to be confirmed is a proposed Classic Reliability Run which will require entrants to cover the most east, north, west and south points on the island of Ireland within 48 hours. This will be a non-competitive event but I will still need to get the relevant permits from both the UK and Ireland Motorsport authorities which is why I cannot confirm it as yet. We will also need volunteers to man the checkpoints at the (very least) four compass points (the one on the Ards peninsula should not be a problem).

I did get some volunteers at the meeting as well as people confirming that they want to enter! Full details will be sent out to members and included in area reports.

The **Annual Dinner will be held in Benedicts, Belfast on the 8th February** and we are expecting a very good turn out. Details including menus have already been sent out to everyone. As usual at the dinner we will be announcing the winner of the Northern Ireland Member of the Year and the Coupe Des Dames. There is still time for you to send in your nominations for both.

The January meeting also included a short general knowledge quiz (although I did sneak in one Triumph related ques-

tion) which everyone seemed to enjoy. To add to the fun, people were divided into two teams which did cause a few problems as there was only one actual prize. However the winning team magnanimously decided that Brian Spurlie should be the proud owner of a new folding wheel brace, not least because the team members were going home with some new GT6 parts that I had brought to the meeting. These parts had been donated by a former club member (left over from a rebuild many years ago) with instructions that I should find new homes for them.

As in previous years the February area meeting will include a model car/truck and motoring memorabilia display. Last year, for example, Douglas brought along examples from his model truck collection and Frank a selection of badges he collected in Russia. This year Paul intends bringing a selection of grill badges as well as some of the more unusual model cars in our collection.

Regards

*Jacqui and Paul*

## PETERBOROUGH

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Would you believe I nearly forgot to attend this meeting. I was so wrapped up in work that even when Doug called me for our usual pre-meeting phone briefing it took a while before the penny dropped!

Anyway I managed to get my work completed and was a little late for the meeting but I am glad I did get there.

The first meeting of 2014 was certainly action packed to the point where I'm not sure where to start!

Top of the list really must be Brian and Anne who are about to open a brand new chapter in their lives. They have decided to get married! We presented them with a card signed by all present and we really do wish them loads of luck, every happiness and many years of wedded bliss. Gretna Green, here they come!

Jeff Boston also made a welcome return at this meeting. As you may recall from last month's report, Jeff had a nasty accident when his Stag overbalanced on a jack and he ended up with a badly broken shoulder. It's not a mistake he will make again I'll wager, and it serves as a warning to us all that accidents are just waiting to happen if we let our guard down for just a moment. Garage safety must always come before everything!

Following our AGM, we had a few offers of assistance in various areas and it was great to see that progress has been made. Doug Kendall (to be known as Doug K) has looked into the rather complex area of data protection and has made his proposals. He is going to design a form for all of our local group to sign. This will basically give express permission for your details to be circulated – but just amongst our group. In essence it means that we will be able to communicate with each other more effectively which we believe will be a benefit to all.

Colin Saunders has also been extremely busy. He has already organised our first run of the year. On **Sunday 16th February** we will meet for the '**February Feast**' (also known as Sunday lunch!). The idea is that we will all depart Wansford at 10am and set off for a 30 mile (approx.) drive round country lanes and through picturesque villages to a mystery pub for lunch. The pub is already booked so to grab a seat or two you will need to contact Colin, Doug Balderson (now Doug B) or myself asap. By the time you read this report it will only be a couple of weeks away so please don't delay!

Colin is also planning a group visit to the **International**

## SCOTLAND CENTRAL WEST SOMERSET



### TSSC AREA NEWS

**Triumph and MG Day at Stoneleigh on Sunday 2nd March.** This time the meet will be at Warmington Services on the A605 near Oundle. Gems Diner will be the start for breakfast at around 9:30am and it will be on to Stoneleigh from there. Again please contact Colin via Doug B or myself for full details and to confirm attendance.

On behalf of Doug B and myself I'd like to thank both Doug K and Colin for their support and assistance. We really both appreciate your efforts and I'm sure the membership will also in the near future.

Finally, thanks to the sterling efforts of Bernard at club HQ, I was able to bring along our new area calendar and thanks to all of you who have already bought one. We have only produced 24 this year and 14 went on the night! If anyone else would like one please get in touch asap. I am holding a few back for those that are featured within so there aren't many left unaccounted for.

Well that is about it for this month. A great start to the year with lots going on – let's hope it gets even better from here on in. Do try and join us for our **February meeting**. It will be on **Monday February 10th at the Red Lion, West Deeping, Nr Peterborough**. We start around 8pm and sarnies and chips are served any time from around 8:30pm to 9pm. If you haven't been before, why not give it a try – a warm welcome awaits all!  
Cheers

*Paul*

## SCOTLAND CENTRAL WEST

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The first meeting of 2014 was well attended with 12 people. Only 1 classic though (Martin's 13/60 Estate) the weather was fairly warm for January so we were all outside for a while. We then went in to discuss all things Triumph. I took names of all present as there were no newcomers and I have all your details. If you are texting me can you give your name as numbers come up blank.

Plans are well underway for **Le Mans**. There are 3 different routes being taken at different times, so if you are going you should be able to meet up with others. Our cars all seem to be being worked on, either fettling or necessity. Colin has been lured by 6 cylinders and has changed his Spitfire for a Vitesse. Look forward to seeing it. Bob now has a Bond Equipe and is exploring its unique construction. There did not appear to be any on line purchases this year.

As for events, the year book has not been published yet so we can only plan a partial calendar so far. **Drive it Day is 27th April**, so we need a travel direction and ideas. The rest is in the provisional calendar below. We are still looking for ideas for new shows and are planning to have at least one event a month if not two, but not on consecutive weekends not much else to report, my storage problem is still dragging on, and my Spitfire is still in pieces due to other commitments at present.

All at the meeting were looking forward to getting the cars going and getting out in them. I think we are going to have weekend trips as the Micro Caravanners are raring to go. I will try to arrange Mugdock again, if possible, but there may not be a suitable weekend. I will put as much info in the News as possible.

#### Provisional Dates for 2014.

**Triumph and MG Show- Stoneleigh March 2nd  
combined show for both marques.**

**Drive It Day - 27th April. TBA**

**Practical Classics Restoration Show - NEC**

**Birmingham - 12-13 April.**

**Le Mans - 4-6th July, let people know when you are going, travel together.**

**Erskine Hospital - 13th July.**

**Donington, TriumFest 25th, 26th, 27th July.**

**Looks to be excellent.**

More to Follow.

**NEXT MEETING** will be on **Wednesday 5th February 2014**. Come with thoughts and ideas for the year. Please come and say hello at the meetings, even just for a short while, that is why we are staying at the same meeting place and time.

**PLEASE** check you have left me contact details if you are looking for something.

Welcome to 2014. If the snow comes (donuts) sorry, please be careful.

P.S. We may go to the SECC for the Caravan Show (TBC) in Feb.

Just a short news this month until things kick off properly.

As Always

*Gregor G.*

### NOTE to ALL:

**If I don't reply to your email or you get an undelivered message then I Haven't received It!! Bernard, Ed.**

**Please Ring and check  
01858 434424**

## SOMERSET

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We hope all Somerset members had a good start (weather permitting) to 2014 and you are looking forward to getting those Triumphs ready for the new season!

By the time you read this, spring should be just around the corner and our cars will be ready to come out of hibernation anytime soon. As I write this, Somerset is being battered by storms and many minor roads are underwater so no chance my car is leaving its nice dry garage.

Looking forward, we will be attending the autojumble at **The Bath and West Showground on either the 15th or 16th of February**, the date will have been decided at last months (January) meeting and e-mails will have been sent with details, (if you not getting our emails then please let either Steve or Derek know and we will make sure you're on our mailing list).

Looking forward to **April** we have 2 drives planned, the first on **Sunday 13th** and will be to West Somerset, either Exmoor or Porlock Weir or who knows maybe both, the second on **National Drive It Day** will see us meeting up with the Devon area for a drive to **Crealy Adventure Park near Exeter on Sunday 27th**. A full list of events for the rest of the spring / summer will follow hopefully next month. If you have any ideas or suggestions for events for us to attend or would like us to organise then please don't be shy, "let us know". The sooner the better so we can circulate via e-mail.

Remember our meetings are on the **2nd Tuesday of the month at the Fox and Goose on the A38 near Brent Knoll** at 20:00. Come along and meet us for a drink and a chat.

Cheers

*Steve and Derek*



# NORTH STAFFS SUFFOLK . . . SUSSEX

## TSSC AREA NEWS

## SUFFOLK

Tel. 01206 250360

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**NORTH STAFFS** Tel. 07939 603061  
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Welcome. With Christmas and New Year now becoming a distant memory, all be it that we have just taken down the Christmas decorations as I write. With the December & January Couriers both arriving before Christmas, I'm a little confused in that I shouldn't even be talking of Christmas.

However as I have mentioned it, the Christmas area meal went well once the seating arrangements had been rearranged, the New Year Calendars were given out and a number of raffle prizes won.

Christmas also bought a new water pump and stainless manifold water pipe thanks to Santa, but the New Year brought poor weather which resulted in our run being cancelled I'm afraid.

Back at Triumph towers things were somewhat hectic on the run up to the New Year, with the new porch finished her indoors decided that the hall and stairs now looked shabby, so the task of decorating was started in haste, hopefully to be completed in time for the festivities.

I have also been hanging new doors, unfortunately they were wooden and not metal car doors, there's still two more doors to fit, and all still need varnishing, all these jobs means no work being done to my car again!

I hope that with a few items ticked of the long list of domestic jobs to be done, I will get some breathing space so I can get back to working on the car, until the effect of the new paint and carpet wares off.

The next task is to put together the events list for the coming season, there is just so many events that is hard to resist trying to attend them all, resulting in not getting on with putting the car back together.

Here's a few events that you may like to consider:

- February 21-23 Race Retro Stoneleigh**
- March 2 Triumph & MG Spares Day Stoneleigh**
- March 16 Stafford restoration show Bingley Hall**
- April 12-13 Practical Classics Restoration Show NEC**
- April 20-21 Weston Park Classic Car Show**
- April 27 Drive it Day**
- May 3-5 Llandudno Transport Festival & Victorian Extravaganza**
- May 3-5 Donnington Historic Festival**
- May 4 Catton Hall Classic Car Show**
- June 13-15 Cholmeley Pageant of Power**
- June 15 Trentham Gardens Classic Car Show**
- July 4-6 Classic Le Mans**
- July 26-27 TSSC TriumFest UK Donington**
- August 1-3 Car Fest North Oulton Park**
- August 10 Shugborough Hall Classic Car Show**

Next meetings **Feb 26th March 26th**

Cheers

*Dave*

### NOTE to ALL:

**If I don't reply to your email or you get an undelivered message then I Haven't received It!! Bernard, Ed. Please Ring and check 01858 434424**

## SUSSEX

Tel. 01444 450941

So the Christmas meal went off well except for Vic giving me a heart attack by getting there early and asking for the TSSC meal and being told they had no booking! Luckily it was under my name so I got away with that. The food was very good and it all went well. Thanks Ian for suggesting that.

Some of us meet up at "chaise Seniors" on New Year's day . The weather was appalling but it was a good afternoon out

## THAMES . . . NORTH WALES



### TSSC AREA NEWS

so thank you Clive and Gill.

We moved our meeting in Jan to the 8th. So there was Pete, Dave, Will, Bob Clive, Ian, Vic and Colin. We had some interesting discussions including Ian's knee's, Wood burning Fires, is gas heavier than petrol, Plaster boarding ceilings, Clive's neck, Bobs arm and Bob's Stoker!

I did find out that Clive's MX3 has a rev limiter of 8,000 RPM and that Ian's MX3 is growing mould inside its roof. It's amazing what you learn at area meeting!

So future events

**Next meeting 5th Feb The Anchor, Ringmer, East Sussex.** Pete, Bob, Dave, Ian, Doug and Clive are going up to **Stoneleigh for the MG and Triumph Show on the 2nd of March.**

**South of England meeting in May**

Happy New Year

*Martin*

## THAMES

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Hello all. We had a great New Years Meal, a rather wet New Years day at Brooklands. Hope you're still managing to stick to your New Year's resolutions. It is going to be a busy show season this year with dates of shows already coming in. If you have any shows you would like us to try to attend let me know and I will add it to the growing list.

We are hoping to do another Real Ale Train trip on the 5th of April. I know it's a while away but it sells out quickly, so get in touch if interested.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 5TH DECEMBER** I am on my own tonight as Julie is still working. I pick up John C on the way to the Fox & Castle. Graeme C, Bob, Tony H, George B & John P are there to keep us company. No Triumphs in the car park tonight, but work on them has been: - John C, Mk1 2000 saloon is back from the garage with a fresh MoT and is up for sale. Tony's Stag has a working boot light and is no long draining the battery

**19TH DECEMBER** yet another evening with no Julie (sick this time, (not yet buried under the patio but close) honestly) to celebrate our xmas meet I have the pleasure of John C, George B, John P, Mike H to keep me merry. Triumph news is that John C has stopped driving now and his Mk1 2000 saloon has been sold. We had a lovely relaxed meeting scoffing sweets and chatting away with great company thank you all.

Our next meetings at the **FOX & CASTLE are from 8 pm in February 13th & 27th, in March on the 13th & 27th.** Please come & join us for a warm welcome or call me on 07773 623807.

Upcoming events are

### FEBRUARY

**15th 16th The Great Western Autojumble  
Shepton Mallet**

### MARCH

**2nd International MG & Triumph spares day  
Stoneleigh Park**

*Mickey & Julie*

### IMPORTANT NOTE

**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please**

## NORTH WALES

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Hello, everyone. Our monthly meeting on December 3rd at The Plough Inn was our Chester and Wrexham groups buffet and presentation night, with trophies and plaques for various "classifications", including most helpful members, enthusiastic members, etc., and of course the Golden Spanner award for the person who has had a fair bit of trouble with their car over the past year! Also awarded were flowers for the lady who has put up with tantrums when a car gives repeated problems. An amusing presentation was made by MG Phil to MG Richard. While in Benodet, Brittany, last year the inhabitants had put their scrap out for collection, and Richards eye was taken by some scrap dexion and other rubbish, so he brought some back to the hotel and gave it to Phil because, he joked, "Phil likes making things". The laugh was on Richard, however, because Phil presented him with a



"phone box" and a "steam locomotive" made from his scrap (see photos).

Presentations over, we all enjoyed the DVD show put together by MG Sam, going over the shows, runs and OFFALS over the past

year, and containing some amusing photos indeed. With the show over everyone got stuck into the excellent buffet that had been put on, again more than we could eat. Once again, a big thank you to The Plough for such a great spread, a good end to a good season. We had another Triumph joining our circle of friends, Bryn and Pam who own a very nice Herald. Good to see them at the meeting. Julia again invited anyone who was going to attend the Erdid Christmas Fair on Sunday 15th December to return to her house at Gresford for mulled wine and mince pies:- this has become something of a tradition, and very good of Julia to put it on for people, a big thank you to her.

On Saturday 8th December at 2.45 a.m. LE JOG, the classic car rally, came down our top road and turned down through the farm below us, engines roaring, spot and headlights lighting up the night sky. From our bedroom window we watched a number of them approaching, turn away down



## NORTH WALES . . . SOUTH WALES

### TSSC AREA NEWS

## North Wales Continues

to the valley road, then race away towards Chirk. Fascinating night action! Hard to believe when we took hay out for our sheep later in the morning that just a few hours before the same road that we were on had been a rally track, part of the Lands End to John O'Groats rally.

On December 14th Spitfire Sam "popped" to Bobs to pick him up, and they attended the Wirral Triumph Appreciation Society Xmas dinner. They enjoyed a very sociable evening. Connahs Quay to Colwyn Bay, then up to the Wirral, and reversing the journey to go home is a very good trip round, with a lot of mileage covered, in excess of 150 miles. Well done, Sam. And don't forget, when you need spares for your Triumph our Spitfire Sam is the guy to contact at Paddocks in Chester:- he knows his motors.

Our Chester and Wrexham group 2014 calendars have another well presented assortment of pictures and comments put together by MG Sam, and for fashion we have our range of hats, coats, jumpers, polo shirts, even umbrellas, all badged with our group logo and either MG or Triumph motif. These are all sorted and ordered through MG Celt and Inez, and much appreciated by all.

Now for those who are wondering what the OFFAL is, on the last Tuesday of the month we have a short run and stop for lunch at a chosen venue. We take it in turns to plan these, and this event is open to all who are able to attend. So basically, OFFAL stands for Old Farts and Friends At Lunch!

#### THOUGHTS FROM ROGER:-

"Paul Richardsons features of days gone by set me thinking, particularly of the phrase "Do you remember where you were when JFK was shot?" It was 50 years on 22nd November 2013 since that fateful day. In the early 60's I worked in Morris Engines Experimental, where we developed new engine designs, but also to a large extent "A", "B" and "C" series engines for racing, the "A" for Formula 3 of the day, also the Cooper "S" for rallies, i.e., Monte Carlo, etc. At the end of 1963 we Morris mechanics were invited to a Racing Mechanics dinner at The Savoy in London. Six of us used a staff Westminster to speed down a quiet M1 to the venue. After the dinner and speeches we six left The Savoy to see some London night life, and as we left we noticed the billboards carrying the headline that President Kennedy had been shot. So I can say that I know exactly where I was at that terrible time. Does anyone else have such memories?"

Speaking of memories, we enjoyed Paul Cheshires article in the December edition of the Courier very much, and it got us thinking. The "Smiffy Spitty" gave Phil a few problems, but knowing him it was not surprising that he soon sorted things out. It was Phil's Spitfire that brought a Spitfire to North Wales! We attended Phil's birthday party back in 2008, and it was a great evening. The next morning Phil invited Helena to take his Spitty for a drive around the Coventry area, and returning to Phil and Lyns with a big smile meant that she was hooked! It was not long afterwards that we acquired our Spitfire, and have not looked back since, joining the TSSC and, through the Courier, getting to know about our group. The "Smiffy Spitty" set the ball rolling!

So, don't forget, our meetings are held at the **Plough in Gresford on the first Tuesday of the month** at 8.00 p.m. All are welcome, so come along. Hope to see you there.

Drive safely.

Forthcoming events:-

**4th February:-** Monthly meeting at the Plough Inn, Gresford.

**25th February:-** OFFAL.

**2nd March:-** International Triumph and MG Day, Stoneleigh Park.

**4th March:-** Monthly meeting at the Plough Inn, Gresford.

**25th March:-** OFFAL.

Regards,

*Helena and Roger.*

**SOUTH WALES** Tel. 02920 315260  
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**Christmas Dinner at The Unicorn Inn December 7th 2013**

What a great time we had with all places filled. Rob organised the dinner which cost £22 each for a three course menu, a bottle of wine, mince pies and as much coffee as you wanted, a great night so thanks Rob. Also a thank you to those who supported the event.

The AO started the evening off by handing out 12 trophies which he pays for himself and therefore decides who the recipients should be. One member who was to be awarded a trophy was away on holiday, however, a video link had been arranged and Paul Watson was able to join the party via satellite to accept his award.

The awards were as follows

**Most Events attended – Mike "The Cake"**  
**New Member of the Year – Paul Watson**  
**Reporter of the Year – Stephen "The Hammer" Dyer**  
**Cake of the Year – Mike "The Cake"**  
**Character of the year – Peter Grant**  
**Chef of the year – Rob Grant**  
**Services to the area – Gareth "Action Man" Dyer**  
**Member of the year – "Texas" Jack Littlewood**  
**Organised run of the year – Paul & Barb G**  
**Members who travel furthest to attend meetings – Mike, John & Heather Partridge**

**Car of the year – Brown Spitfire MkIV (Mike "The Cake")**  
**Couple of the year – Young Eddie and even younger Mo**

Everybody helps to make this area as successful as it currently is and it is hard to leave anyone out, but awards by their very nature identify that little bit extra that the recipient has added, so a big thank you to everyone who has supported TSSC S. Wales throughout 2013.

Action Man then delivered an award "The Tardis Trophy" which he, Mal and Stephen "The Hammer" had made up from the parts of his 13/60 "Red Tardis" engine that had failed on our run to Weston Super Mare earlier in the year. It was awarded to our TR4 -6 register secretary as he had been involved in helping or advising most or all of the breakdowns that had occurred throughout 2013, a very nice and unexpected award which was gratefully received.

## SOUTH WALES



### TSSC AREA NEWS

After the trophies had been given out we all sat down for our meals, an extensive menu that had been pre ordered and the Unicorn staff ensured that everyone received the meals that they had ordered and were extremely efficient throughout the evening. The food and service was first class, a big thank you to The Unicorn staff.

When dinner was over Rob started his mammoth raffle with nearly 100 prizes on display. Rob uses all the voluntary £2's collected from those who participate on the runs and events throughout the year to buy the prizes. Further raffle tickets are available for purchase on the night for £2.50. Gemma of The Unicorn drew the first winning ticket, then the winner of that prize drew the next ticket with this method continuing. "Auntie" Gaynor had bought all the prizes and had wrapped them immaculately, also colour coding them so that a lady winner would receive a lady's prize and a man would receive a man's prize. There were also about 30 "unisex" prizes to use when the gender specific prizes were exhausted. Texas Jack and Mike The Cake acted as Rob's runners to deliver the prizes to each winner. A great effort from them all.

We also had a visit from Father Christmas (again I noticed that when Father Christmas appears, Gareth Action Man Dyer disappears!) who gave out prizes to the good boys and girls, our AO received a toy MGB which accidentally left his hand at a high velocity and hit Mike The Cake on his head, strange!

Paul G somehow managed to organise us into a group photo shoot with one of the lady's and then one altogether, he also took some images of the trophy's being given out and of Father Christmas. **All images from the evening and displayed on our website have been supplied by Paul G.**

After the raffle Mike The Bass's band struck up a groove and Pete handed out some of his magic Brylcreem to those of us who needed a bit of help in the dance move stakes! Mike The Bass's rhythm guitarist also loaned his guitar to Emma's 15 year old boyfriend Aran for him to perform a couple of songs for us, an appreciated gesture.

It was a very good evening and once again we must give credit to Rob for not only organising everything, but for his work on the evening ensuring that everything ran smoothly.

**Amber's Birthday run December 29th**



man, The Hammer & Mal (13/60 Convertible), Mike and John Partridge (modern), Derek & Victoria (TR6), Tony Farr (TR6) & Steve W & Colin (Vit 2L Conv), where waiting. Mike the Bass & Sandra (Spit MKIII) arrived shortly afterwards.



It was nice to see Tony at his first area run and his TR6 looked stunning, also first timer's Derek and Victoria in their immaculate TR6. The TSSC TR reg sec was with us and I know that he was keen to take some images of the TR's for his Courier column. We hope that you all felt welcome as we all know from experience that it can be quite intimidating (for the want of a more appropriate word) attending a run for the first time when you don't know many/any of the people present. Thanks for coming and we sincerely hope that we will see more of you in the future.

At the pre designated time we left in convoy and took the A470 towards Merthyr, turning off on to the Heads of the Valley road where we had a brief stop at Dowlais Top ASDA where Gwyn, Babs & Tim (Dolly) & Ian & Louise (Landy Series 2, Spit engine being rebuilt) were waiting. It was then off to Abergavenny where we met up with our man from Monmouth Phil Gladwin (GT6) and Mikey J (modern as GT6 on Sorn – for the last time thanks to the new road tax laws). As there were only 33 of us we thought that we would easily find a place to eat, but in the end we had to spread ourselves around various establishments in order to satisfy our culinary requirements. I ordered a 4 tier birthday cake for Amber, but when it arrived I realised that Amber was at a different eatery! Oops, sorry Amber, but you can take it from me that the cake was absolutely beautiful!!!!

Mike and John txt'd me to say they had to leave for home before our re grouping time and Derek & Victoria also had to head off home, so we said our goodbyes and then headed off for the meeting point.

After everyone had arrived we strolled back to our cars where Paul G took some more photographs (most images courtesy of Paul) and Mike the Cake divided up his last cake of the year. We then said our collective goodbyes and headed for home via Pontypool with the cars turning off at various points en route.

So to summarise, 14 Classic Cars, 3 moderns, with 33 members on a day that had started off with ice laden roads, yes, what we had in numbers was easily surpassed by the quality of those who attended, thank you to all who participated and made a local run that was only intended to blow away the "Christmas Cobwebs" a runaway success, roll on January 19th when we have our AO's birthday run to The Mumbles.



In the beautiful sunny weather (but extremely icy roads) that had been pre arranged (take note Michelle la Gateaux) by our AO, Texas Jack and I (Toledo) met Young Eddie & Mo (Herald Saloon), Michelle la Gateaux (Spit MkIV), Paul & Barb G (TR6), John & Dana (Spit MKIV) and Ant, Amber, Naomi & William (Modern as 2 X 13/60's under restoration) at Cardiff Gate services. We then took the short drive to the main meeting point at Nantgarw Business Park where Rob (Vit 6), Action

*Bern*



## WESSEX . . . WEST MIDLANDS WIRRAL . . . WEST YORKS

### TSSC AREA NEWS

#### WESSEX

Tel. 01425 475376

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Needless to say, the New Year has got off to a very wet start. Hopefully, the weather will return to something resembling normality so we can get out and about with our Triumphs in 2014.

Looking forward to drier and warmer weather, we have begun planning the year's activities including the **New Forest Run which is scheduled for Sunday 6th April** this is slightly earlier than in previous years but we hope the sun will shine on us. The start will be from the usual place - **Avon Heath Country Park around 10am**. At the time of writing this report we are awaiting replies from a couple of possible finishing points so we are keeping our options open at present. So it's very much a case of "watch this space as to where we will be ending the run this year! If you would like more details see our website [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk). Alternatively, come along to our meetings.

Later on in the year, between **4th and 6th July**, there is the **2014 Le Mans Classic**. We are all looking forward to another fantastic weekend of Classic Motoring and Motor Sport centred on and around the famous track.

Also in July, over the weekend of **26th - 27th** is a new event to the Triumph calendar - "**TSSC TriumFest UK**" at **Donington Park**. This is being organised by our club and promises to be good weekend which, will include the opportunity to drive your Triumph around the Heritage Loop.

Before all that though, the next scheduled event is the annual **Triumph Show and Spares Day at Stoneleigh** which, for 2014 is scheduled for **Sunday 2nd of March**. As in previous years, in order to avoid queuing on the day, we can obtain advance tickets. These are also usually slightly cheaper than paying on the day. If you would like to go and this is of interest to you please let me know.

That's about it for now, hope to see as many of you as possible at our normal monthly meetings which are held on the **last Thursday of each month at the Avon Causeway Hotel**.

*Trevor*

#### WEST MIDLANDS

Tel. 07969 024999  
Chris. 07505 110922

Our first meeting of 2014 was an eye opener. With it being so close to the New Year holiday period and with people just starting back to work full time this week I thought that our regular monthly attendance would be down. How wrong you can be, never underestimate folk. It was an absolute delight to see so many people gathered for our first meeting of the New Year, one of our best gatherings. Everybody seemed in good spirits and after the Christmas and New Year festivities it was good to get together and have a good old fashioned chat.

We had a couple of visitors, Graham and Shelia, Club Triumph members it was nice to welcome them and see them enjoy themselves, we hope that we can see them again on a regular basis.

Chris Allen and myself now share the area organisers duties, so in the February Edition of 'The Courier' you will see a couple of amendments. Both Chris and myself will have our contact details listed, so if you cannot get one of us then you will probably be lucky with the other, and secondly the details of

meetings that were held last year on the 3rd Tuesday of each month at the West Midlands Police Social Club have been cancelled. I am at the present moment trying to sort out a new venue for the 3rd Tuesday during the summer months.

At next months meeting as well as the monthly raffle there will be a quiz night being organiser by TJ and Ken so put your thinking caps on, come early and organise yourselves into teams of 5 or 6.. I will arrange for major prizes for the winners and runners up out of club funds.

That's all for now folks, looking forward to seeing you all on the **4th February**. Keep your powder dry.

Cheers

*Roger*

the Dodger.

#### WIRRAL

Tel. 0151 339 4150

Hi. As this is my first area report of the year, I'll start by wishing you all a very happy new year. There is very little to report on at the moment, due to most of our cars being tucked away for the winter. However, the area Christmas Dinner held in conjunction with Wirral Triumph Appreciation last December was a great success. I did not do a full head count, but we had 40 plus people in attendance, including Bob & Sam from the North Wales Area. It was good to catch up with you both. As spring approaches, we should get more of an idea of what will be happening this year, as usual details will be published as we get them. By the time you read this we may have had our annual planning meeting, but at time of writing a date has not been set. That's about it for this month, hopefully I'll see you at the Cottage Loaf.

Take care.

*Andy*

#### WEST YORKS

Tel. 01484 541185

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Many thanks to everyone who turned out on a cold and wet January evening. It was good to see so many of you for what hopefully will be a good 2014. The first thing to kick things off is our plans for **Drive it Day on the 27th April**. We are planning to visit the **Carding Shed**. The Hepworth Autodrome at The Carding Shed is the vision of classic car enthusiast Ian Kellett who is expanding his specialist restoration and historic race car preparation business to include a period display of Fifties and Sixties cars alongside a cafe and related retail units.

Located in the heart of 'Last of the Summer Wine' country near Holmfirth, West Yorkshire, the Carding Shed will feature the 'Oil Can Cafe' where visitors can enjoy traditional cooked meals and high teas; browse an automobilia bookshop and antique centre; and even purchase a period outfit from 'High Society' offering quality vintage and retrospective clothing. The plans are being finalised, but in addition to us attending there will be a local Sheffield Car Club and Rolls Royce club, so I'm sure we'll be in good company.

To make the most of it we'll be arriving in the morning and the people at Carding Shed have told me due to the numbers attending the Oil Can Cafe will be open 'till 6pm, so please do come along and join us, but let me know first so I can advise them of numbers.

Not a great deal more to say just at the moment, but watch this space for more things happening in West Yorkshire.

Counting down to Donington!

*Victor*



# Derwent Valley TSSC

## The Derwent Valley Bowl 2014

*Valentine*

This great event once again is being held on a Sunday afternoon and it's

### SUNDAY 9th FEBRUARY 2014.

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and from 'Olympic Athletes' to 'Couch Potatoes'.

We challenge you **ALL** to take on the mighty Derwent Valley.

Mixed Teams of any size will be formed from each area of the TSSC to compete for the coveted  
**Derwent Valley Bowl**

An individual trophy is also up for grabs.

All the usual games such as "Cock in the bucket", "Bag in the Hole", and "Log in the Bog"

Doors open at 2:30pm and the fun starts from 3:00pm.

Finger buffet available at 4:30pm for only £4.25 per head.

Event finishes at around 6:00pm or until we get kicked out !!

**For more information and to confirm attendance please phone Roger on 07970 619149.**

Venue:-  
Smalley Common Ex-Serviceman's Club  
338 Belper Road, Stanley Common  
Near Ilkeston, Derbyshire.  
DE7 6FY.



# WESSEX

AREA

PRESENTS



## NEW FOREST RUN

**Sunday 6th April 2014**

**Supporting the FBHVC 'Drive it Day'**

A Convoy Run of about 60 miles winding its way through the New Forest and surrounding countryside with a half way halt.

At the finish the cars will be on display to the public

Run Open to all

Triumph Owners and Enthusiasts

**For further details/ entry form contact**

**Trevor on:**

**01425 475376**

**Or Visit [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)**



**Triumph Sports Six Club**

# Devon

**Area**

## DRIVE IT DAY 2014

### SUNDAY 27TH APRIL

11.00 am - 4 pm

TSSC DEVON invite you to join us at



Sidmouth Road, Clyst St Mary, Exeter EX5 1DR

Just 4 minutes from the M5 J30 on the A3052 near Exeter

**THRILLS AND SPILLS FOR ALL AGES**

**PLENTY OF CATERING OUTLETS FOR ALL TASTES**

**LICENCED BAR**

## **FREE ENTRY TO ALL TRIUMPH CARS**

We will all be **INSIDE THE PARK** with almost unlimited space

For more info please contact Sue & John Franklin

Devon Area Organisers on 01548 821348

or email [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)



Book your holiday away with the Manchester Area at our weekend retreat. Join us at "Old MancDonald's Farm" for fun, games and fabulous runs in the countryside.

**Venue:**

Dolphinholme House Farm, Dolphinholme, Lancashire LA2 9DJ

Name: .....

Address: .....

Postcode: .....

Phone No: .....

Email: .....

Car Make: .....

Model: .....

Registration Number: ..... TSSC Membership Number: .....

Pitches available for tents, trailers and caravans. Also there are luxury 6 berth "Glamping" units available on a first come first serve basis. There are some limited B&B in the area too.

**For more details:**

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk , or consult the Manchester Area website at [Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Item	Rate	Number
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to Old MancDonald's Event. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	Price to be Confirmed	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
6 Berth "Glamping" Unit	Price to be Confirmed	
Run Only (No Camping)	£10.00	
Total		

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster. LA2 9DQ



**"And on that farm he had some Triumphs  
Eee-Ai-Eee-Ai-Ohhhh"**



# Silverstone Classic

## Rocking and Racing

Powered by the **AA**

**25 | 26 | 27 JULY 2014**



### The **WORLD'S BIGGEST** Classic Motor Racing Festival

**800 acres dedicated to  
Flat Out Fun for All The Family**

- Over 20 races of historic Formula One, sports cars, Group C, 'Le Mans' sports prototype, GT and touring car grids
- Motoring anniversary celebrations and parades
- An 'Access All Areas' policy including paddocks and grandstands
- Over 9,000 classic cars on display across the event
- Live music, Air Displays, Funfair, Shopping Village and much much more!

**ONE DAY  
IS NOT ENOUGH!**

**TICKETS & INFO**

**[silverstoneclassic.com](http://silverstoneclassic.com)**

TICKET HOTLINE

**0871 231 0849**

Calls cost 10p per minute plus network extras

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**C14040**

**ADVANCE TICKETS ONLY**

**EARLY BIRD DISCOUNTS  
AVAILABLE UNTIL 31st  
MARCH**



*1976 McLaren MP26, the type driven by James Hunt*



OFFICIAL PARTNERS



The Daily Telegraph



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# Lakes Camping Weekend

**THURSDAY 14TH TO SUNDAY 17TH AUGUST 2014**

## **Park Foot Camp Site - Pooley Bridge**

Situated on the shores of Lake Ulswater, the camp site has excellent facilities.

Including a Restaurant and Pub with entertainment and a Take Away.

Camping: £25 per night per tent (inc car & 2 adults) and bookings can be made for the four nights or just one. Day visitors are welcome at £5 per day. Pets allowed.

Accommodation is available on a weekly basis for those not wishing to camp. To do this you will need to book this yourself. The weekend will include organised runs through the scenic Lakes.

A cruise on Lake Ulswater and organised games.

**Cost of cruise is not in-cluded in the camping price.**

A deposit of £5 per tent is required by 1st July 2014 and is none refund-able. Please make cheques payable to TSSC Cumbria and include your Email address or stamped SAE.

**Post to: Roy Ross, 28 Duddon Drive, Walney Island, Cumbria. LA14 3TW.**

**For further information contact Roy, Tel: 01229 474077**

**Email: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)**



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