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

or by E-mail at. **[info@tssc.org.uk](mailto:info@tssc.org.uk)**

or simply phone the Club Office on **01858 434424**

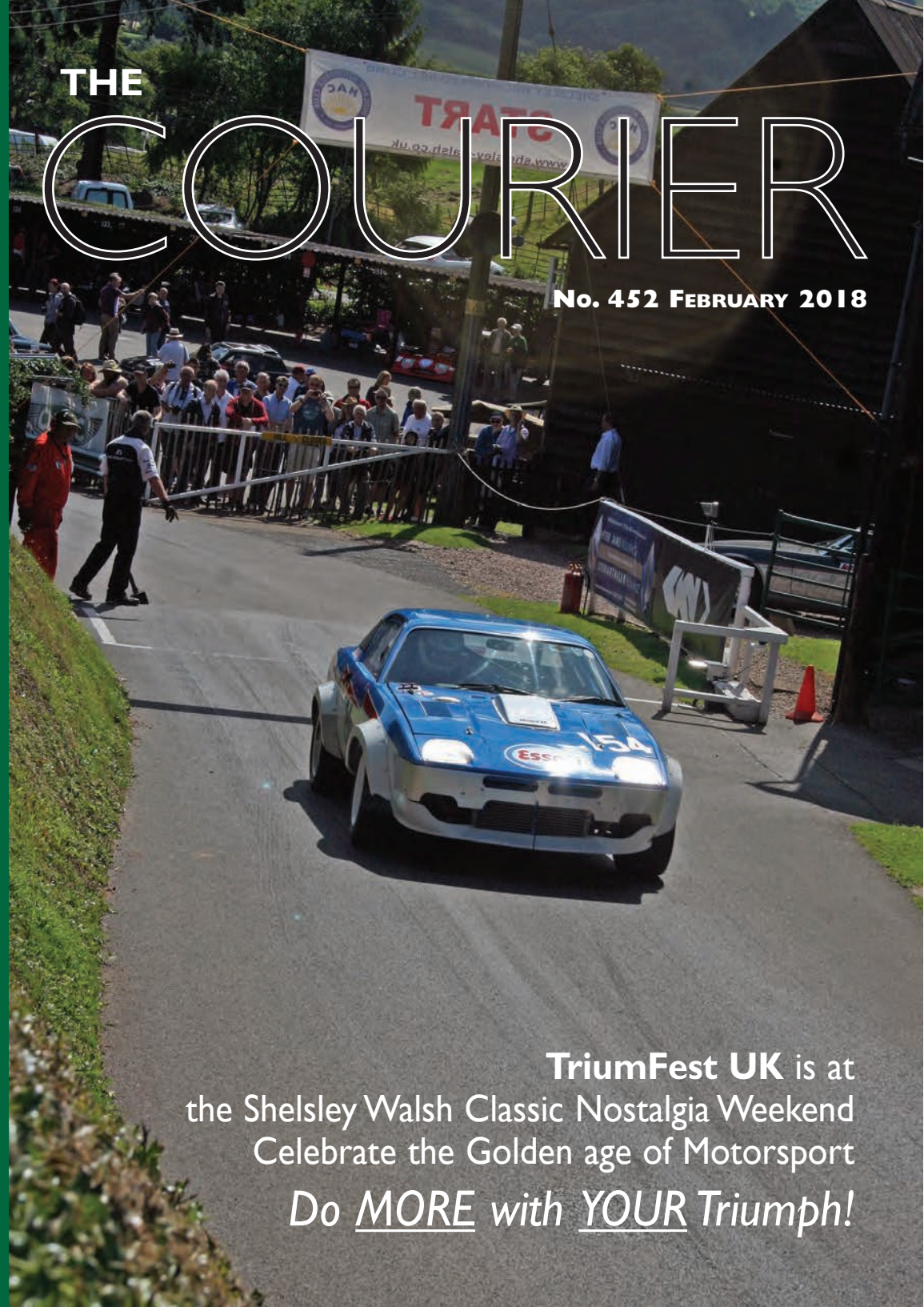


**TRIUMPH**  
SPORTS SIX  
CLUB

THE COURIER NUMBER 452 FEBRUARY 2018 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 452 FEBRUARY 2018



**TriumFest UK** is at  
the Shelsley Walsh Classic Nostalgia Weekend  
Celebrate the Golden age of Motorsport  
**Do MORE with YOUR Triumph!**



## TSSC COUNCIL OF MANAGEMENT 2018

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



## Nigel Hill - Area Liaison



Martin Hughes - IT Lead



Bernard Robinson - Business Manager



# Jane Rowley - Social Media



Neville Wright - Legal Lead



**TSSC HQ** TEL. 01858 434424

Membership. **Angie Hill** - [info@tssc.org.uk](mailto:info@tssc.org.uk)



Accounts. Trudi Prettyjohns - [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)



Shop Team. Chloe Parker - [chloe@tssc.org.uk](mailto:chloe@tssc.org.uk)



# TSSC HONORARY MEMBERS

Chris Allen. Dennis Barbet. Dave & Sue Bayliss.  
Trevor Collett. Martin Cox. Mike Crewes. Eddie Evans.  
Dave Gleed. John & Pam Griffiths. Leon Guyot.  
Pip Flegel. Michael Hancock. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Frank Spencer. Paul Swanson. Peter Williams.



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**Free Technical Advice Service**  
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**E- Mail : [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk) or Tel. 01858 434424**

**Visit the Club Shop and Save Postage at TSSC HQ  
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF  
or order all products Online 24/7 at**

**www.tssc.org.uk**

THE February 2018

# COURIER

Price £3.50 Free to Club Members.

**THIS ISSUE - 452**

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Cover Shot



GET NOSTALGIC AT  
**SHELSLEY WALSH**  
PICTURE BY JANE ROWLEY

## Courier Copy/Area news

Editor: Bernard Robinson

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

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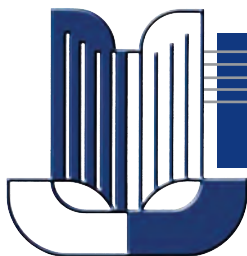
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## THE GET OUT

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# TSSC HQ Services

Tel 01858 434424 E-mail [info@tssc.org.uk](mailto:info@tssc.org.uk)

**TSSC Head Quarters are Open Daily**  
**Monday to Friday from 9am to 5pm**  
**Excluding Bank Holidays**

## TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £49.00  
Young Member (Age 17 to 25) £24.50

**Direct Debit:** Worldwide Membership &  
Renewal (From UK Bank Account Only) £44.00  
Young Member (Age 17 to 25) £22.00

*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 ENQUIRIES

Angie Hill, TSSC HQ - Sunderland Court, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 01858 434424 Fax: 01858 431936  
e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)  
Website: [www.tssc.org.uk](http://www.tssc.org.uk)

## INSURANCE VALUATION SERVICE -

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

Or POST/e-mail Form To:

TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

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

TEL: 01858 434424 Fax: 01858 431936

## TSSC INSURANCE PANEL Contact Numbers

### FOOTMAN JAMES & CO LTD

Tel: 0333 207 6080 Fax: 0333 207 6104  
FJ Breakdown Recovery - 0800 132 278

### PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

### LANCASTER INSURANCE

Tel: 0800 013 0080

## CLUB SHOP

TSSC HQ Team, Sunderland Court  
Main Street, Lubenham, Leics. LE16 9TF  
e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)  
Shop Online: [www.tssc.org.uk](http://www.tssc.org.uk)  
Tel: 01858 434424 Fax: 01858 431936

## TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk) Tel: 01858 434424

## TSSC MUSEUM

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e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk) Tel: 01858 434424

## TSSC SHOW CAR REGISTER

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

## COUNCIL OF MANAGEMENT

### 2018 meetings:

**March 18th, 10th June, 19th August,  
28th October**

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:

**Chris Gunby**

**The New Room, Church Street, South  
Witham, Lincs. NG33 5PJ  
Tel. 07843 435190**

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

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

## TSSC AGM

**April 15th 2018 from 2.00pm**

At TSSC HQ, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF



# Triumph Marque Meets

**Hi Folks,** I hope you are all well and your Triumphs the same. It's a strange thing how time flies by, We are already in February and making our plans for the coming season. I'm sure by now that many, if not all of you have woken your cars up from their winter hibernation. Here's hoping that you all managed to get those planned winter projects completed or well on the road to completion. Many of us braved the weather and attended a New Year's Day run.

It's surprising how many folk from other clubs also attend this type of event. I find this is a great way to make contact with other clubs and to mix some of their events with our own. I myself have attended a local TR Register meeting and found all the members there very welcoming. As with all the classic car clubs membership is always on the agenda and finding new members is always a good thing. This is especially the case where young members are concerned as we must continue to draw the attention of young members. I find this is the time to try and meet with other Triumph clubs/classic car clubs and to give us all the opportunity to show off what a fantastic Marque the Triumph is. This is the way to show potential new members the comradeship that joins all classic car owners and to try and convince them to become a Triumph owner themselves.

All the areas of the TSSC (52, if I'm not mistaken) all have meetings, runs and many other events planned throughout the year. **Can I suggest that you try to make contact with other Triumph clubs** to try and arrange a joint meeting, Drive it Day or local show? It's a great way to mix as we all have one thing in common, the Triumph Marque. You may know of some folks out there who have a Triumph and don't realise what a great meeting tool they have. Please encourage them to get out and about with their cars. Let's get out there and show what fantastic Triumphs there are on the road.

If you haven't already done so, please have a look at the very impressive downloadable calendar that Bern has placed on our website (Bottom section of the TSSC homepage) The TSSC has many fantastic events planned for 2018 on a National and International level. On the **11th February** we have our first large event. This being the **Triumph & MG Show at Stoneleigh**, the TSSC stand will be present so please do pop over and say hi.

Well that's it from me folks, I hope you all have a great 2018 season and if you see me out and about please do say hi.

Take care and **"Do more with your Triumph"**



**BY MARTIN HUGHES**  
COUNCIL OF MANAGEMENT



# EVENTS CALENDAR

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

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

## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

**PLEASE SEND ALL 2018 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.**

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

### February 2018

**SUN 11 FEBRUARY 2018**

**TRIUMPH & MG SHOW STONELEIGH**

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

### March 2018

**FRI SAT SUN 23/24/25 MARCH 2018**

**TSSC STAND AT PRACTICAL CLASSICS**

**RESTORATION SHOW AT NEC**

[www.necrestorationshow.com](http://www.necrestorationshow.com)

### April 2018

**FRI SAT SUN 6/7/8 APRIL 2018**

**TSSC ESSEX 40TH BIRTHDAY**

SOUTHEND. CONTACT ALLAN 01375 672072

or email: [miketitchen@aol.com](mailto:miketitchen@aol.com)

**FRI SAT SUN 20/21/22 APRIL 2018**

**TSSC OXFORD AREA**

**SPRING AIR & CLASSIC CARS**

**CAMPING WEEKEND**

**INCLUDES DRIVE IT DAY**

THE DUKE IN CLIFTON OX15 0PE

THOMAS COPE 07972 039 532

or email: [imp064@yahoo.co.uk](mailto:imp064@yahoo.co.uk)

**SUN 29 APRIL 2018**

**TSSC WESSEX NEW FOREST RUN**

CONTACT TREVOR 01425 475376

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

### May 2018

**FRI SAT SUN MON 4/5/6/7 MAY 2018**

**29TH ISLE OF WIGHT TRIUMPH WEEKEND**

APPULDURCOMBE GARDENS

[tsscior@hotmail.com](mailto:tsscior@hotmail.com) OR CALL

ELAINE ON 07842 249591

OR TRACY ON 07754 751672

### June 2018

**FRI SAT SUN 1/2/3 JUNE 2018**

**TSSC NORTHANTS AREA**

**SUMMER HOLIDAY CAMPING WEEKEND**

TOP END FARM CAMPSITE

BOOKINGS:

e-mail: [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

**FRI SAT SUN 22/23/24 JUNE 2018**

**TSSC CORNWALL CAMPING &  
CARAVANNING WEEKEND**

BODINNICK FOWEY

BOOKINGS. CAROL COVENTRY

e-mail: [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)

07979 464643

**SUN 24 JUNE 2018**

**CAMPING FROM 21ST TO 25TH**

**DERVENT VALLEY'S 30TH PEAK RUN**

[www.peakrun.weebly.com](http://www.peakrun.weebly.com)

### July 2018

**FRI SAT SUN 6/7/8 JULY 2018**

**LE MANS CLASSIC**

TSSC AT TERTRE ROUGE

**FULLY BOOKED**

TEL. 01858 434424

[WWW.TSSC.ORG.UK](http://WWW.TSSC.ORG.UK)

**FRI SAT SUN 27/28/29 JULY 2018**

**TRIUMFEST UK 2018**

AT SHELSLEY WALSH

CLASSIC NOSTALGIA WEEKEND

BOOKINGS 01858 434424

[WWW.TSSC.ORG.UK](http://WWW.TSSC.ORG.UK)

### August 2018

**FRI SAT SUN 3/4/5 AUGUST 2018**

**LEICESTERSHIRE & RUTLAND AREA**

**33RD SUNSHINE RALLY**

AT GREETHAM COMMUNITY CENTRE

BOOKING FORM FROM NEIL SPENCER

e-mail: [triumph20002500stag@gmail.com](mailto:triumph20002500stag@gmail.com)

## CLASSIC CAR SHOWS (CLUB INVITED)

### July 2018

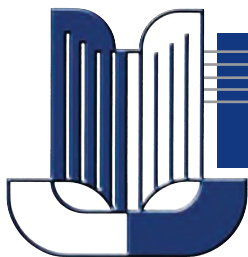
**FRI SAT SUN 20 21 22 JULY 2017**

**SILVERSTONE CLASSIC**

[www.silverstoneclassic.com/clubs](http://www.silverstoneclassic.com/clubs)

Discount code 18001ccd





# NEWS REVIEW

## Monthly News of a Triumph Nature

### TSSC Membership Survey 2017 Prize Draw Winners

Thank you to everyone that took a few minutes to complete the on-line survey through November 17. We nearly achieved our target of 10% of the membership giving responses and we will now begin to work through the data and comments to help inform the future activities of the Club.

As an incentive we offered five £20 Club Vouchers to be drawn at random from the completed survey responses (provided that you identified yourself), so at the **Open Day** (3rd Dec) five names were drawn and the lucky winners

following have been notified.

**George Shannan** (Cumbria)

**Adam Glover** (Dumbartonshire)

**Martin Feltham** (Surrey)

**Carlos Palmer Caldentey** (Spain)

**Bernard Robinson** (Northants)

We hope to be able to run a similar survey again in 2018, so if you didn't win, or didn't fill it in, you'll have your chance again.

**David Beardsley**

On Behalf of CoM

### RAC Breakdown Cover with Footman James

**TSSC Insurance Partner**, Footman James, is delighted to announce that their new breakdown service will now be provided by the RAC

The RAC principally concentrate on vehicle breakdown, repair and recovery and regularly repair up

to 32,000 vehicles a week at the roadside. In fact, RAC attended to 2,400,000 broken down vehicles in 2016 alone.

Founded in 1897, the RAC have been at the forefront of developing motoring services with their dedication to the motoring industry, which they display through fixing vehicles every 19 seconds.

**David Bond**, Managing Director at Footman James commented:

*"At Footman James we always aim to be the best, so we are delighted to be partnering with the RAC to help improve our breakdown service to our customers. With their 5-star service, it is exciting to see what this new partnership brings and the positive impact that it will make on our customers."*

For further information about Footman James please contact **0333 207 6000** or visit [www.footmanjames.co.uk](http://www.footmanjames.co.uk).



## OFFER for February 2018

Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)

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

**This Months  
Special Offer**  
**20% Off ALL**  
**Contact Points,**  
**Spark Plugs and**  
**TSSC Green Spark**  
**Plug Lead Sets**





Welcome to

# NEW & RETURNING TSSC MEMBERS

Welcome to all  
these members, who joined or  
returned to the Club in December

Robert Atkinson	Berks	Nicola Croney & Andy Britten	Essex
Keith Hardwick	Berks	Mark Donlan	Gtr. Manchester
Graham Johnson	Bucks	Nanette Gleeson	Kent
Russell Brown	Bucks	Michael Wilson	Kent
Stephen Farrell	Cleveland	David Wotherspoon	Lancs
Michael Northey	Devon	Mark Smith	Leics
Paul Newton	Devon	Julie Baxter	Lincs
Simon Mountain	Dorset	Sean Faroqui	London
Russell Lister	Dorset	Bob & Jaqueline Ochoa	Warks

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



# TRIUMPH SPORTS SIX CLUB - OFFICIAL CLUB TOURS 2018



## LAON HISTORIQUE 2018

**18<sup>th</sup> - 21<sup>st</sup> May 2018**

***'Join our partners Scenic Car Tours for their 27th outing to the 2018 Circuit Historique de Laon.'***

All prices include: Return P&O Ferry Crossing from Dover/Calais - other crossings available at a supplement • 3 Nights Hotel Accommodation or camping in Laon & Surrounding Area • Entry Fee to the 2018 Laon Historique • Participation in Saturday Rally including light-lunch • Participation in Sunday 'Closed Street Parade' • Optional Participation in Monday Morning Run • Commemorative Tour Rally Plate

**Camping prices from £139.00 per person\***

**Hotel prices from £199.00 per person\***

*\*Prices based on 2 persons sharing one car / one room or camp plot*

### Exclusive TSSC Tour



## BELGIAN CHOCOLATES & BEER

**22<sup>nd</sup> - 25<sup>th</sup> June 2018**

***Just a stone's throw from Brussels stands the old Burgundian town of Leuven, one of Belgium's hidden treasures.***

Prices includes: Return Ferry Crossing from Dover to Calais (other crossings available on request) • 3 Nights' Accommodation at the Excellent Park Inn By Radisson Hotel, Leuven • Buffet Breakfast each morning • Exclusive TSSC Visit, Tour & Tasting of Stella Artois Brewery • Detailed Road Book featuring Maps, Directions Great Drives & Local Attractions • Commemorative TSSC Tour Rally Plate

**TSSC Members Price £235.00** per person sharing a room/car

**TSSC Members Price £395.00** per person in a room/car on their own

### Exclusive TSSC Tour



## COTSWOLDS, BATH & CHEDDAR GORGE

**21<sup>st</sup> - 24<sup>th</sup> September 2018**

***A Wonderful 4 day break to the Cotswolds staying at the Excellent 4 Star Marriott Hotel.***

Price Includes: 3 Nights at 4\* Marriott Hotel • Buffet Breakfast each morning & Buffet Dinner each evening • Optional drives to Bath, Cheddar Gorge, and the Cotswolds • Detailed Roadbook with Maps, Great Drives & Local Attractions • Complimentary Car Parking at the Hotel • Commemorative TSSC Tour Rally Plate

**TSSC Members Price £179.00** per person sharing a room/car

**TSSC Members Price £259.00** per person in a room/car on their own

***Bookings for these events are being handled by***

***Scenic & Continental Car Tours***

***Book online @ [www.sceniccartours.com](http://www.sceniccartours.com)***

***or Tel: 01732 879153 quoting TSSC***

### Preferred Tour Operator

Tours are organised for the  
Triumph Sports Six Club by  
**Scenic & Continental Car Tours**



# Hi, Jack!

February is now here, 2018 is well advanced (although it'll never catch on, I'll give it a year at most) don't forget Valentine's Day and build up the Brownie points so you can slip away to shows for the rest of the year



**Pic.1.**

with a reasonably clear conscience.

Treat unsolicited cards like packages of car parts - slip them off somewhere quiet very quickly before they're noticed and thereby give rise to a lot of awkward questions.

E-mails are a different matter especially if they're as welcome as the one I received recently from **Brian Staines** in sunny 10



**Pic.2.**

**" See how the base has been moulded into four feet, which match the contours of the wheel itself?."**

tographs of the interior of his car and the Restall rear seat, which he informs me that he

Spain, where he and his Courier van currently reside.

Following my article on Couriers and rear seats Brian sent me a selection of pho-

had to remove in order to pass the Spanish version of the MOT - he didn't have to do that in the UK. It would be interesting to see how the Spanish authorities officially view that - is it an add-on, or does it affect the vehicle's status ie car or van?

In any case amongst the photos that Brian included - and this one was drawn by his daughter to celebrate winning Car of Show at STIR ([pic1](#)) - he has also included a clear shot of the very original spare wheel compartment which not only shows one of the best horsehair covers I've ever seen, but also the original Courier jack nestled securely in place on the spare wheel ([pic2](#)). See how the base has been moulded into four feet, which match the contours of the wheel itself?

As the regular Herald jack lives inside the boot and is attached



with a strap to the boot floor, this is something I'd never seen before so off I went for a bit of research.

All of the Triumph handbooks

Street Nottingham who today still make jacks under the name **Magal**.

Ours were referred to as pattern **CJ/15** out of the hundreds

of cars today.

The nearest equivalent I could find to the Courier version was supplied with the Spitfire and eventually the Dolomite; these were manufactured originally by Shelley but later marked '**Tangye-Shelley**' after the two companies merged in 1969 (pic5). The foot is a smaller version than the Herald jack, with indentations that will fit across a Herald or the equivalent Spitfire wheel. The reason given for this is that if you need to lift a car higher than the jack will permit you can raise it by setting it on top of a spare wheel; it will therefore fit the wheel profile for extra stability. How you then change the wheel with the en-



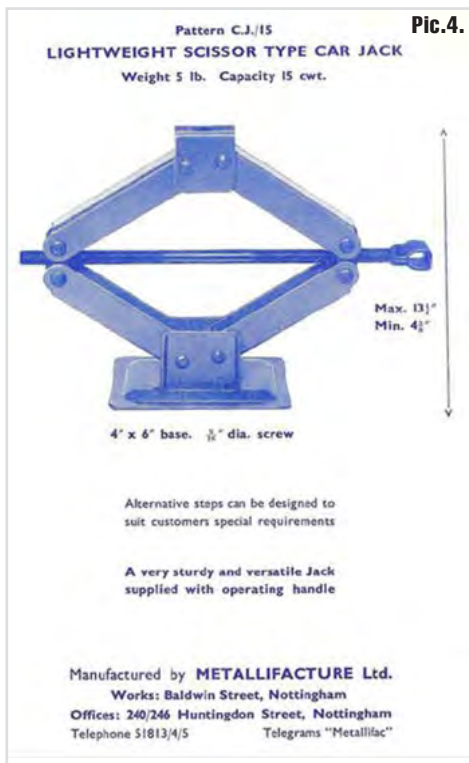
**Pic.3.**

and reference guides for the jack show the same version of jack with a large, rectangular foot measuring 4" by 6" (pic3). These were manufactured by **Metallifature** of Baldwin

of different versions made by the company (pic4). The large footprint spreads the load and in our case the lifting plate has a



**Pic.5.**



hole in the centre which locates on the body mounting bolt to prevent the jack slipping in use. Other variations had alterations depending on the car they were supplied for. A very simple and practical jack and variations are still used in hundreds

tire car sitting on it is quite interesting... but that's the theory.

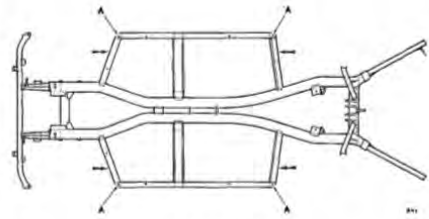
I also have a quite old screw-jack made by Midas which was given to me years ago and claimed to be from a Herald; I suspect it was actually from a model of Standard as a similar version appears in a list of toolkit contents for Standard cars (pic6). These operate by a screw mechanism unlike the hydraulic bottle jacks we see today. Versions were also made by Tangye-Shelley but these



**Pic.6.**

are aftermarket items suitable for the Herald and not original equipment (pic7). It's noteworthy that the body

mounting bolt to the front or rear of the chassis side rail is the official jacking point, reinforced by the overlapping of the outriggers and side rails and with a crush-proof tube down the middle. (pic8) This



A—Jacking points.

Arrows indicate reinforced sections under which all supports must be placed.

**Fig. 110. Chassis jacking points.**

### JACKING THE CAR

Four reinforced jacking points are provided, shown and indicated at the front and at the rear in Fig 110.

In all cases when under floor inspections or major repairs or overhauls are contemplated, the car should be jacked up and placed on chassis stands or blocks of wood.

The vehicle should be raised by the jack under the chassis frame at the points described above. The chassis stands or wood blocks must be placed under the reinforced sections of the frame, at approximately 6" (15 cm.) inboard of the jack. See Figs. 110 and 111.



**Fig. 111. Body cut-away to show jack positioned under the reinforced chassis member.**

**Pic.8.**

# Choose your Tangye-Shelley Jack to fit your car

**SCREW JACK LJ 11/RE 7 1/2 cwt's—840 lbs. Closed height 7 1/2"**

BMC Mini range  
Sprite/Midget  
Rootes Imp etc  
Lotus Europa Elan 54  
Morgan 4/4  
Reliant Rebel  
Triumph Spitfire

And many of the smaller cars manufactured overseas, including Citroën 6 and 8, Fiat 500-850 and Renault 4, 6 and 10.

**SCREW JACK LJ 21/RE 15 cwt's—1680 lbs. Closed height 6 1/2"**

BMC Minor  
1100-1300 range  
Bedford Beagle  
Bond Equipe  
Ford Escort Anglia  
Cortina  
Thames Capri  
Corsair  
Lotus Elan Plus 2  
Morgan Plus 8

Reliant Scimitar  
Rootes Minx etc GT  
Triumph Herald  
1300 GT6  
Vauxhall Viva  
Victor

And many cars manufactured overseas, including Alfa Romeo, BMW, Peugeot, Simca and Saab, Renault 12 and 16, Volkswagen and Volvo.

**SCREW JACK LJ 32/RE 30 cwt's—3360 lbs. Closed height 6 1/2"**

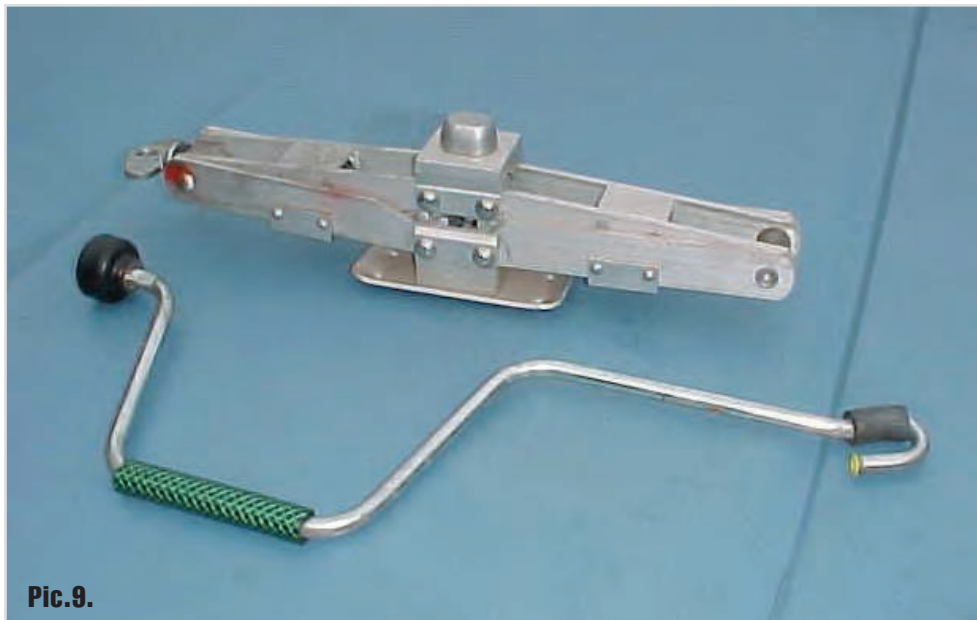
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3 Litre  
Daimler Sovereign  
Ford Zephyr Zodiac  
Jaguar XJ6 E Type  
Rootes Rapier Sceptre  
Rover 2000  
Triumph Vitesse TR6

Vauxhall VX 40 Ventura  
Cresta  
And many of the larger cars manufactured overseas including Mercedes, Simca, Volkswagen 411 and Volvo 164 and 1800E.

**Pic.7.**

gives sufficient strength to raise one corner of the car for wheel changing or other light maintenance. For any other work the car must be raised using an area of sufficient rigidity - this rules out the sills, which are really only cosmetic. The main chassis rails are ideal; any flat area where the lifting device will not slip will do, but bear in mind that if working under

any car you need to make sure it cannot slip forwards or backwards so chock the wheels well unless you're lifting the entire car off the ground. Axle stands work well - certainly on the rear axles; I have in the past used the attachment points for the front lower wishbones, or the roll bar tight to the mountings. If jacking the chassis I'll use the points where the outriggers overlap and spread the load with a flat piece of heavy wood, as much to avoid paint damage as to prevent collapse if the metal has thinned out over the years. Keep the car level to avoid slippage and remember - putting a Herald in gear or applying the handbrake makes no difference at all once you raise the rear of the car off the



**Pic.9.**

ground. I've chased a three-wheeled Spitfire through a flowerbed after making that fundamental error.

My biggest problem recently has been trying to lift Triumphs on a 2-post lift, where the arms are simply not long enough to extend right to both chassis lifting points.

You can't lift as you would a modern, by using the sills - the Herald body would simply lift straight off the chassis; nor can you use the corner jacking points which the jack fits under - the outriggers would just fold up under the weight of the entire car. I can reach both front points, but not the rear, or vice versa, and will need to manufacture some kind of plate which I can use across the lifting pads to reach the central chassis rails. I sense another visit to the in-laws coming up! I miss the four post lift I used when working on a MK2 GT6 back in the early 2000s; the car

simply drove on, but the hydraulics were so worn the lift used to descend slowly and required perpetual pumping up.

So as you can see even the

lightweight alloy version (pic9) which should save a pound or two.

And finally - if you want to see



**Pic.9a.**

smallest and most insignificant parts of our cars have quite a detailed provenance; if you're worried about weight saving (especially after Christmas) you can always invest in an

if 2018 lasts the course, don't be like this idiot (pic9a)... who is called... **Jack.**

Jack the pancake, probably.

**Don't take chances!**

*Colin*





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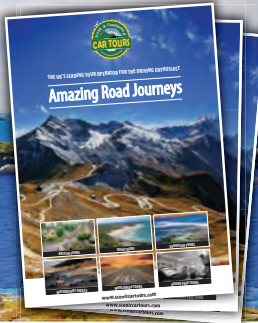


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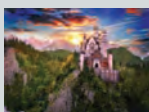
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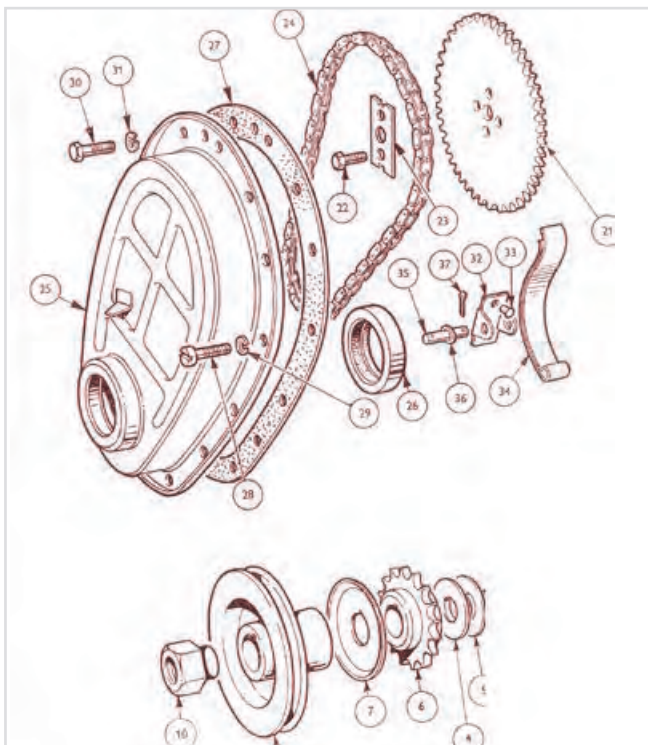
# To Leak or not Leak...

*...That is the question*

Following on from the last article where I talked about identifying the crank size by the timing cover, I finally got around to removing mine in order to replace the seal. These things often weep oil and can be annoying but

**"luckily I've never had one turn into a gusher."**

So I decided to bite the bullet and replace it. Essentially it's not a difficult job but there is always something to prove that theory wrong. In this case I had trouble removing the set screws that held the cover on and had to resort to brute force tactics. Four of them needed a hammer and centre punch to get them going but the final one had to be centre-drilled so that a screw extractor could show it who was boss!



**Pic.1. Timing Cover parts**

The basic requirement is access, which is achieved by draining the coolant from the radiator, then removing said radiator (4 screws and nuts) and the horn mounting plate below it (another 4 screws and nuts).

The accessibility thus achieved makes it well worth checking the condition of the engine mounts, rack mounts, rack bellows and anti-roll bar bushes. All are low-cost components that require occasional replacement.

I will certainly replace the engine mounts as I've got a spare set on the shelf and the existing ones are showing signs of deterioration.

I've got poly rack mounts courtesy of the



**Pic.2. Screw extractor wins**



### **Pic.3. Excellent Accessibility**

TSSC Club Shop, so they shouldn't need replacement.

Having made this space, it reminded me that the Haynes manual lists engine work that can be done with the engine still in the car. These are the removal and replacement of:

**Cylinder head  
Sump**

**Big end bearings**

**(with sump removed)**

**Pistons and connecting rods**

**(with sump and cylinder  
head removed)**

**Timing chain, gears  
and oil seal**

**(with timing cover removed)**

**Camshaft (with cylinder  
head and cam followers  
(tappets) removed)**

**Oil pump**

**(with sump removed)**

Of course, you can also work on the manifolds, carburettor, fuel pump, distributor and drive gear, valve rocker gear, water pump and engine mounts.

I've never tried to remove the sump with the engine in the car but I know it can be done. Personally I think that this is better done with the engine on a bench or a stand, especially if you are working on the con rods and pistons. It may well be a quick way to swap an oil





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pump. (However, you definitely can't do this on a Vitesse or GT6 because the engine goes further forward and sits closer to the chassis cross-member, making sump removal impossible in this instance.)

As it's been many years since I've done any work on this engine, I've gone a bit further and

taken the cylinder head off as well in order to give it a good check over.

It was one of the very first that John Kipping had converted to unleaded spec back in April 1990 and cost the princely sum of £100, and it will be interesting to see how it's doing.

I'm carrying out some other

work while it's off, but more on that in a later article.

## Famous for 15 minutes?

I managed to get a mention in the February issue of *Classic & Sports Car* when David Evans

### Pic.4. Fame at last!



## OLDTIMERS TURN BACK THE CLOCK

Classics spanning five decades gathered for the Blackheath Village Day celebrations on 2 December.

The group, organised by Dave Webster of the Mean Old Timers Classic Car & Motorcycle Club, featured Peter Freeman's fabulous, recently imported '62 Ford Thunderbird convertible. "I was looking for two to three years for a green one," he recalled, "but this came up and my wife rather liked the red ith matching upholstery so it had

the seal of approval. It arrived just in time for the Goodwood Revival, and promptly got covered in mud."

Lowland Rescue volunteer Daniel Towler brought his ex-RAF 1985 Land-Rover 90. "It was originally yellow, having been stationed at St Athan and as glider support at Henlow," he explained. "I'm also a radio fanatic, so all the kit works."

An excellent Triumph turnout included the 1975 Stag of TSSC Herald 13/60 register secretary

Phil Willson: "It now has a more recent Jaguar four-speed automatic gearbox, which transforms the car."

Fiona Coad's lovely VW camper (and chihuahua Tallulah) drew lots of attention: "It's a '63 van, with an all-steel, 1914cc turbo engine that was meant for my husband's bus, but that wasn't ready so I borrowed it."

A trio of late-model proper Minis included the '89 Cooper that serial car restorer Ray Edwards bought for £300 as a burnt-out shell.

"It took about £4000 to refurbish it," said Edwards, who also has several '50s Fords and whose latest project is an Austin A60 pick-up.

Michael Kither was in his fruity-sounding 1957 Austin A35: "It has a tuned 950 and I'm fitting a cage, but don't intend to race. It's just a bit of fun. A couple of kids tried to pinch it, but they didn't know what the choke was, so fortunately it didn't start. They were disturbed after a neighbour heard it turning over."

covered a classic car event in Blackheath Village, London on 2nd December.

There were other Triumphs there including a Mk2 Vitesse, a TR6, a Dolomite Sprint and a Dolomite 1500.

TTFN,

Phil





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**Joint Group Leader of the Shropshire Triumph Club.**

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## CCCC meet at Classic Motor

I was going to launch into 2018 with one of those rarities, a technical article, but I thought that might have been a bit too much of a shock to the system so decided to keep that one for another time and ease into the New Year a little more gently, in my usual bumbling fashion.

A mainly cold start to the year but we did at least start out in reasonable form by going along to the Cotswold Classic Car Club's meet on New Year's Day at the Classic Motor Hub. This is the previous home of RAF Bibury which once housed Hurricanes and Spitfires but the hangers now contain somewhat rarefied motors such as Lagondas and Rolls Royces, with eye-watering sales prices attached to them as well as other slightly more 'affordable' Ferraris and VW campers! (<http://www.cotswoldcars.com/currentstock>).



**"I was very pleased to see that they had 'MY' burger wagon on the go"**

Although the queues just got longer and longer so we waited till we got home for a butty.

As we expected we met several of the Gloucester Area there and there were a good few Triumphs in the parking





the cars that they worked on.


I had already read the article in the Motor magazine (June 26 1971) and so was surprised when my friends at Browett's garage told me that they had a Spitfire for sale and it was the car from the article.

As you will see from the photographs it had the headlamp cowl and had been rebadged as a Spitfire Mk4. The cowl eventually cracked so I took them off. It was a fast car and I kept it until

area including Albert Bishop in his Mk3 Spitfire. I'm afraid we cheated a little as the club cars are all pretty well buried in the garages just now so we took my '92 Honda Del Sol (complete with For Sale sign – the other reason for wimping out and taking it!) but at least we had the roof down - or more accurately off. Well, we did for about half the journey but the rain got steadily heavier as we left home until we had to stop and put the roof back on for the rest of the trip out to Bibury.

Moving on, I received a nice letter from **Graham Roach** a few weeks ago with some photos of his old car together with a copy of the bill of sale from when he bought it, back in 1971 from Browetts of Leicester. I went hunting online and found an old photo of Browett's Service depot in Leicester, presumably from a slightly earlier time going by the fleet of Standard Vanguard service vehicles



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Mr. G. Roach, 73, Somerville Road, Leicester.			
Stock No: 2097 TELEPHONE:			
DETAILS OF WORK Used Triumph Spitfire as above		FOR EXCH. SIGNATURE J. D. ARNOLD CHARGE £ 835 00	
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## Spitfire RRW 589H

"I first became a Triumph owner in 1969 when I traded in my MGB Roadster for a Triumph Herald. Loved it and when I had the chance to buy RRW 589H I did so. The father of my best friend worked at Abingdon and told me about



*1975 when Browett's offered me a new GT6 at a good price."*



*"In the Courier No 177 Brett Dennis had an article about works Triumphs and one car he enquired about was RRW 589H. I was*

*able to inform him about its whereabouts up to 1975. It is still on the DVLA database but does not have an MOT.*

*"Since then I have had a collection of Triumph's and restored several. At present I have a Dolomite Sprint (On the cover of Triumph world October 2011) and a Spitfire MkIII which I have built from chassis upwards. Almost complete and should be finished next year."*

I looked up the Brett Dennis article in the March 1995 Courier that Graham referred to as the comment about headlight cowls did not ring any bells. The article in question noted that the car was: "... a press release car, having first been sent to British Leyland Special Tuning Department, Abingdon ... The conversion consisted of twin one and a half inch SUs, fabricated exhaust manifold, Mk4 rear suspension and front anti-roll bar, adjustable front dampers and headlamp cowls. The **headlamp cowls** are made of Perspex and fit straight over the headlights."







Special Tuning Spitfire.

Brett had asked if anyone had a pair of these or even one for sale, to let him know. I think I should echo that, at least to ask

if anyone has a good photo of these Perspex cowl? (Editor Bern replied)  
"Hi Suzie



The Cows pic rang bells back in a distant dusty corner of my brain.... so I've scratched this particular brain itch and come up with the following. I found this Cowl Kit on Ebay as "MGB Sebring Headlamp Cows".

Now as the MGB of this period also fitted Mr Lucas's 7" Headlamp I'm wondering if in fact it was these cowl that were fitted to RRW? with a bit of adjustment of course."

Bern ED

Anyone know different?

Checking the DVLA just now I see that the tax on the car only ran out last July and the MoT last September so does anyone reading this have any more information on RRW?

And finally, on our way back from spending Christmas in Scotland we were following an Eddie Stobart lorry with an interesting advert on the rear of its trailer. The weather was wet and nasty so my photos didn't come out but using the ever



present Google I found the following in the ether of the advert and the insurance company in question.

Suzie



# Optimise the Rear

This month I wanted touch on the modifications to the rear suspension. I've focused on the simple modifications we can do in our own garages and mentioned some of the more 'difficult' mods or those requiring perhaps some 'machine shop' capability.

## Optimise the Rear

The Spitfire rear suspension is a swing axle (that shouldn't come as a surprise to anyone), the transverse leaf spring and trailing radius arms connect to the swing axle via pivoting vertical links to locate the swing axle fore and aft.

The advantages of the swing axle are; it allows the wheels to move vertically independently, it's simple, costs very little and has a low un-sprung mass, however its disadvantages are; very poor camber control (seen on many a photograph) and poor (if not dangerous) handling behaviour.

There is only one articulating joint, which is the u-joint located at the differential. The swing axle acts as both the drive-shaft and primary suspension link, and because the swing axle is short it has a high rate of camber change. The roll centre is particularly high and therefore prone to "jacking"; the gradual raising of the car due to both the braking and turning forces.

During a turning manoeuvre



**"until eventually the rear tires break away and the car violently oversteers"**

the outboard swing axle, which takes most of the load, angles up towards the differential (fixed to the chassis) transferring the force to the chassis, and has the effect of raising the rear of the car. As the turning manoeuvre 'tightens' the 'jacking' gets worse and the camber gets more and more positive, resulting in diminishing grip, until eventually the rear tires break away and the car violently oversteers.

Therefore the number one priority is to greatly reduce jacking and control the rear camber change.

## Rear Camber

The camber of the swing axle is determined by the height of the differential relative to the hubs and the length of the swing axle. Because the differential is attached to the chassis the rear camber is determined by the rear ride height. Lowering the rear produces negative camber; raising the rear produces positive camber.

Having negative camber on a swing axle helps to lower the rear Centre of Gravity (CofG) and roll centre, which reduces 'jacking' during braking and turning. Secondly, it turns / holds the swing axle so the ends at the differential are lower than the ends at the wheels, which means that during a turn, the rear of the car has to rise and roll much more before the angle of the outboard axle points up towards the differential.

Be warned, too much negative camber reduces the tire contact patch (especially if you have wide, lower-profile tires) and reduces stability, degrades braking and causes uneven tire wear. Forums I have read suggest that a 3 to 4 degree initial/static negative rear camber is ideal for a 'sporty' street use Spitfire.

### Lower the Ride Height

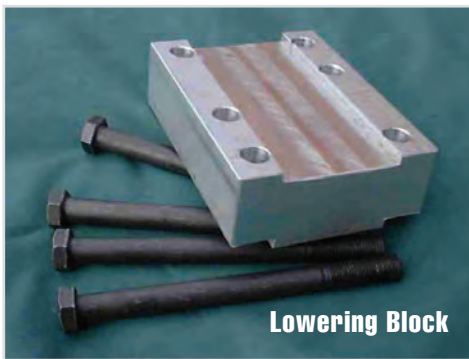
The simplest and most straightforward way of lowering the rear is to use a machined

**"lowering block"** between the spring and the differential lowers the rear of the car.

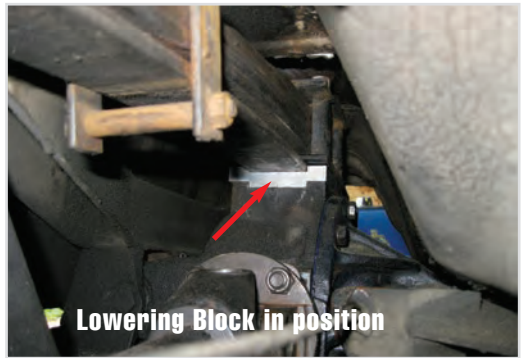
Approximately, each  $\frac{1}{4}$ " of 'lowering block' thickness generates one degree of negative camber change. So, if you are starting with -1 degree camber and you want to achieve -4 degrees (-3 degree change) you would employ a  $\frac{3}{4}$ " block. The blocks that are commercially-available come in  $\frac{1}{2}$ ",  $\frac{3}{4}$ " and 1" thicknesses, corresponding to 2, 3 and 4 degrees of nega-

use a lowering block thicker than  $\frac{1}{2}$ " you will need longer studs to attach the transverse leaf spring to the differential, and you will also have to modify the spring/differential access cover to provide clearance. Drawings of lowering blocks can be found on the web should you have the capability to machine your own (or know a man that can). I've included one here for reference.

A lowering block produces very predictable and repeat-



Lowering Block



Lowering Block in position

block in between the differential and the transverse leaf spring. The Spitfire rear suspension hangs from its transverse leaf spring so adding a

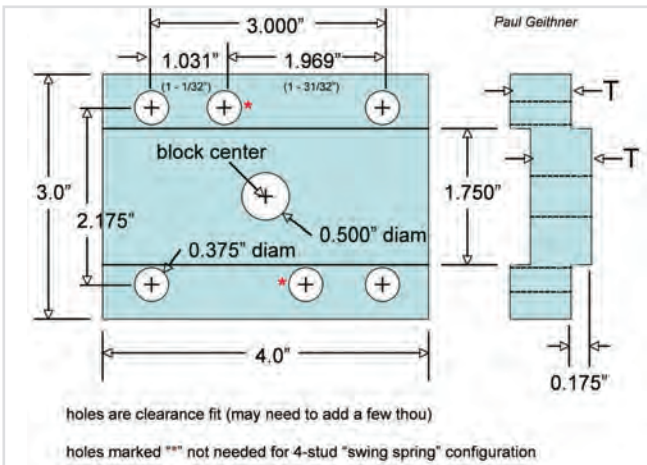
tive camber change, respectively, which is useful to know. You can of course machine your own block to achieve whatever camber you desire **BUT** if you

able results, it's simple to fit and it's relatively cheap to purchase.

I have read of other methods on forums to achieve the same result, which I've briefly listed below with my personal comments after each;

- 'Re-arc'ing of the spring (heating, flattening and re-tempering the spring so that it has less of an arc) - I think this would be a difficult task - compared with inserting a block, purchasing longer studs and re-shaping the cover panel!

- Shortening the vertical links - you would have to grind off the reinforcing washers and drill new holes further down the link closer to the trunnion/bearing carrier and weld new washers in place





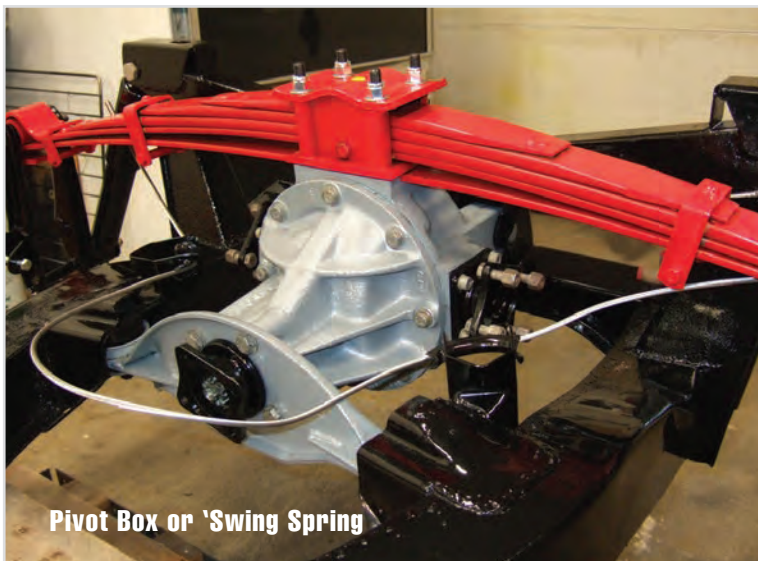
● Buy adjustable rear vertical link kits that use spherical rod ends which can be screwed up or down in threaded inserts welded into shortened and slotted rear vertical links - this would allow for fine adjustment

Before you modify any components, check clearances, particularly between the top of the vertical links and the rear brake hydraulics, also consider that any changes are potentially permanent, and original replacement parts for this maybe in limited supply.

As with lowering the front, ensure that enough suspension travel remains before the bump stops on the rear dampers come into play. The dampers should not contact the bump stops during 'normal' driving. The occasional 'hit' for something fairly ex-

treme, like an unseen pothole driven over at speed, is okay.

Forums suggest that for every



inch of rear damper travel on a Spitfire the wheel will travel 1.6" to 1.8".

A minimum of 1" of damper bump travel from rest seems to be the recommendation.

For even more bump travel

(after lowering) you can always fit shorter bodied dampers (they are available!).

## Rear Roll Stiffness

Increasing bump and droop (vertical) stiffness reduces the rate and amount of camber change for a given load, which is good for a swing axle.

Reducing rear roll stiffness reduces rear lateral weight transfer, which also suppresses 'jacking' and helps prevent the inside rear tire from losing grip and spinning.

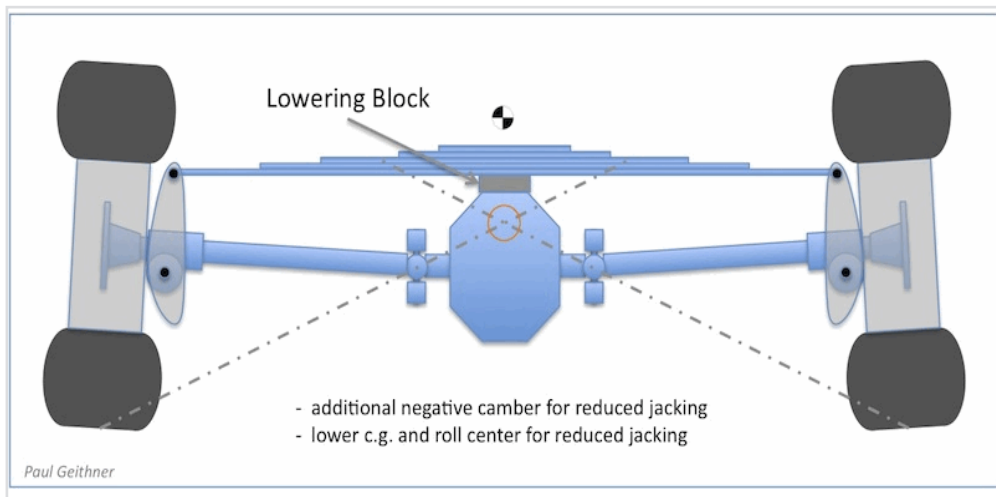
The problem is that; increasing vertical stiffness increases roll stiffness, but reducing roll stiffness necessitates reducing vertical stiffness.

Engineers at Standard-Triumph increased the vertical stiffness and reduced roll stiffness with the innovation of the "swing

spring. The factory switched from the "fixed" spring to the swing spring in the later Spitfires and GT6s (all MKIV and 1500 Spitfires).

The ingenuity of the swing spring design was that only the





bottom leaf is fixed to the differential, the rest float and pivot (swing), to a limited degree, about a centre bushing. Roll stiffness for small angles is reduced significantly because only the fixed leaf contributes to roll stiffness, while vertical stiffness is increased substantially because all the leaves contribute. In fact they are thicker and provide more overall vertical stiffness than the fixed springs fitted to previous models. I found these figures for the vertical stiffness on one forum;

- Spitfire Swing Spring ~320 lbs/inch vertical stiffness

● Spitfire Fixed spring <170 lbs/inch vertical stiffness  
If correct, this would suggest almost a 90% increase in the vertical stiffness!  
I have some further advice/info on the rear suspension but I think I'll leave it there for this month, I'll pick it up and complete it in next month's Courier.  
Finally, I received a reply to **David Young's** enquiry in last month's Courier.

*Hello Steve,*

*In response to David Young's letter at the end of your feature in the January Courier, I am sorry I have to disappoint David by explaining that I am not the*

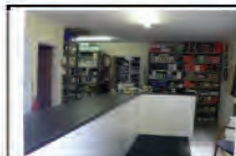
*Roger Harvey from East Dean in Sussex. It's probably lucky for David that I am not, since if I had been fortunate enough to own a Mk I Spitfire all those years ago I don't think I would have sold it! If David would like to visit my website at [roger-harvey.co.uk](http://roger-harvey.co.uk) he will find some pictures of my own Spitfire, a late 1500. Happy New Year to you both. Best wishes,*

**ROGER HARVEY**

(the one from Newcastle)

Thanks for the reply and if the 'other' Roger Harvey is reading - please get in touch.

*Steve*



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East Grinstead, West Sussex, RH19 2ER





1600, Mk 1&2  
DAVE RUMENS [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## Vitesse Estates

**Hello folks,** I am typing up this February's article just before Christmas. No doubt when it is published Christmas will seem a long time ago as we will be looking forward to the coming Spring and a chance to get our cars out of their hibernation. Following my request for any stories concerning the very rare Vitesse Estate I was pleased to receive an email from **Des Sowerby**. Des has also included some fascinating documentation which surrounds building of his Vitesse Estate. If you have a Vitesse Estate and wish to prove it was built by Park Royal then you do need this type of provenance as any records are now long gone.

So, I will let Des tell us about his Estate.

*"Hello Dave. I saw your request for stories about the Park Royal estates so am enclosing mine. I see that I sent a pretty full account, [Letter 1](#), to Dick Plumridge, then the TSSC Triumph Archive, in 2001 so I'm attaching that, slightly updated. Also copies of some of the paperwork. In summary, the story seems to be:*

- A private owner who wanted an Estate version of the Vitesse. Standard Triumph tried to put him off, referring him rather to the 2000 range, [Letter 2](#).

- In 1970 there were clearly positive discussions with Jock Brown at Western Avenue (Park

34

### Letter.1.

21 Belgrave Road

London E11 3QW

020 8926 7250

[des.sowerby@which.net](mailto:des.sowerby@which.net)

8 July 2001

Dear Dick,

Re: IVR for Vitesse Estate YKR460J (formerly APH1)

At last I enclose completed IVR + photocopies of documents. You can probably read into it more than I can, but I'll summarise what I know.

#### Ownership

I bought the car on 14 July 1984 through an advert in the Courier. I'm the 2<sup>nd</sup> (? 3<sup>rd</sup>) owner. It was originally owned by Mr AP Hatz and following his death ownership passed to his wife – I enclose a copy of the registration document which shows a change of ownership to her in May 1977. I bought it from her. I recall in your November article on the Vitesse Estates that you corrected the earlier suggestion that this car was owned by Alistair Graham. I can confirm that he didn't own it and I wonder whether the confusion arose as follows. In 1985 or so I was parking in Belsize Park in London and Alistair came up to me saying he had once owned one of these cars and would love to do so again so if I was thinking of selling this one would I contact him...I wonder whether he made a note of the details and this later got misinterpreted by someone else as him having owned the car.

#### How it was built

The documents, which I have copied to you, tell a very personal story. I'll summarise it as it appears to me:

5/9/67	Mr Hatz had clearly written to Standard Triumph asking whether a Vitesse Estate was available and was told there was insufficient demand and that an estate was available in the 2000 range
19/10/70	Three years later Mr Hatz was confirming details of extras he wanted fitting with Jock Brown at Western Avenue. (Berkeley Square Garages referred to JB as Mr AG Brown, the London Manager of Leyland Triumph). So there had clearly been discussions in the months prior to this.
27/10/70	Mr Hatz wrote to Jock Brown proposing that the idea be shelved till the following year as it was obviously proving difficult to find a donor vehicle at the right price. Given the additional costs if the conversion Mr Hatz said it was essential to source a donor vehicle at a discounted price.
28/10/70	Crossing with Mr Hatz's letter to Jock Brown, Berkeley Square
	Garages wrote to Mr Hatz saying they had a suitable vehicle coming into stock
2/11/70	Two invoices were sent by Berkeley Square Garages. The first, detailing the cost of the donor saloon car less 10% discount with the personal number plate that Mr Hatz wanted fitting (APH1), totalled £1030.16s 3d. The supplementary invoice for £300 was for the conversion to an Estate car. Did Berkeley Square Garages do the conversion or was this a mechanism to balance the books so that it didn't appear on the books of Western Avenue?
2/11/70	The order form from Berkeley Square Garages shows a Registration Number crossed out and APH1 substituted. It seems to say ELN857J. So the saloon used for the conversion had previously been registered.

Royal), though initial problems in acquiring a donor (new) Vitesse saloon at the discount

price required to offset some of the additional costs of the conversion.

3/11/70	Jock Brown writes to Mr Hatz referring with "agreeable surprise" to a complimentary letter that Mr Hatz had clearly written to Lord Stokes. He says that work is underway on the conversion. The customer preparation service is being done by Berkeley Square Garages and a number of extras were quoted for with Jock Brown saying he would personally supervise the fitting of extra gauges to the fascia. An invoice of 10 December from Western Avenue covers the costs of supplying and fitting these extras (oil pressure gauge, ammeter, overdrive, bonnet locks, undersealing, sunroof) for £139 14s 6d. So it seems that the work, or at least the invoicing, was shared between Berkeley Square Garages and Western Avenue.
6/11/70	Mr Hatz replied in a style that was both formal and personal and friendly. He suggested possible positions for the extra gauges and referred to the "Jock Brown conversion" suggesting that Mr Brown had an overview of what would work best. This fits with my discussions with Mrs Hatz when I bought the car – I recall her referring to the close relationship that built up between her husband and Jock Brown, as fellow engineers. Interestingly at the end of this letter is a note "see you soon on the Belle" which sounds like a boat trip on the Thames to me.
4/12/70	Mr H Kynaston, who signed the order form for Berkeley Square Garages on 2 November, leaves messages for Mr Hatz that the car is ready for collection at the Park Royal depot, (Western Avenue)
10/12/70	Is the date of delivery and commencement of the Manufacturers Guarantee

### Letter.1.

#### Current Position

We used and enjoyed the car as a family car till the early 1990s and it was then superseded by a 2500S Estate, followed by other family cars. So it is now in A2 condition in my garage having been unused for 20+ years. It is complete, original, and has done 59K miles. I've recently, sadly, sold the 2500S to create garage space to start work on the Vitesse Estate so my plan is to restore it. It is a wonderful car.

Des Sowerby

### Letter.2.



#### THE STANDARD-TRIUMPH MOTOR COMPANY LIMITED

COVENTRY ENGLAND TELEPHONE: COVENTRY 75511 TELEGRAMS: FLYWHEEL COVENTRY TELEX: 31567

RW/F

5th September 1967

Mr. A. P. Hatz,  
British Railways,  
Essex House,  
College Road,  
Croydon,  
Surrey.

Dear Mr. Hatz,

Further to your letter of 1st September and our subsequent telephone conversation concerning the engine power curves for the 1147 c.c. and 1998 c.c. engines, we have pleasure in forwarding Power Curves No. 1197P and 1214P which we trust will be of interest to you.

The comments that were given over the telephone about an Estate Car version of the Vitesse 2000 have been checked and we would confirm, were correct, there being insufficient demand for such a vehicle. It was pointed out that virtually the same six-cylinder engine powers the Triumph 2000, which includes an Estate car in its range.

Yours sincerely,  
For THE STANDARD-TRIUMPH MOTOR CO. LTD.

*Ralph Wigginton*  
R. Wigginton  
D.O. Executive - Special Products

of Leyland Triumph. Letters 5 & 6. Between them and the Park Royal depot the conversion work was carried out in November 1970, the new Estate being delivered on 10 December 1970 at Park Royal.

### Letter 7 .

#### A couple of interesting points:

- The conversion was clearly a joint exercise between Western Avenue (Park Royal) and Berkeley Square Garages. It is clear that Park Royal fitted the extras (gauges, sunroof etc) but unclear to me who did the conversion from saloon to estate. The initial letter from Berkeley Square Garages said that "we believe Mr Brown is undertaking to convert it to an estate car". Then a month later Berkeley Square Garages invoiced £300 for doing the conversion. So, either Berkeley Square garages did the body conversion with Park Royal doing the remainder of the work, or Park Royal did all the work but had an accommodation arrangement with Berkeley Square Garages to pass the costs through their accounts. There is no information about where an estate rear body was sourced from, or what happened to the saloon rear body.

- There was evidently a friendly relationship between the purchaser and Jock Brown which helped what might have been an awkward project proceed smoothly. Picture 1 shows the Estate when new.

**NB** my car does have the extended rear cappings which are often cited as one of the features of the Park Royal estates, though nowhere are these mentioned in the correspondence I have from the time.

We loved the Vitesse Estate as

● Berkeley Square Garages came up with a donor saloon, Letter 3 & 4, following a request by Jock Brown, the London Manager



A.F. Hatz, Esq.,  
"Braeside",  
Lubbock,  
Chislehurst,  
Kent.

Berkeley Square Garages Group  
Berkeley Square,  
London, W.1

Dear Mr. Hatz,

Through the good offices of Mr. A.G. Brown, the London Manager of Leyland Triumph, we understand you may be desirous of purchasing a new Triumph Vitesse saloon, which we believe Mr. Brown is undertaking to convert it, to an estate car.

Should our information be correct, we have pleasure in advising you that we have a Vitesse suitable for conversion coming into stock within a few days, and we should be pleased to have your confirmation of this transaction, when we will let you have further details in respect of specification and cost.

Meanwhile, thanking you,

Yours sincerely,

C. Saville  
Deputy Managing Director.

Letter.3.

a family car and it has long been my intention to restore it. I have recently, very sadly, disposed of my 2500S estate to create room in the garage to commence the restoration of the Vitesse and am girding my loins to start soon.

Best wishes

Des Sowerby



Picture.1.

Letter.4.

INVOICE

BERKELEY SQUARE GARAGES LTD

SERVICE AND GARAGE  
BRITTON LANE,  
W.1  
CURSON STREET,  
W.1

SHOWROOMS AND SERVICE  
59, BELAIRE EMBANKMENT,  
S.W.1  
DIRECTORS  
E.B. KYLESTON, CHAIRMAN  
E. KITCHEN

REPAIRS SECTION  
238/239, KENNINGTON LANE,  
S.W.1

A.F. Hatz Esq.,  
Braeside,  
Lubbock Road,  
Chislehurst, Kent.

HMK/LJC:

2nd November, 1970.

To:	One New Triumph Vitesse Mk.11. Saloon, finished in Saffron with Black Trim. Complete to Makers current specifications:-	£827	0	0d.
	Purchase Tax	254	19	9
	Number Plates	5	15	6
	Delivery charge	11	15	0
	Seat Belts	10	0	0
	Petrol	3	0	0
	Anti-freeze	1	0	0
		1113	10	3
	Less 10% discount on £827.	82	14	0
		£1030	16	3d.
	Registration No: APH 1.			
	Chassis No: HC 57122 EL.			
	Engine No:			

NORTHUMBRIA GARAGE LTD.  
DUNELM LANE,  
LUTON, BEDFORDSHIRE, MK15 1JH  
TEL: 01525 531111

SUBSIDIARY COMPANIES  
DYE & PEAR MOTORING LTD.  
WESTBURY SERVICE STATION,  
20-22 WESTBURY ROAD,  
LONDON, W.12  
TEL: 01-836 4111

ST. GEORGE'S CAR SERVICE LTD.  
7 BERKELEY SQUARE,  
LONDON, W.1  
TEL: 01-499 4343

Thanks, Des for giving the members the inside of just how a Vitesse Estate was created. As we are on the subject of the past both the TSSC (Reg Secs and Triumph Archive) and the DVLA were able to supply some historic information about our cars. However, access to these records is now restricted by the Data Protection Act which has made the management of the information very difficult. As a result, the information is now not generally available. It's a sign of the times folks. Park Royal built or not, my advice is to just enjoy the car.

**"NB. my car does have the extended rear cappings, often cited as one of the features of the Park Royal Estates"**

## Letter.5.

A. P. HATZ, Croy., M.I.C.E., M.I.Mech.E.  
BRAESIDE, LURBOCK ROAD, CHICHESTER, KENT.  
Telephone: 01-467 4008

6.11.76.

Dear Mr Brown,

Thank you for your letter dated 3. November. I wrote to Lord Stokes because after all the abuse your industry has received I think someone should give credit where it is due. Nobody can have had better or more speedy service than I, coupled with an extremely friendly and informal service. This means a lot to the customer and I shall certainly stick up for B.H.C. where it is unjustly criticized.

Now with regards the Vitese, let me confess I have never been in one lit alone over driven one, and of course I have not seen my one!

I've read the specification and I know I shall like it but nevertheless it is comforting to know one has a friend in you to look after my interest. Let me therefore please formally agree all the extras outlined in yours of 3 November. If, as you suggested on the 'phone, you

A. P. HATZ, Croy., M.I.C.E., M.I.Mech.E.  
BRAESIDE, LURBOCK ROAD, CHICHESTER, KENT.  
Telephone: 01-467 4008

## Letter.5.

might as well fit the ammeter at the same time as the engine oil pressure, go ahead please - two holes may be cheaper than one if you know what I mean. But I would like separate gauges for each function. As I have never been in a Vitese I leave the location to your aesthetic choice. Looking at a photo however there seems little choice except centrally in the dash (facia) under the switches where the ashtray was in the Mark I. viz:-

(1111) 008

With regard to the standard conversion; if the Vitese rear side trimming with elbow recesses can be retained and also possibly the front roof light, to supplement the rear one over the tail gate, this would be a useful refinement for the reading in the front seats. But maybe it's already in the York Brown conversion!

Thanks again for all you're doing for me and see you soon on the Belle,  
Sincerely, Doug Hatz.



STANDARD-TRIUMPH SALES LIMITED

## Letter.6.

DUKES ROAD WESTERN AVENUE ACTON LONDON W3 TELEGRAMS: STANTRU TELEPHONE: ACORN 5511

Dear Mr Hatz

Having just returned to business after a week's leave I was agreeably surprised to learn that you had written to Lord Stokes as a result of the co-operation you received following your contact with this unit under my control. I feel that I can do no better than to reiterate his Lordship's comments in his reply to you. We can obviously not please everyone, but I feel that we do enjoy a high reputation.

Referring to your letter of Oct 27 which arrived in my office during my absence, this has, of course, been superseded by my secretary's conversation with you on the telephone last week, and my own conversations with you since that time. As a result, work is now proceeding on the car to prepare it for conversion and we have received instructions from Messrs Berkeley Square Garages Ltd regarding the customer preparation service, supplying and fitting lap and diagonal seat belts and the fitting of number plates APH 1. Obviously, we shall advise you as soon as the completion date becomes apparent.

May I now refer to your letter of the 19 Oct in which you ask for information on prices of extras. An engine oil pressure gauge can be located in the facia and I will personally supervise this, bearing in mind that you may wish to add a further gauge at a later date. The estimated cost of such a fitment would be £10 17 0.

An overdrive can be fitted to the car although this would, of course, cost more than a production unit. In the circumstances, I would be prepared to supply and fit an overdrive to the vehicle at a special price of £75.

The charge for supplying and fitting bonnet locks is £5 11 6. The cost of undersealing, including under the bonnet is £13 10 0 and supplying and fitting a sunshine roof would cost £35 5 6.

If you have any further queries, please do not hesitate to make contact.

Yours sincerely

*A. P. Hatz*  
A. P. HATZ

SERVICE DIVISION

CASH SALE

STANDARD TRIUMPH SALES LTD.  
A MEMBER OF THE TRIUMPH GROUP  
DUKES ROAD, WESTERN AVENUE, ACTON, W.3.

## Letter.7.

Telephone: ACORN 5511  
Teletype: STANTRU  
WINDHROSE

M. *A. P. Hatz by* DATE *6. Dec* 1976

ADDRESS

REFERENCE *TRIAL 10/10/76* CORN *10/10/76* & REF. NO. *10/10/76*

<i>Supplying and fitting oil pressure gauge</i>	10	26							
<i>Supplying and fitting overdrive unit</i>	75	00							
<i>Supplying and fitting bonnet locks</i>	5	11	6						
<i>Undersealing vehicle</i>	13	10	0						
<i>Supplying and fitting sun roof</i>	35	5	6						
	137	14	6						

RECEIVED FROM THE STANDARD TRIUMPH GROUP

BY *[Signature]* DATE *19/12/76*

STANDARD TRIUMPH SALES LTD. (INCORPORATED IN ENGLAND)

PLATE NO.	REG. NO.	CHASSIS NO.	ENGINE NO.	TRANSMISSION NO.	PAINT	FINISH	WHEELS	TIRES	SEAT	DOOR	TRUNK	OTHER
169849												

That's it for this month. Safe Driving and keep them running on all Six

Dave.



Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

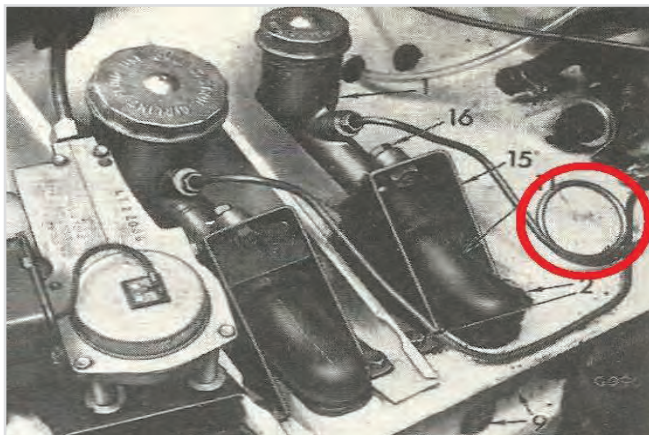
ANDY COOK [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

## Clutch Hydraulic Overhaul – Part 1

**This article is in two parts so look out for part 2 next month!** On my trip to France in the GT6 last summer my clutch master cylinder started to leak, being away from home I just kept topping it up until my return. The leaked brake fluid made a bit of a mess of the bulkhead but so be it... it was always a bit tatty anyway.

So the Clutch master cylinder required a rebuild with new seals, I decided it was best to also rebuild the slave cylinder at the same time, it was last done when the master cylinder was replaced in the early 90s so was probably on borrowed time. Also the extra efficiency of a rebuilt Master would probably put extra strain on the old slave cylinder seals.

I also decided to replace the hydraulic pipe. The GT6 hydraulic pipe was originally steel, mine failed about 25 years ago while on a camping weekend in Cornwall, it had rubbed on the bulkhead and worn through so leaked all the fluid out. The RAC towed me to a garage who made up a replacement copper pipe. Being a Sunday evening the garage wasn't even open so the RAC chap got the owner to open it up especially. Needless to say the repair was a rush job and wasn't made up with nice bends or anything so although working never looked very pretty.



**Standard set up, a steel pipe with a tight coil to allow flexing.**

Added to that copper brake and clutch pipe is now frowned upon, in fact in some countries copper brake pipes are now illegal. This is because copper hardens over time and can become brittle causing early failure which was another good reason to ditch the copper pipe.

As many of you will know the standard pipe has a tight coil in it to allow for flexing between the engine and the body, the rush job just had a big non uniform loop. Also I've noted that it's only the cheap small chassis Triumphs that have the coiled loop in the pipe, the big Saloons, Dolomites, TRs Stags etc all use a flexible pipe between the master and slave. I decided it would be a nice upgrade to

change out the pipe on my GT6 for an aeroquip braided hose. I was going to make one up but found that Rimmers do one ready made for about the same price as it would have cost me for braided hose and fittings. It seems only to be available from Rimmers and although it arrived in a Goodridge packet the label stated Rimmers in the part number so I guess it's made up for them.

### Removing the units

1st job was to remove the gearbox tunnel to access the slave cylinder fully, it's a bit of a fiddly job and has been described in my earlier GT6 courier article about anti rattle kits.

Next up was to pump out all





**Pumping out the fluid via the bleed nipple.**



**Unbolting the Slave Cylinder**



**removing the hydraulic pipe from the slave using a 7/16" flare ring spanner.**

the fluid in the system via the slave bleed nipple.

Then the Slave cylinder was unbolted (with the old hydraulic tube still attached). The slave is held in place with two bolts and

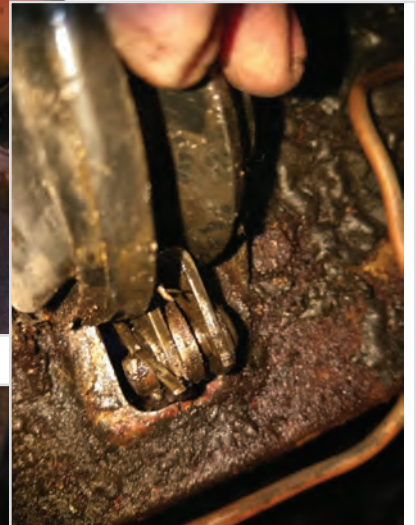
the actuating rod engaged in the pivot. Remove the whole lot, be careful as the actuating rod can easily fall out and if it does you don't want it falling into the bell housing!

Once the Slave is out as far as the engine bay it's a good time to disconnect the hydraulic pipe. Best spanner to use a proper brake Flare type ring spanner, especially if you intend to reuse the pipe as it's easy to round off the union with an open ender. Once disconnected remove the slave cylinder unit ready to rebuild.

Remove the pipe connector from the master cylinder in a similar manner.

Next it's time to remove the Master Cylinder.

Pull back the rubber boot in front of the cylinder and this exposes a clevis pin arrangement



**Clevis Pin arrangement connecting the operating rod to the clutch pedal assembly**

that connects the master cylinder operating rod to the pedal assembly.

Remove the split pin and Clevis pin, then remove the rubber boot. Undo the two bolts holding the master cylinder to its bracket on the bulkhead and withdraw the Master cylinder

assembly backwards.



**Master Cylinder being removed**



**Master and Slave removed ready for rebuilding**

### Reconditioning the Slave Cylinder

The Slave Cylinder is a fairly simple unit and easy to rebuild. Start off by removing the operation rod, that's if it didn't fall out when removing the cylinder!

Then remove the rubber



**Shroud removed**

I tend to remove the bleed nipple at this stage and replace it if it's at all rounded off.

fully use an airline (or tyre pump) in the port where the hydraulic pipe connects keeping the bleed nipple closed. You can then push the assembly out under pressure.

Carefully lay all the components out in order as you remove them.

Remove the seal from the piston, noting which way round it is fitted in terms of the lip.

Then clean everything up carefully, I use methylated spirits for cleaning the internals and gunk/a wire brush on the exter-



**Remove the wire circlip**

Then remove the wire circlip, keep it safe as it seems the latest repair kits don't

include a new circlip, many years ago I remember they did so if you have a new old stock kit you are lucky!

Tap the cylinder on a wooden bench or such like until the inner piston assembly pops out of the end. If it won't budge gently and care-



**Tapping the piston assembly out on a bench**





**Inner piston assembly removed, complete with return spring.**

the internal components is critical. Also use a lint free rag or strong towel. Inspect both the piston and bore for scouring or pitting. Mine was discoloured due to corrosion but not pitted and perfectly smooth, I therefore deemed this unit ok to re-use. But if any doubt buy a complete new unit.

Then get the repair kit ready for replacement. The repair kit



**Removing the old worn seal**



nals. As with any hydraulic overhauls, scrupulous cleanliness on



**Repair kit laid out**

### **Rubber grease inside the cavity and shroud.**

I bought consisted of a new rubber seal, new shroud, bleed nipple cover and a sachet of rubber grease.

After cleaning, fit the new seal using clean brake fluid as lubricant, refit the return spring. Coat both the cylinder and bore with clean brake fluid and carefully slide back into the cylinder.

Lubricate the inside of the rubber boot and the cavity behind it with the rubber grease, then put the shroud over the end.

Replace the bleed nipple and add the bleed nipple cover. Replace the operating rod. The unit is now rebuilt and ready to



**Ready for re-assembly of the piston back into the cylinder after fitting a new seal.**





**Rebuilt Clutch Slave cylinder unit.**

**"Inspect both the piston and bore for scouring or pitting. Mine was discoloured due to corrosion but not pitted and perfectly smooth"**

### **From the Archives**

replace. **Part 2 next month** will cover rebuilding the Master Cylinder, and refitting the units to the car.

This month's photo is from 12 years ago, taken at the TSSC International at Stafford in 2006. GT6s lined up in the main hall for the 40th anniversary of the GT6. My Saffron GT6 is pretty much smack in the middle of the line up!



## **WINTER PRODUCT**

**Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)**

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

### **Car De-Humidifier**

Reusable in car dehumidifier, this handy little product will help those with cars that have misted up windows.

When Spot turns pink just pop it in the microwave for 6 minutes and it is ready to use again and again.

These are **£11 Inc. VAT**





# STAG

MARTIN MARRISON [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## Preventative Maintenance

**So I need to wish everyone a belated happy new year.** Interesting to think that British Leyland was formed in Jan 1968 50 years ago as a merger of Leyland Group and British Motor holdings and to think that the Stag survived this merger is interesting. It was obviously seen as a money maker going forwards and I am sure it would have done if all the bugs had been ironed out properly and if only the Rover V8 had been adopted.... I know that the Triumph V8 was ahead of its day and that the Rover engine was an old design. Imagine if there had been a 3.5 Rover engined V8 S model and a 2.5

straight six SU Carbed model, would that have saved the Stag? probably not but maybe BL just may have sold more of them, especially in the States...

**"Any way enough of my dreaming, a question for this month is should you fix things BEFORE they break as that is what I have been doing this winter"**

Cooling has always been a

sore point for Stag owners there is always the reputation for overheating. Luckily my Stag has been very good, I had fitted an additional header tank last year and apparently it has the slightly larger radiator which is often found on Mk 2 Stags, it is the one on the left of the photo, [figure 1](#). below.

However going against the principle of **"if it ain't broke don't fix it"** and attempting to keep the Stag as reliable as possible, I decided to take the radiator out of the Stag and have a good look.

Taking a Stag Radiator out is reasonably easy, there are two threaded studs on the bottom



**Figure 1. Standard Rad (Mk2) on the left and Supergill on the right.**

of the radiator and two ½ inch nuts and bolts at the top. Undo all these, remove both top and bottom hoses and then lift out, being careful not to catch the

(see figure 3) I had been reading with interest Andy Cook's GT6 updates and his findings about how removing his electric fan and the effect it had had on his GT6. It is also obvious that it would cover a larger surface area of the radiator and reduce air flow. The other concern is the weight of the fan being clamped to the radiator core.

directly on the radiator and because of the limited access you would have to fit the radiator in place and then add the fan through the front grill hole which would be difficult. (access to do work on a Stag is never as good as on a Spitfire!)

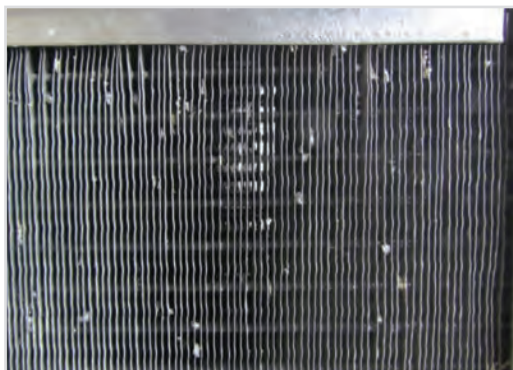
Having the radiator out it was clear it was the original and was a little flaky round the edges and it appears to be original.

I touted for advice on various forums and the consensus seems to be that Aluminium Radiators didn't dissipate heat



**Figure 2. radiator removed showing where the bottom of the radiator mounts to.**

The motor is quite large and would put a lot of weight



**Figure 4 Standard radiator vertical fins**

radiator core on the viscous fan. It is a little tight but it slides out ok. (figure 2).

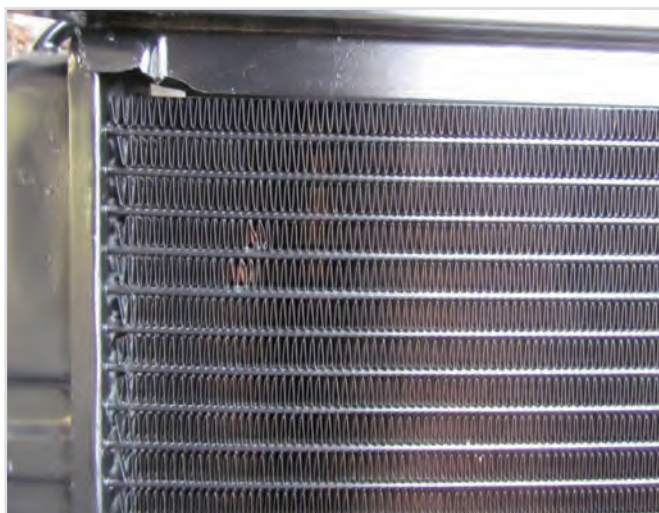
My Stag had previously been fitted with a 7 inch diameter electric fan that was mounted to the front valance and the top radiator mounts. I had purchased a proper Stag Kenlowe fan kit at TriumFest this year



**Figure 3 Showing size of electric fan compared with radiator**

as well as traditional radiators, are more prone to stone damage, were not repairable and were 50% dearer... However, I did want to uprate it, especially as I was dispensing with the electric fan. So looking at the other options it was either a standard radiator or a Tony Hart "supergill" radiator. I had seen these used in "Wheeler dealers" and other TV programs and they look good so I ordered one. As you can see from figure 1 it is not a direct like for like and it appears to be slightly smaller. Also if you look at the core structure you can see that





**Figure 5 "Supergill" radiator core**

the tubes go horizontal and the fins vertical on the original radiator but they go in a Zig-zag fashion on the Supergill radiator so I assume this is where it gets its improved efficiency from?

[See figures 4 and 5](#)

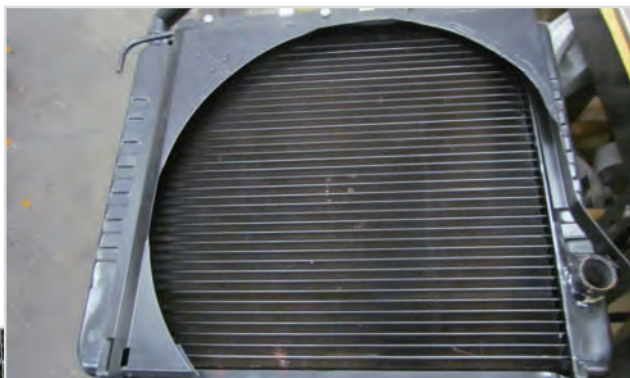
The other thing to notice is that it is missing the spare fixings in each corner. These I believe were used on the



**Figure 6. Shroud mounts on original radiator**

overseas markets for fan shrouds mounts. Unfortunately I was planning to add a Stag

Webber fan shroud to improve the efficiency of the existing fan and this kit uses these holes to



**Fig 7. Shroud showing fixing positions**

fit the shroud! [Figure 6](#)

So it now came to the stage that I'd want to send either the radiator back or did I want to make the shroud fit the su-

pergill radiator?

I bit the bullet and decided to modify the brand new radiator to get the best out of the radiator and the shroud and get them to work together.

The challenge is the best way to mount it. There is a U shaped channel at the top of the radiator and in the shroud kit it came with three small self-tapping screws so I decided to use these for the top mounts then on the long side of the shroud, albeit with a bit of reshaping, this would line up with the lower radiator cross member. ([see figure 7](#)) With the aid of a hammer I managed to get an existing lower hole in the shroud to line up with the bot-

tom frame of the radiator so I drilled a small hole in the bottom frame of the radiator and attached the shroud. The instructions suggest using the bottom radiator jubilee clamp to retain the short side of the shroud by feeding it through a square hole in the shroud on the shorter side. I did try this and gave up after an amount of bad language.

After spending lots of time getting the shroud to line up in



**Fig 8. All in place and finished**

the right place and measuring 10 times before drilling I very gingerly drilled all the holes, it all seemed to go well. I could even drop the radiator in place and with a bit of tweaking here and there it all lined up. I paid special attention to closing up all the gaps between the shroud and the radiator so that the shroud would work with maximum efficiency.

Once it was all screwed together I painted it with some Satin finish paint and slotted it into place.

I also added some rubber trim that had some flaps that blocked any gaps around the radiator so that all airflow would have to go through the radiator. [See figure 8](#)

One other thing I have done is that Mk2 Stags normally have a 20 PSI radiator cap (Mk1's have a 9 psi cap ) When I brought mine in had a 13 PSI cap on it. I did consider going back to a 20 Psi but my concern was it may cause one of the head gaskets to leak so I compromised at a 15PSI can and it has been running this for a while and seems to be ok. (My understanding was it that it was raised to try

and reduce the number of airlocks in the system which al-



**Fig 9. just the Radiator top pipe to fix**

ways used to be a problem.)

The only other challenge is that the new radiator, for some reason, seemed to sit higher than it should so I am working on a way of using the existing bronze filler plug and soldering

on a tube to reduce the height and improve clearance under the bonnet. (thanks Pete for doing this!)

All systems were topped up with 50/50 Antifreeze and water and the car started and warmed up.

There were no leaks and post warming up I went round and just nipped up all the jubilee clips to check they were tight.

I suppose the proof will be in the eating but while I am writing this in December there is not much chance of seeing if this will all work as the outside

temperature stays low. It got up to 1/3rd temperature in the garage and it seemed fine.

All we need now is good weather in 2018 to try it out.

*Martin*



# SPECIALS

## ALL MODELS

TREVOR COLLETT [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

## A Real Flyer

I'm pleased to say that I've recently been sent some pictures of one of your cars. They came from **Shaun Beavon**, and he's also given me a few words of introduction:

*"Hello Trevor*

*I thought it was time to give you the story of WWU569.*

*Three years ago I was looking for a vintage car that was useable, but was in keeping with our love of the Forties. That's when going through flea bay I came across the car.*



### "1969 Bentley STANBURY TT Rare Classic Car 100,000.00 Pounds"

these cars that have shown interest, bangs a few hundred quid on them and puts them back up for sale. We agreed a price including delivery and two days later the car arrived.

So the car: information from the previous registered keeper says the car is not a kit car but was one of seven prototypes built by a company in Western Super Mare called Stanbury Design. It is registered as a Stanbury TT Prototype Replica 1969. If anyone knows different I would be pleased to hear from them.

The running gear is 13/60 Herald, but the looks, I believe, come from a 1937 Fraser Nash TT. So far I have overhauled



I contacted the seller and made what I thought was a reasonable offer for what essentially was a kit car based on a Triumph Herald. Politely I was turned down - the owner didn't have a clue of the car's worth and wanted the auction to run. Fair enough, what I didn't expect

was 12 individual bidders and the car selling for £12,500!

Oh well I thought, "Re-value the worth of Triumph specials". Imagine my surprise to see the car back on auction. Again I contacted the new owner and asked him why it was up for sale. His reply was he buys



*the suspension, fitted a tuned 1300 engine, replaced the covers and have had sooooo much fun. We named the car Raneleigh Flyer as we live at Raneleigh farmhouse."*

Thanks for that Shaun. Regular readers will know about the Stanbury TT, I've written about the marque several times. They were designed and marketed by a gentleman named **David Quick**, who, back in 2011 told me how the Stanbury TT came about – these are his words:

*"I had been tinkering with pre-war cars since I was about 18 and was running a Morris 8 two-seat tourer in 1982, which had become quite a commitment.*

*I was offered an old Herald convertible that I took on, but at the first MOT found it was held together with binder twine and needed body off welding work, which I couldn't afford. I decided to take the body off myself and see what was what, and what was revealed didn't look too much different to the pre-war chassis that I was familiar with.*

*The front two outriggers had pretty much disappeared but laying angle iron along the stumps gave me a simple A-frame, which was dead flat between the engine and the rear axle towers. I got Jan, my wife, to sit on some planks to get an idea of the sitting position. Then I did a lot of measuring and sketching, before buying a couple of sheets of 12mm ply and 16swg aluminium.*

*I got cutting with the jig saw. It was a real knife and fork job but eventually a new car took shape, and after a bit of effort passed its MOT - the tester took a bit of convincing that no windscreen meant that no*

*way, Jan is a draughtswoman and, working backwards, we drew up a set of plans incorporating most of the lessons learnt on the prototype. I took the plans to a local fabricator and got them to chop the alu-*



*wipers or indeed washers were actually required.*

*There was one major drawback, I had used Jan as my model for the seating position, she is 5-feet-2, I am 6-feet, so I sat on it rather than in it. Any-*

*minium and to louver the various panels, while I cut the plywood frames. Car number 2 looked a lot better and we decided to share our baby with the world by producing sets of plans and/or pre-cut aluminium*



for home assembly.

Now I was bitten by the bug I just kept going - every model was slightly different - not just down to my "manufacturing tolerances" but there always seemed to be a better, or at least different, way of doing things. I think I built about twelve all told, sold a couple of dozen of sets of plans and about half a dozen pre-cut flat packs. The last one, for which I have no pictures and no plans, was an attempt at a 2+2, which didn't work very well, except it had a dummy slab tank con-floption, which turned out very well. I still have the sketches; I always thought I would build

while it lasted - we exhibited at the kit car shows at Stoneleigh, Bath and West and lots of local events, where the car excited lots of interest."

**Back to WWU569:** I forwarded Shaun's email to David Quick; he did not recognise the registration or the car itself. This is not surprising, it has obviously accumulated many accoutrements over the years and that registration was not issued to a Herald in 1969, so the car could have been one of David's builds or one built by another from his plans.

I'm interested why the car's title has attracted the epithet "prototype"; considering how

but if it was around the sum he mentions that is what I call a "seller's price" - but for every seller there has to be willing buyer. As is my want, when I get told about an interesting car I embark on a research exercise to see what else I can find out about it and for this car I came across an advert for it on the internet dating from 2015:

**"1969 Bentley STANBURY TT**

**Rare Classic Car**

**100,000.00 Pound**

**Herefordshire, UK**

**First Registration:** 1969

**Mileage:** 83456

**Fuel:** Petrol

**Transmission:** Manual

**Engine Size:** 1300

*Bentley Stanbury TT Special Prototype Sports Car in shiny British Racing Green. Rare (only 7 in the world). Aluminium bodied and hand built in Somerset. Also known as the Baby Bentley by its admirers.*

*1300cc engine. MOT till mid July 2015, but has only been to the MOT station and back since its last MOT.*

*Tax exempt classic vehicle.*

*History of this vehicle: designed and built by Stanbury Design Services workshop in Western Super Mare circa 1983/4 (though it is registered as 1969 with DVLA) in a similar manner to Morgan, but using a Triumph 13/60 chassis and engine. This is the best example around. Beautifully restored by former owner, gentleman and enthusiast Bill Hubbard. Sadly due to my illness it has to go. I have been the guardian of this special vehicle for just over 10 years and I have only done in the region of 1400 miles. It has always been dry stored. The Stanbury*



another one, but Heralds were becoming sought after for their own sake (we ran one as a family car) as opposed to being dumped at the scrap yard, so I never got round to it.

I doubt the car could be built now - I haven't kept track of things but I suspect that the vehicle approval regs would get in the way. It was great fun

David Quick explained that he modified each car he built it could be said that each car was a prototype for the one to follow. More likely though, it seems to me, it is to do with trying to make the car sound properly historic and not "just" a kit car!

Shaun doesn't disclose exactly how much he paid for the car,



*TT has a tonneau cover and side door wind shields. Also a soft top (never used by me). Wire wheels. Storage compartment with tools. Beautiful chrome mascot. Chrome fish tail exhaust. Fog horn.*

*The aluminium louvered bonnet lifts from either side for ease of maintenance. Tow bar (used to tow classic caravan by former owner). Runs really well and feels fantastic to drive and experience real wind in your hair motoring. Aero screens. The front windscreen folds forward to allow the aero screens to be used. Classic spare fuel can. Green bench seat. With the sale are the many trophies and rosettes and show boards from the previous owner Bill. Viewing welcome and recommended as the pictures do not do it justice."*

Great bit of writing! Yes, you read it right, the car was given a Bentley connection, and the asking price was £100,000!

I found the ad on two web sites, both with that asking price, but surely that wasn't a

serious expectation?

Still, never mind the hyperbole, this car is what it is – a real head turner and another great example of what can be achieved by enthusiastic and skilful amateur artisans working with the Triumph Herald platform – love it.

## New MOT Regs

I expect all of you are aware of the new MOT regulations that come into force in May. The headline is that all vehicles over 40 years old can, if the owner decides, be exempt from the need for the hitherto compulsory annual test, but do you know that there are exemptions to the exemption?

On 18th December last year our government published its final (until they find a need to revise it) definition of a Vehicle of Historic Interest (VHI) – the official term for cars that can be exempt from MOT. The important exemption to the 40 year exemption for us kit car/special owners is that modified 40-year old cars will still need an MOT...

unless the exemption to the exemption applies, which is if the modification was carried out more than 30 years ago, in which case you can be exempt MOT.

Please don't take my interpretation as definitive, the government language is on the complex side – I suggest you read it yourself. Your favourite search engine will help you find the right government web pages with all the regs and associated docs,

but I have created a short URL that will bring up the

**"VHI: Substantial Change Guidance" document:**  
<https://goo.gl/Sp8B4>

I confess I do not understand the logic of all this – but I'm sure that's just my failing. I do know that I intend to take advantage; regular readers know that I am lucky enough (or rather, have worked hard enough) to own five cars – arranging for five MOTs every year is a pain. My 1971 Herald 13/60 is as original, so can be exempt MOT. My recently returned to the road 1967 Herald 1200 is fitted with a 1,296 cc Spitfire engine, so counts as modified, I think, but since I carried out the engine swap more than 30 years ago it can be exempt MOT. My Moss Malvern, based on a 1969 Herald, also counts as modified, but as I completed the conversion in 1984 it can, I believe, also be exempt MOT.

As I say though, don't take my word for it.

*Trevor*



# TRIUMPH

# BIG SALOONS

CARL SWANSON [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)



## New Years day, Brooklands

**Hi Well, hope 2018 has treated you well so far!**

On the first day of 2018, I attended the Brooklands New year gathering in my 2000 Mk2 with one of my sons. I mentioned I was planning to attend it in my last report.

It was a nice day, so not too early, we made our way from home to find the roads very quiet! As I have said before, I go from a 30 mph area, to 50, back to 30 then 60, then onto the motorway. So, by the time we were heading along the M40, all was well in the car, so we cruised along with the quarter lights open to keep the windows clear. The Chris Wittor sports exhaust making its rather purposeful sound is bounced around the car too, so makes it just a little more special.

We arrive and usually it's a long queue, and the Triumph becomes rather warm.

Not this year, we must have been later (I refuse to get up that early on New years day, as we always stay up to bring in the New Year!) The queue was a bit further down, but uphill this year, so taking life out the clutch rather than cooking the engine! We followed a line of cars, and made our way through and parked up on the historic banking.

To go over the main point, Brooklands is the world's first purpose built racetrack. It was 52



**"The Chris Wittor sports exhaust making its rather purposeful sound"**

built by a wealthy land owner at his own cost as he had spent some time in France and seen the first car races, and wanted to ensure the fledgling British car industry was not left behind. Hugh Lock-King was the man





with the foresight, and fortunately, financial able to see the future.

I have been involved with the car industry for most of my working life, and through my father, cars for all my life. When I first heard about Brooklands, I had to go and look as wanted to see what was left. It has been sub-

ject to various different elements and requirements. Brooklands also has a long and impressive aviation history, but unfortunately, this took its toll on the race track in the second world war. The Vickers airplane factory was placed on the main start/finish straight. It has been like that since the war, and has been like that since I started visiting Brooklands back in the late 1980's. The site built Wellingtons and Hurricanes during the war, and many commercial airplanes after. Many parts of Concorde were also built there. Along with historic cars, they have planes on display upto and including Concorde!

There was over 1000 cars and good number of bikes that took part in the event.

A good number of Triumphs at-



tended, and three Big Saloons. Two Mk 1s and one Mk 2 ( in addition to mine!)

The first I found was the Mk2 in Carmine(?) red. Very clean, original condition. No owner with it, so no further details available.

The second was the Mk1 near members bridge. It was finished in the two tone black and green which I do like. Minilites but not much else to show it was not too far from stock.





**De Tomaso Pantera**

Clean, running example.

The third Mk1 was a modified one. I'm not sure what had been done but as you can see, no bumpers and a modified seat with head restraint, suggesting more power than it left the factory with!

I came in followed by a **De Tomaso Pantera**. If you don't know about these, they are a early supercar and very rare.

So, as I parked, I could hear it, and it parked next to me! By the time I was getting out of the car, there were people around the Pantera! I'm quite sure my Triumph must have been well photo'd, if only in back ground to the Pantera!!

It was a most enjoyable day, and with the lottery funding, Brooklands has changed and become much more customer

focused. You don't need to be the out and out enthusiast who would put up with drafty hangers and old things just because you knew the importance of where you were. I would recommend a visit!!

That's the thing about history, you just don't know what the important things are until its gone and then it's too late, but at least we keep our bit of car history going!!

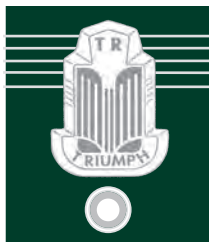
Speaking of keeping things going, its the **Triumph and Mg spares show at Stoneleigh on Sunday 11th March** ([www.gandtriumphsparesday.co.uk](http://www.gandtriumphsparesday.co.uk)) which hopefully will have the car park sorted this year!

As always, please send me any pictures of your Saloon, or stories concerning it, all appreciated. Take care,

*Carl*







MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

# TRavelling T'Roo TRalee

**Graham Senior's trip** continues and will hopefully inspire others to undertake a journey that they have wanted to do, his experiences will help you to plan, carry on Graham -

## **SUNDAY: WEXFORD TO COBH** (200 miles), and the first problem solved!

*After a very comfortable night's sleep in a wonderful B&B, I wander down to find my 'Truro friend' from last night with his wife. I ask whether it might be possible to have a bucket of water to wash down ERL before I set off. Not only a bucket, but cloths, wax and even a hose are kindly provided, so most of Friday and Saturday's grime is removed before I hit the road around 10 am. It's a lovely, sunny, morning, so it's down with the hood, on with a sweat-shirt, and I'm on my merry way to Wexford town.*

Wexford is a lovely little town. I've been once or twice before, by train. One oddity is that the railway runs quite literally through the streets, and right along the harbour, but there are very few trains on a Sunday, so a photo isn't possible. However, the drive reminds me that those nearside trafficators need investigating. Of course, there's nothing quite like working on an old car to get passers-by to stop and chat, so the task takes at least twice as



**"I arrive at Hook Head lighthouse, there's plenty room to park up for an hour while I explore the coast, admire the lighthouse, and enjoy a very reasonably priced lunch"**

long as it should. Rear (plus little side repeater) is permanently lit – front and side is not. After checking the bulbs (OK) I find the fault – the 'bullet' connector that feeds the nearside front and side indicators has become detached from the loom. Plug it in – a little insulation tape to prevent it working loose again, and the first fault of the week is easily fixed.

Then it's a scenic 'cross country' drive through Wellington-

bridge to hit the south coast for the first time, as I make tracks for Hook Head. The coastline looks at its rugged best in the strong sunshine, but despite it being a glorious Sunday, the roads are quiet, and even when I arrive at Hook Head lighthouse, there's plenty room to park up for an hour while I explore the coast, admire the lighthouse, and enjoy a very reasonably priced lunch.

Leaving Hook, I head towards Waterford, but this is deliberately planned as a 'coastal' holiday, so I make use of the frequent ferry from Ballyhack to

the car, where I'm from, and so on. He is absolutely made up when I photograph him sitting in the car and promise faithfully to send him a copy. My route then takes me through the much more touristy Tramore, then Knockmahon, Dungarvon, Youghal, Midleton and on to my next overnight stop in Cobh. It is on this stretch of the trip that I pass the first 'classic' of the holiday – a stunning looking Jaguar 3.4 – and get a nice, friendly wave from the occupants.

Cobh (pronounced 'Cove') is perhaps best known as the final

where did good full Irish breakfasts), I decided to take a "day off" and took the train to Cork for a great day out and a few beers.

## **TUESDAY: COBH TO KENMARE** (245 miles)

and a 'Failure to Proceed'.

I awoke to a dull, grey and drizzly morning and left the hotel shortly after 9am, aiming for the very south-west corner of the island. There were none of the coastal views I'd enjoyed previous days, and I had to keep my wits about me as I encountered more traffic than I've seen for a few days as I travelled towards Cork. A couple of miles short of the City Centre, the signs directed me through the Cork Tunnel, past the Airport, and very soon I was back on the relatively traffic-free roads towards Kinsale, where I stopped for a stroll. A very



**Passage East Ferry**

Passage East – which costs me €8, but saves about 30 miles into and out of Waterford, and keeps me closer to the coast.

Then it's a glorious drive westwards along the south coast to my next stop at Dunmore East, where I am immediately befriended by an elderly gentleman (who, it seems, has possibly had one too many pints of the black stuff!) who wants to know everything about ERL; how long I've had

port of call for the Titanic, so this being the centenary of her fateful maiden voyage, the town is bedecked with commemorative signs and other regalia, but there was plenty room on the car park when I arrived at the hotel, parked up, and left the car for a couple of days.

## **MONDAY: CAR FREE IN CORK.**

After another good breakfast (a feature of the week – every-

pleasant little harbour, and a pretty main street, but I wasn't really seeing the place at its best due to the ongoing drizzle, so I soon got back in ERL, and continued in a south-westerly direction. By Skibbereen the clouds had lifted, and although there was still no sign of the sun, at least the rain had stopped.

My intention was to explore as many of the southern peninsulas that I reasonably could do in



## ERL AT GARNISH

the time available, but as time was getting on, I decided it was time to head for Mizen Head, to photograph the car at the most south westerly point in Eire.

Suitably refreshed, I returned to the car, which, in my usual way, I had secured with a steering wheel bar lock. Insert the key, and ... that's strange.' Try again, insert the key, and ... Nothing. The key will not turn, and of course, the bar is in the locked position. So, we have a 1971 TR6, stumped by a 2004 £5 steering lock! Fiddle with it ... wrestle with it ... twist ... no joy. Let's look in the boot – what have we in the tool box? Spares, spanners, screwdrivers a-plenty, but ... hacksaw? No! Fortunately – very fortunately – there is some building work going on outside the cafe, so I wander over to ask whether one of these guys has a small hacksaw they could possibly let me borrow. This caused some amusement, but very kindly

they supplied a suitable 'junior hacksaw', and five minutes later I am in the very grateful position of being able to return their tool, having cured the Failure to Proceed. Note to self – buy a hacksaw, and keep it in the toolbox! The guys also advised me that there is an 'AutoShop' in Bantry, where I should be able to buy a new steering lock.

I retrace the last few miles of my route, and then head in a north easterly direction along the southern shore of Bantry Bay, into Bantry itself. By this time, the weather has improved considerably, so after having found the 'AutoShop' (and found it to be devoid of steering locks!), the roof comes down for the first time today, so that I can enjoy a late-afternoon drive around the Beara peninsula. Though still on the cool side, the tea-time sunshine made this a beautiful drive, and I was rewarded with some gorgeous coastal photographs,

particularly around Garnish, before arriving in Kenmare around 8pm where I had booked a rural B&B a couple of miles outside the town.

**To be continued**

## SNOW WHERE'S FAR IN A TR

Sixteen years ago a Classic Car run took place by TSSC S. Wales, it was to celebrate the 2nd birthday of Amber Rowlands, the very eve of the day that her Dad Ant started

the 3 month restoration of his 13/60 Herald Convertible. This run has become a tradition over the last 16 years and it is a great excuse to get the Triumph's out between Christmas Day and New Years day. So on the morning of the 28th December 2017 I awoke to extremely icy conditions, jumped in my TR, started it up and started forward, stopped, got out of the TR, opened the garage door and started forward again.

After a brief stop for fuel I travelled the 10 miles to Nantgarw to meet S.Wales TSSC.

After wishing Amber a happy 18th birthday I asked Ant how his 3 month restoration was going, "Fantastic" he said. Then our small procession of cars including Eddie & Mo in their 13/60 Saloon, Paul & Dotty G in their Vitesse Convertible and Rob & Pete in their 13/60 Convertible headed off for the Brecon Beacons (where else on a winter's day). As we





passed through the Beacons the views were absolutely beautiful and I felt sorry for those who were unable to bring their Classic Cars out in the snow. We passed the Storey Arms and watched the thousands of people walking up Pen-y – Fan adequately attired in their new Christmas jumpers and trainers, all taking advantage of the snowy weather (were they as irresponsible as us? Well as we had checked with S.Wales Police to see if the

roads were safe and passable perhaps they had checked with the mountain rescue people?). After a quick stop in a lay bye just past the Storey Arms we decided to go straight to Brecon Town and miss out our Llangorse Lake stop as we would have to use B roads to get there (see, we were being responsible). At Brecon I had a great late breakfast then jumped in my TR for the run home, the TR running absolutely beautifully with the re-

## "Snow where is too far in a TR"

built rear hubs and recently repaired rear wing bottoms. The only downside to the day was that it was the last scheduled run of the year, but at least it had been in the snow.

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

*Bern*



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# TR7-8

## ALL MODELS

PAUL LEWIS [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

### It's a total Fix!

**Well this month** I thought I would expand on some of the fixings that you might come across when working on your TR. The two fixings are a **rivnut** and a **well nut**.



The first is a **rivnut** and this is very similar to a pop rivet in its

application but allows for a bolt to be inserted within.

These are used extensively in the motor industry and can be fitted with the use of a special tool. For the TR7 owner we come across this fixing in the body fitting of the bonnet stay.

This is located on the left hand suspension turret.

The rivnut shown is screwed onto the special pliers and pushed into the hole in the suspension turret, ensure



that you use the correct sized rivnut. The pliers are then pulled

## "For the TR7 owner we come across this fixing in the body fitting of the bonnet stay. ."

together allowing the rivnut to compress and clamp to the body. The threaded end is then unscrewed and you have a nice body fixing for your bonnet stay bolt.

The second fixing is a **well nut**, we can find these fixings when securing the low fuel relay or



using a screw. As you tighten the screw the well nut com-



presses similar to the rivnut and clamps the body.



the washer pump to the bulk head. The well nut is made of rubber with a threaded insert and works on a similar principle

to a rawl plug. You insert the well nut into the hole and, fitting the washer pump on this occasion, securing the pump

You can buy the rivnut pliers or the well nuts very cheaply on the internet and having the right fixings and tools are key for a quality job.

**Happy fixing!**

*Paul*





# BOND EQUIPE

GUY SINGLETON [guy@bondequipe.org](mailto:guy@bondequipe.org)

## Fancy a Project?

It's dark and cold at this time of year, and I am trying, with little success, to motivate myself to go out into the garages to catch up on work on our cars. I did get the 2+2 started last weekend, that's a start towards an MOT – next job is to book it!

To link into Suzie's Spitfire article, whilst at the New Year's Day meeting at the Cotswold Motor Hub, it was great to see **Paul Hutchinson** there with



**Ron's 2 litre Convertible**



**Paul's 2 Ltr Coupe**

his chauffeur **Andy Boyd** with Paul's anti-concours 2 litre Coupe – I like to see cars used and enjoyed much more than just leaving them in the garage.

To move onto shiny things, I have heard from **Ron Winstanley** who has said that he has sadly decided that it is time to sell his 2 litre convertible as he

**" I like to see cars used and enjoyed much more than just leaving them in the garage"**

is no longer able to do the maintenance himself. This is a much loved car (above) so if you are in the market for it please contact me and I will pass your details on to Ron.

I will now move to the other end of the scale. Club member **Peter Shingler** recently delivered a bonnet and rear

tub for a convertible to me – the floors and bulkhead had rotted away. Does anyone need these parts? If not I will try to store them until they come in useful for someone. The car was an abandoned restoration and the chassis, once repaired, is going to be used to rescue



Anyone make use of these parts?

another rarity – a Rochdale.

has not been taxed or MoT'd since 1986 – that identity is now on a Mercedes.



ex TRN 5

Hopefully the new owner will have the time and funds to restore the car to its former glory. The early Press cars were **SRN and TRN** prefix so this may well have been a Press car.

Looking a bit further I found that **Steve Fox** is selling his part-restored 2+2 on Car & Classics – he has done the chassis, floors and bulkhead so has broken the back of

Looking on eBay over the Christmas break I saw that the 2+2, formerly known as TRN 5, was up for sale again. Grrr! I do not like number plates being removed - especially from 'special' cars (this is No 17 built so one of the earliest Equipes) but this car has gone through several hands over the last few years and during that time – the car



Part restored 2+2





**A Pair of Bonds**

the work – he is asking £3500, a lot of money for a part restored car.

**" it would cost you a lot more than that to get it restored to that stage so not unreasonable."**

I have featured some of his work on this car in previous Courier articles.

Currently (early January) there is a 2 litre Coupe and a 4s on eBay as a pair. The Coupe I heard of a few years ago, but sadly it has not yet found an enthusiastic owner able to put it back on the road – the 4s I am afraid will need a very enthusiastic owner – let's hope they also go a good home.

*Guy*





## Wild Atlantic Way

by Neil Spencer AO Leics & Rutland

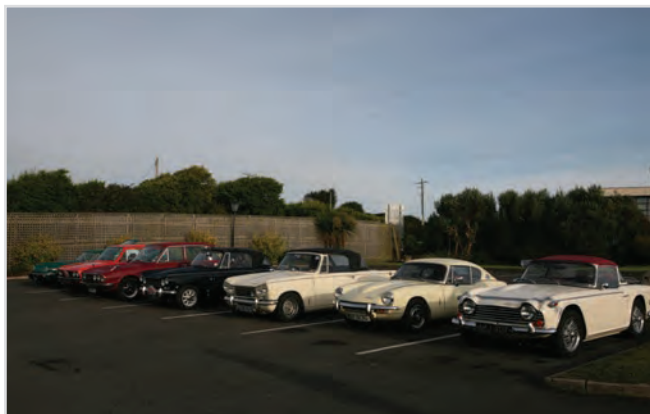
On the morning of 22nd September 7 cars from the Leicester & Rutland group set sail to Dublin to drive the Wild Atlantic Way in Eire. We had Steve and Dee in a TR250, Steve and Pat in a Mk 3 GT6, Chris in a Mk 2 GT6, Gary and Becky in a Vitesse, John and Jan in a Vitesse, Mike in a Dolomite and me in a 2500S.

Several cars had been subject to last minute repairs of some sort and there was a few nervous drivers setting out from Leicestershire

only been on the road for a few weeks after a complete nut and

Mike had some electrical work to sort out on the Dolly a few days before going.

My S was without a diff the week before we left and I was messing with my Dolomite as a



on the Thursday to Hollyhead for our overnight stay near the docks.

Steve and Dees TR250 had

bolt rebuild lasting a few years. Just 3 days before leaving Steve had the diff out resetting everything!

**"As the group leader I was given a suite! My room was enormous with 10 chairs, a dining table, a coffee table, a bookcase, a bureau, sideboard, dressing table, and more."**



## Certainly 'Wild'

possible back-up car, and Gary and Becky were racing against time to sort out some jobs on their Vitesse.

We all made it on time with the only hiccup being a lost wiper arm on the TR. A quick diversion to a TR specialist found a replacement for this but Chris did a quick detour to Howards house and stole a wiper arm from his TR6 as he wasn't coming with us.

We arrived in Dublin at around 12.00 and made our way around the M50 and out across the middle of Ireland. I had made this journey before but all the roads were new to me as I hadn't been for 25 years. We arrived at the Connemara Coast Hotel in Galway around 6.30 after queuing in Galway for over an hour! The hotel was absolutely stunning!

As the group leader I was given a suite! My room was enormous with 10 chairs, a dining table, a coffee table, a bookcase, a bureau, sideboard, dressing table, and more. It has 15 light fittings not counting the bathroom! We had a lovely

evening meal and after a visit to the bar we all crashed out in our rooms.



The next day, Saturday, we all had a massive breakfast and set off on our first day driving the Wild Atlantic Way.

Most of us did the Southern half of the Connemara Peninsular stopping off at various points along the way. Some did the Northern half first. On the Sunday Chris, Gary & Becky, Mike and me did the Northern half making a few detours when we spotted any interesting looking roads. It was fabulous and the scenery and driving were out of this world!

Notable highlights were the road from Toombeola to Ballynaboy that wound its way through marshes and mini loughs and didn't have a single straight bit of road on it.

We also did Lettermore Island and down to Gorumna Island and finally down a dirt track to Golam Head though that bit





was too much for most cars so 5 of us got in to my S with it's high ground clearance and headed off though Gary did it in his Vitesse too.

The Sky Road was another spectacular drive and it just got better and better as we wound our way along cliff edges, mountains and coast roads with very little traffic along the way. At around 4.30 on the Sunday we arrived at Westport, a town that was celebrating it's 150th birthday and in typical fashion the Irish were having a party. It would have been nice to stay but we had a 2 hour drive home back to Galway.

On Monday morning it was time to move on to our next hotel in Killarney and that journey took us through another 200 miles of spectacular countryside to our next hotel that was even more spectacular than the first.

This hotel was our base for the next three nights giving us two full days in the area before we had to move on.

After breakfast on Tuesday morning we set off around the Dingle peninsular. I was on familiar ground now and was enjoying every minute of the

drive. We drove around in a clockwise direction with our first stop being Inch which has a spectacular beach. For those



that remember the film Ryan's Daughter this is the beach used for filming. Three of us drove down on to the beach which is allowed and we soon drew a small crowd of Americans and Irish who we could have talked to all day. We then moved on to Doonmanagh Castle where we caught up with Gary and Becky in the Vitesse and Nick and Becky2 who were in a BMW Z4 from Northampton. They had set off in a classic Lancia but only got a few miles from home when a Transit van

hit them! No major damage but they were unable to proceed in the Lancia so went home for the BMW instead.

From there it was down to Dingle for lunch, then around to the furthest point on the peninsular, Sleat Head. The "out of this world" scenery and driving just did not stop! By this time we were getting the hang of it and were darting off down little side tracks that were off the official Wild Atlantic Way route and we were finding awesome little places all along the way. We found a tiny port in Ballydavid used by the Vikings. No buildings, no people, just natural

beauty beyond compare!

All roads West of Dingle go through Dingle so we made our way back to Dingle and through the Connor Pass. I'm a little lost for words to describe the highest point of the pass! It's unreal and even though I've been before it still had me mesmerised with nature's beauty and it's power with the wind that was difficult to stand up in.

Next was around Tralee Bay to Camp, then across the mountains again for mile after mile of deserted roads (single track)





apart from the sheep! We finished the day with a drive back down to Killarney to our hotel. Next morning it was another huge breakfast then off around The Ring Of Kerry.

This time we did the route anti-clockwise working our way around the coast to the very Western end with a detour down to the ferry across to Knighstown on Valencia Island. This is where the first transatlantic telephone cable started, going all the way to Newfoundland in 1858.

A tour of the island brought us to the bridge back to the mainland at Portmagee.

Another detour at Ballynahow to the Cliffs of Kerry with a view

darting off on any road that looked interesting and we were never disappointed. Eventually we headed up through Molls Gap, Ladies View and Killarney National Park back to our hotel. We made many stops along the way and arrived back late, tired and happy.

Thursday morning it was time to leave our hotel and set off to Waterford via County Kerry again along the coast road where possible. Waterford was our last night stay before we headed back to Dublin on the Friday to catch our evening ferry back to Hollyhead. We took in Wexford and Blackwater though some took a more direct route and Steve and Dee



of bounce on the rear suspension. Steve and Pat stayed in Dublin for a few days before heading off for the Northern coastal roads to continue their stay.

We arrived back in Hollyhead around midnight with some people wanting an overnight break at a hotel but Chris and I drove on through the night to our homes.

I drove 1725 miles according to my speedo with no problems and averaged 31 mpg. Other cars did better mpg with some doing around 35mpg. Not bad for old bangers.

I would strongly recommend this trip to anyone but bear in mind the long miles each day. The cost is obviously high but worth every penny.

The hotels are out of this world as is the scenery and the hospitality of the Irish people.

My only point to note would be take your time and don't be afraid to divert off the main Wild Atlantic Way routes.

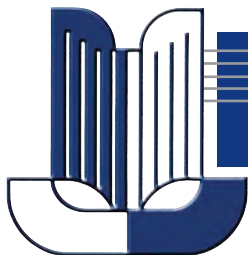
The roads can be very tempting to test your car and driving skills but you will miss the best of the scenery.

You will see much, much more this way.



out to Puffin Island and the Skellig Isles. We continued around the coast constantly

took the motorway in the TR250 due to a broken suspension arm that was causing a bit



# TSSC OFFICERS

## Triumph Sports Six Club

**NB.** Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given

### HERALD 948/1200/1250

**Colin Lindsay**, 6 Old Mill Road Scarva Co. Armagh BT63 6NL  
Tel: 02838 832453. e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

### HERALD 1360

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### SPITFIRE Mk IV/ 1500

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### 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](mailto:vitesse@tssc.org.uk)

### GT6 MkI/ II/ III

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

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# TSSC

## Area News Review

February 2018

### Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



SUNDAY 11<sup>TH</sup>  
FEBRUARY 2018

National Agricultural Centre Stoneleigh  
Warwickshire, CV8 2LG (4 MILES FROM JN.15, M40)  
9.30am-4pm



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# AREA DIRECTORY

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.

**DIRECTORY CHANGES TO  
AREA LIAISON OFFICERS**  
**DI ALLEN, NIGEL HILL**  
**TEL: 07976 163006**  
E-MAIL:  
**nigel.hill@hotmail.co.uk**

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

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

## SCOTTISH AREAS

<b>SCOT CENTRAL</b>	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691	Harvester, Springfield Quay, GLASGOW.G5 8NP	1st Thurs. 7.30pm
<b>SCOT N. EAST</b>	Danny Stroud: 07823 539047	Various - see report in Area news	Last Thurs. Eves.

## NORTHERN AREAS

<b>CHESHIRE</b>	Henry Jones: 07779 878125	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.30pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun.12 midday
<b>MANCHESTER</b>	Wayne & Anne Ash: 07770 565670	Joshua Bradley, Stockport Road, Gee Cross,	1st Tues.
<b>NORTH EAST</b>	Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent : 07773 440201	STOCKPORT, SK14 5EZ The Travellers Rest	7.30pm. 1st Sun.
<b>LIVERPOOL</b>	Deryck Beadling: 07939 068976	WITTON GILBERT DH7 6TQ	7.30pm.
<b>LANCASHIRE</b>	Alex Cain: 0151 222 2366 Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Vikings Landing Stonebridge LIVERPOOL L11 2BD Canberra Club (BAE systems) Balderstone BB2 7LF	1st Tues. 8pm. Last Tues. 8pm.
<b>WIRRAL</b>	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
<b>NORTH YORKS</b>	Richard Briscoe: 07766 354449	Greyhound Inn - RICCAL YORK. YO19 6TE	4th Tues. 8pm
<b>SOUTH YORKS</b>	Richard Oakes: 07702 492349	Crown Inn - Barnburgh, DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
<b>WEST YORKS</b>	Alan Heaton: 07944 909823	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Roger Buck: 07970 619149 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 7.30pm.
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 6.30.pm
<b>LINCOLNSHIRE</b>	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTS</b>	Nigel Hill: 07976 163006	Sandy Pate Sports Bar, Mansfield Town FC. NG18 5DA	3rd Wed. 7.30pm
<b>NORTHANTS</b>	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>OXFORD</b>	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Duke of Cumberland's Head - CLIFTON. OX15 0PE	3rd Tues. 7.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Five Horse Shoes, BARHOLM STAMFORD. PE9 4RA.	2nd Mon. 8pm.
<b>SHROPSHIRE</b>	David Embury: 0770 1049881 Simon Morgan : 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN.	3rd Wed. 7.30pm.
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	Bill Bate: 07887 605778	
<b>WEST MIDLANDS</b>	Chris Allen: 07505 110922	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WORCESTER</b>	Vicky Kitchen: 07745 299457	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT	3rd Wed. 7.30pm.
		The Nightingale - Spetchley, WORCESTER. WR7 4QS	1st Mon. 7.30pm

## WELSH AREAS

<b>NORTH WALES</b>	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
<b>SOUTH WALES</b>	Alan Gourley: 07802 204068	Six Bells Inn, Broadstreet Common, Peterstone CF3 2TN	Last Tues.7.15pm

## EASTERN AREAS

<b>CAMBRIDGE</b>	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	Allan Jannaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
<b>M25 EAST</b>	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
<b>NORFOLK</b>	Mike Carroll: 07828 103064	The Good Intent - HORNBURCH	April to October
<b>SUFFOLK</b>	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA	2nd Mon. 8pm.
		Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	Doug Hogg: 07707 288233	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.
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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 - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Hart & Magpies- BUCKS. HP7 OLU	3rd Wed. 8pm.
CANTERBURY	Derek Hewett: 07749 232024	The Granville, Faussett Hill, CANTERBURY CT4 7AL	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Raven. HEXTON, HITCHIN SG5 3JB	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Moody Mare - Seven Mile Lane, KENT. ME18 5QY	Last Tues 7.30pm
NEWBURY	Lloyd Garvey: 01635 255159	The Royal Oak, London Rd, FLIMWELL. TN5 7PJ	Last Wed at 7.30.
SOUTHERN SURREY	Mike Goolding: 01252 722432 Clifford Darby: 07900 657176	The Cottage, Bucklebury. READING. RG7 6QJ	2nd Wed. 7.30pm
EAST SUSSEX	Ian Gordon: 01273 813691	Fox & Hounds, Donnington. NEWBURY. RG14 3AP	4th Wed. 7.30pm
WEST SUSSEX	Nigel Ayre: 01403253034.	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
THAMES	Mickey Hazell: 07773 623807	Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	Last Tues. 8pm.
		The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
		George & Dragon, Dragons Green - HORSHAM RH13 8GB	3rd Thurs Eves.
		Fairmile Inn, Portsmouth Rd, Cobham KT11 1BW.	1st Thurs. 8pm
		George Inn - 29 Windsor Road, WRAYSBUURY. TW19 5DE	3rd Thurs. 8pm

## SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrighton: 0744 3641162	The Wishing Well - CODRINGTON BS37 6RY	1st Tues. Eves.
CORNWALL	Carol Coventry: 07979 464643	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599	Claycutters Arms, Chudleigh Knighton TQ13 0EY	3rd Wed. Eves.
NORTH DEVON	Darren Groves: 07806 351499	Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Martin Hughes: 07760 384236 Derek Giles: 01934 515376	Aviator Inn - Staverton, Gloucs Airport. GL51 6SR	3rd Mon. 8pm.
SWINDON	Guy & Suzie Singleton: 01672 514241	Puriton Inn, Puriton, BRIDGWATER, TA7 8AF	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	The Village Inn, LIDDINGTON, SN4 0HE	3rd Weds. 8pm
		Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

## OVERSEAS Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
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SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221





## ALO REPORT ANDOVER . . . AVON . . . SOUTH BUCKS

**TSSC AREA NEWS**

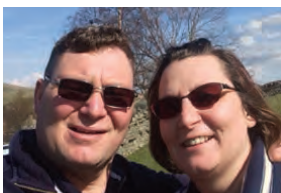
**AVON** Tel. 01454 313768/07816 952524  
email: davidstroud.lpcs@outlook.com



### AREA LIAISON OFFICERS

email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)  
Tel. 07976 163006

To those areas that have not yet registered please arrange for your form to be signed and to be sent in Asap. it is very important to register your area as we say each year being registered gives you insurance on your area venue and any events you organise.



The **annual AGM at HQ is Sunday April 15th** we need any questions you have sending to us by **February 19th**. Also if you do have any issues, complaints etc please contact Di or Nigel on our Mobile or email as above, of anything you wish to discuss.

We are all volunteers who have the privilege of being part of a great classic car club. If we do not know the answers straight away we will always find out the answers and get back to you.

The Triumph Sports Six Club Calendar is now available on download from the Club website homepage, it is a generic Calendar that is available to all members.

Looking forward to some fantastic events this year, we are off to Le Mans this year and looking to do a road trip in April with a bunch of classic car petrol heads.

We hope to See you all at the AGM.

*Di & Nigel*

### ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)  
e-mail: [spitfires@cadley.org](mailto:spitfires@cadley.org)

We had a very good evening at the Chalkhill Blue for our Christmas meal, good food and good service. The only shame being that they are so much busier now than when we were first there so rather noisy and not always easy to hear what someone a couple of seats away may be saying - or was that just me (Suzie) with my poor hearing?

We were pleased to be joined by Andy for his first Christmas extravaganza with us, it was also Tim and Helen from the Swindon Area's first visit to Andover and first Xmas bash, we hope they will now venture out towards Andover occasionally on an ordinary Club night.

I think spirits were raised by the variety of wonderful gifts received around the table, so catching everyone in a good mood we tried to persuade the assembled company that someone else should take over but somehow our names got put on the form so we're sorry to say you are stuck with us for another year!

#### Next events:

**Thursday 8th February - Regular meet at The Bell, Weyhill, SP11 0PN**

**Sunday 11th February - Triumph and MG Spares Day at NAC Stoneleigh, CV8 2LG**

*Gay & Suzie*

### IMPORTANT NOTE

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

A Happy New Year to you all, from all members here in the Avon branch and now that the festive season is well behind us, it's time to plan for the forthcoming season of rallies and shows.

We will be revisiting some of our regular favourite events and hopefully some new venues.

This month's meeting was well attended & hopefully not just for the excellent steaks that are consumed during the evening.

By the time that this issue comes out we will have made our annual visit to the local pantomime, where I am sure all of us will have been on our best behaviour.

There are a few events that I can confirm that we will be attending this year. Firstly, on **Easter Sunday** some of our members will be attending the **Weston-Super-Mare car rally** which is held on the sea front.

Then on **Easter Monday April 2nd** we will be attending the **"Coleford Festival of Transport"**, which over the past years has proved to be an excellent day out.

Also we have decided that for the **"Drive It" day**, we will be travelling to the **"Classic Car Hub"** which is in the Cotswolds near Bibury in Wiltshire and hoping for some decent weather. Hopefully by the next issue of the Courier I should be able to give a more compressive list of events.

Above is just a small selection of our members cars, ready for the forthcoming season.

*Dave*

### SOUTH BUCKS

Tel. 07818 052276

e-mail: [varsas20@yahoo.co.uk](mailto:varsas20@yahoo.co.uk)  
[www.tssc.org.uk](http://www.tssc.org.uk)

Hello all. The Christmas meal went very well, with good food and even better company. My first ever T.S.S.C. visit was at a Christmas meal, and I have not missed one since, so I do enjoy them. This years was no exception, with good food and even better company. Three of us went in the Stag which struggled to get up to temperature in the sub-zero conditions but was great to drive after such a long gap. Thank you all for attending.

Our December meeting capped a great year of meetings, and we got to see Simon's TR7, which garnered a small round of applause as it's lights popped up when he left. TR7's are the only Triumph's I remember seeing as 'normal' cars, rather than classics and I think they look very smart even now, especially in Coupe form.

We have decided to try a different venue for our meetings, so until you hear differently we will be meeting at the **Hart & Magpies pub**. This is located on the main road between **Amersham and Beconsfield, at postcode: HP7 0LU**. This pub is bigger, as is the car park. The dates stay the same, the **third Wednesday of each month**.

Our **February meeting is on the 21st** from 8pm on-wards. I'll see you all there.

Regards

*Daniel*

## CAMBRIDGE CHESHIRE . . . CORNWALL

**CAMBRIDGE** Tel. 07795 436149  
e-mail: [cambridge@tssc.org.uk](mailto:cambridge@tssc.org.uk)

We managed two Triumphs in the carpark of the Plough at Fen Ditton. Toby brought his Hurricane but for once actually had his roof up in the freezing weather. Rob, on the other hand had the roof on his Vitesse down, showing us all how it should be done. Vinnie made it up to Cambridge from his new place south of Gatwick and it was great to see him after these months. New faces Andrew, who has discovered he doesn't fit into his Gentry now it's reaching completion, and John who is looking for a GT6, were both seeing what the fuss was about and whether they should fill out membership forms; hopefully we showed them why we're in the TSSC. Toby talked to the dozen of us who'd listen about his planned event for cars from the area up to the North Coast 500 and a number of us plumped for the deposit to confirm our places. The next meetings are **Monday the 5th of February, then Monday the 5th of March.**

*Tom*

**CHESHIRE** Tel. 07779 878125  
[www.tssc.org.uk](http://www.tssc.org.uk)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

There hasn't been that much Triumph activity over the last month, but there has been some. Our Paul has made a little progress on cleaning up the diff (I think the Bond) and fitting new oil seals. Meantime our man in Crewe has applied some brazing to his bonnet and is very pleased with the result. Apparently the deal was that he should replenish the MAPP gas (or is it MAP gas?) in the brazing kit as was agreed when the kit was loaned out. This resulted in said man from Crewe discovering that a certain emporium has a branch in Crewe, just down the same road as the Probation Service. It also appears that said man from Crewe went to work in his Spitfire one day in the last month or so, and thoroughly enjoyed the experience.

Our Roger has inherited an iPhone from his other half, as the other half has bought a more modern (and much more expensive) iPhone. Roger has noticed that his 'new' phone has a camera on it, but not much more.

A Haynes model of a V8 engine materialised at our meeting. This engine was constructed from a kit which consisted of over 250 parts, of which about 100 were little screws. It was pointed out that there were several differences between the model and a Triumph V8, including the ability to remove the cylinder head(s) without resorting to a tool made from large pieces of battleship thickness steel. After a lot of cajoling, at least one of the assembled crowd also noticed that the crankshaft configuration was different. And no, it was not a Christmas present. We also talked about hub pullers and layshaft bearings, during which some of the crew fell asleep.

Our Paul was (once again) the only one of us at the meeting in a Triumph, this time the Acclaim. It did sound a little rorty on its arrival, but I am assured that the exhaust system does not have any leaks.

We may go to **Stoneleigh on the 11th of February, for the MG and Triumph Spares Day** (or, as the Club calls it, Triumph and mg Spares Day). After the experience of the Restoration Show last year, I shall carefully study the floor plan prior to committing to attend, as said plan indicates how many halls are occupied by the show (although not how many heaters are deployed).

Finally I note that the Snagfordshire AO spotted a flying pig when he mentioned completion of his Vitesse, or in his words 'put back together', which isn't quite the same thing as completion. I tried to contact Macclesfield No1 Flying Pig Squadron to see if they knew anything about this recon-

## TSSC AREA NEWS



naissance flight, but they were very rude and told me not to ask such silly questions again.

Our next meeting is on **Thursday 1st February at the Cock and Pheasant**. See you there, 8:30 as usual.

*Henry*

**CORNWALL** Tel. 07979 464643  
e-mail: [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)  
[www.autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

Hi All. Some news firstly from December last year! Our Christmas party on Saturday 9th saw 30 members attending. We meet at 12noon at the Gallon Inn Fowey, a rather cold Inn as the boiler broke down, but it did not stop us starting our festivities. A lovely lunch was had, then a stroll around the town to pick up those last minute pressies and of course getting warm and replenished in those Cornish Inns, lots to choose from in Fowey, Wendy and I went in quite a few to find her husband and the rest of the gang! It was then time to stroll up to The Fowey Hotel to meet others who had arrived. We meet in The Gin Bar for a complementary Tea/Coffee to have a natter, the afternoon passed quickly and it was time to get our glad rags on for our Dinner and Dance. Meeting in the Bar at 7pm but this time not in woolly hats and scarfs, all in our best attire, we all scrub up well!

I had the job of organising this event, which I do not mind in doing so, but one bit I'm not that keen on is to do the seating plan! I did not have to worry though, everyone seemed to be very happy and a bit surprised by their Christmas card from me. This year I gave each couple a small wooden art easel with a framed canvas picture of their car, with menu choices by the side. Get them out next year guys, I'll use them again, nothing like recycling! A splendid meal was had with good laughs on every table. The music started and the dance floor was filling up, some members retired to The Gin Bar while others enjoyed the dancing. I thoroughly enjoyed this lovely boutique hotel, they looked after us very well. The end of the evening was soon upon us, with most members staying the night, we gathered in the morning for a good hearty breakfast whilst saying our goodbyes, admiring the view of the River Fowey and Polruan. Same venue for next year? let me know your thoughts.

That's all the news I have for this month, please send me your news of your adventures with your Triumphs. Happy and Safe Motoring Everyone

*Carol*

**Onto other events coming up soon:**

**February**

**Sunday 25th** Malc and Claire's car run with lunch out, if you have not booked and would like to join us, just get in touch with me.

**March**

**Thursday 8th** Club Night at The Hawkins Arms Zelah from 8pm

**Sunday 25th** Jo and Steve's car run with lunch out, email to follow



### COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks. A happy & prosperous new year to all of you.

A quick catch up on November & December as promised on the last newsletter starting with the Heart of England meet at the Griff in Bedworth on Sunday 12th November, not a bad turnout of about 20 cars considering it was quite cold, so after a quick peruse of the cars it was into the bar with the rest of the clan for a very cheerful noggin and natter.

The next Sunday the 19th was our Dalos Day Run planned by Steve & Sharon with 13 of us in 7 cars taking part, the run was up to Steve & Sharon's usual excellent standard starting in Nuneaton before heading out into Leicestershire taking in the picturesque villages of Claybrooke Magna, Frolesworth, Cosby, Leire and many more before concluding at the Odd Fellows in Higham on the Hill for an excellent carvery, the weather held for us so it was hoods down all the run, once again a great day out in great cars and great company well done Steve & Sharon.

The following Sunday the 26th was the classic car meet at the Barn Restaurant, Willey which we did not attend as we were putting up our Christmas Decs, Rikk & Paul & Joan did and there was a reasonable turnout but rather a long wait if you wanted a coffee etc, lets hope the service improves.

December events started with the annual Heart of England Buffet Dance at Bulkington Workingmen's Club on Friday the 2nd, there were 17 of us in our group, a very good turnout, the buffet was excellent again, well done Turbo Tommy, Sandra & co, a good social night out in a worthy cause with all proceeds going to Mary Ann Evans Hospice.

The next day Saturday 3rd it was off to the TSSC headquarters in Lubbenham, we met up with Rikk & Jeanette, Mike Hadley, Rich & Shirley at the Elms in Lutterworth to travel in convoy, we were greeted with the usual warm hospitality by Staff at HQ, managed to pick up a couple of bargains from Bernie's clear out and collected our pre-order from the shop before participating in the refreshment provided in the bar. After a catch up with everyone it was off to have Sunday lunch with Rikk & Jeanette in a hostelry on the way home.

Tuesday the 5th our monthly meeting at the Bull & Butcher, Corley Moor, embraced our annual Christmas Fayre in the restaurant, a great turnout of 27 all in festive dress enjoyed an excellent meal and the service was first class, Ann & the staff did an amazing job to serve so many so quickly. We held a raffle on the night which raised £41 for club funds, a special thank you to Ann the landlady for donating a superb festive hamper as one of the prizes. Also a thank you to everyone there for making it a fantastic



night, hope you all enjoyed it as much as we did.

We didn't go to the Heart of England meet on Sunday 19th due to the heavy snowfall, at least 6 inches deep, so we presume it was called off. However most of the snow

had disappeared by the following Sunday enabling our Dalos Day run to go ahead. The run was planned by ourselves starting at the Sparrow, Combe Fields Road, Ansty, before heading towards Rugby via Brinklow, Cathron and Newbold, from Rugby we headed towards Northamptonshire before

taking a very scenic route via Stanford on Avon to our destination at the Crown in Gilmorton, Leicestershire for our lunch, only 10 of us this time in 4 cars and it rained throughout the run, still the company and food was good so another great day out, we will do this run again in the summer. Also in December we acquired Phil's next project a Mk3 GT6 which had been standing garaged for the last 32 years. A very big thank you to a genuine gentleman and TSSC member from Tamworth.

The New Year started with the MVPS New Years Day Run starting at Morrisons in Binley where over 20 classic cars arrived before heading off on a circular run around the Rugby area and finishing at the Smithy Arms in Church Lawford for lunch and we must say they did an excellent job taking care off approximately 70 of us converging on them at once. In our group was Rikk & Jeanette, Paul & Joan, ourselves and we were also joined by Mike Papworth in his TR, good to have you joining us Mike. Many thanks to the MVPS for planning the route and letting us join them.

At our monthly meeting on Tuesday 2nd at the Bull & Butcher, Corley Moor on a horrible cold wet and windy night there was a great turnout with 17 enjoying a meal in the restaurant pre-meeting before joining 4 more in the snug for the meeting. The meeting followed the normal jovial disorganised chaos.

The Heart of England meet at the Griffin Inn Bedworth on Sunday 14th January will be the last one held there before moving the event to Bulkington Workingmen's Club from February onwards.

January Dalos Day Run to be held on the 21st is being planned by Steve and Sharon and will start at Amid Palace layby on the A444 at the usual time of 12.15 ready to leave at 12.30pm Must know numbers by Wednesday 17th Any volunteers to plan the February Run?

Just a reminder for the Darts/Skittles/Quiz night on March 14th, need to know numbers and monies to be paid by our February meeting.

Well that's all for now folks lets have a Triumphant year, keep your eyes on the forthcoming events and don't forget you don't have to be a TSSC member to join us so bring your friends along to any of the events.

*Phil & Lyn*

### Forthcoming Events :-

#### January

**Sunday 28th Barn Restaurant Classic Car meet, the**

**Barn Restaurant, Willey, Nr Lutterworth from 11.00am**

**Tuesday February 6th our monthly meet at the Bull & Butcher Corley Moor, 7.30pm.**

**If you want to join us for a meal in the restaurant beforehand be there for 6.30pm.**

**Sunday 11th February Triumph & MG Spares day at Stoneleigh see courier for details**

**Sunday 11th February Heart of England meet at Bulkington Workingmen's Club, Chequers Street from 11.00am**

**Sunday February 18th Dalos Day Run Details to follow.**

**Sunday 25th February Barn Restaurant Classic Car meet Willey, Nr Lutterworth.**

**Wednesday March 14th Darts/ Skittles/Quiz night at the Queens Head Bretford, 6.30pm we start throwing at 7.00pm. £10 a head includes hot buffet must know numbers and have monies by our February meeting.**

**Sunday April 15th TSSC AGM Lubenham**

**Sunday April 22nd Stilton Run Jim Barry**

**jim.barry@ntlworld.com Tel 01536 724512**

**Mob 07952 398638**

**W/E 5/6/7 May Rusden Cavalcade**

**www.rusdencavalcade**

**Sunday 10th June Nuneaton Carnival**

**Details to follow.**

**W/E 27/28/29 July TriumFest uk at Shelsley Walsh, see Courier for details.**



## CUMBRIA . . . DEVON

### CUMBRIA

Tel. 01229 474077

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

13 of us gathered at the Kellbank, Gosforth, for Xmas dinner on the 17th December. The carvery was excellent and very reasonably priced compared to some of the venues we have used in the past. We had the usual secret Santa and many liquid raffle prizes. No fines had to be paid this year as everyone including me had an Xmas jumper on. There is always a first time for some of us.

The meeting for **January 28th** will be at the **Beehive, Penrith**. **February 25th** meeting at the **Pennington Arms, Ravenglass**. **12 Noon for lunch**.

I have just heard from the Scotland group that they are coming down to Cumbria for the **Drive it Day weekend, 20th - 22nd April**. They will be staying at Ravenstonedale which is on the Tebay to Kirkby Stephen Road. If everything works out we will be meeting up with them at some point, probably on **Sunday 22nd for Drive it day**. Safe motoring

*Roy*

### DEVON

Tel. 01548 821348

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

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or e-mail : [nigelk57@gmail.com](mailto:nigelk57@gmail.com)

Facebook - TSSC Devon

Just before Christmas we had a pretty good meeting at the Claycutters, with around 20 people coming along. Together with our regulars, it was lovely to see Shaun & Brenda there. Family Treleven were out in force, with Sarah's baby due imminently. Nigel and I went through some of the events coming up, and it looks to be a busy year for us all. He has done a grand job listing local shows on the website [www.tssc-devon.org.uk](http://www.tssc-devon.org.uk) under events, and this may well be the best way to get hold of the myriad entry forms which will be available.

We were so lucky with the weather for our early January meet-up. Not as frosty as the day before but still pretty nippy. Meeting up at Chudleigh car park were a total of 12 Triumphs which is great for this time of year. We counted 3 Heralds, 2



Vittesses, 2 Dolomites, 2 Spitfires, 2 Stags and Tim's Burlington which, together with the moderns out, made a total of 44 people in all. Dan & Jaz had planned a lovely route, tak-



ing in narrow and, at times, wet and muddy lanes some of which we had never seen before, and some faster (and cleaner) roads to finish. After an initial and very early navigational error made by the vast majority of us, we did an about turn in Chudleigh to some very odd looks from people, and succeeded in finishing the rest of the run without getting lost. There was a fair bit of sympathy for the driver who chose to

## TSSC AREA NEWS



reverse for a pretty long way when faced with a barrage of Triumphs in one of the narrower lanes but he was smiling widely when we passed him. We met up with more at the pub where Allan & Jackie had booked the meal, including Eric, Janet and Ben who had come from Somerset to join us. This year however the 'furthest travelled' went to Lilian & Morten from Denmark – OK they may not have come over specially - and it was lovely to see them again. Tim was the bravest with no top on the Burlington whilst a brave Lilian was well wrapped up, whilst the rest of us made best use of our heaters. Lots of younger 'members' out too, with Robbie & Ruby joining Alex & Emily, and Ben who is Janet's grandson.

We do love our drives out and we have some spectacular scenery in Devon to enjoy.

### COMING UP IN DEVON

Steve Woollett has kindly volunteered to organise **February's run on Sunday 4th**. Sounds lovely, from the Dart to Start! a tour through the lanes of the South Hams with a beautiful coastal road to finish. Starting at 10 am at the Dartbridge Inn on the A384 at Buckfastleigh TQ11 0JR where breakfast or coffee will be available for the early birds. Finishing for lunch at noon at the Start Bay Inn at Torcross, a spectacular location with good food. You should already have booked through Steve Woollett as numbers were needed by the end of January on **07870 587713** [stevewoollett@hotmail.co.uk](mailto:stevewoollett@hotmail.co.uk).

**Club Night in February** will be at the **Claycutters Arms, Chudleigh Knighton on Wednesday 21st, as usual on the third Wednesday of the month**.

**Sunday 4th March** we are planning a run in **MID DEVON. Meeting at 11am at Crediton Leisure Centre and finishing with lunch at the Ring of Bells at Cheriton Fitzpaine**. This one being organised by Keith and we are hoping that some North Devon members may come along.

The visit to **HMS Triumph** – the biggest Triumph around – we are hoping will be **25 March** but note numbers are expected to be strictly limited, so first come first served on this one, and there will of course be some security matters to adhere to. More details on this will be emailed and put on the TSSC Devon Facebook page.

Nigel and Darren (N Devon) are liaising with a view to having a joint lunch on **Drive it Day on Sunday 22 April**, more on this later.

We are hoping that a big group will again be crossing the Solent to the **Isle of Wight weekend from 4 – 6 May** and if you are lucky there may be caravans still available to book. **TriumFest** will be closer to us this year, at **Shelsley Walsh Hill Climb near Worcester**. We are making a weekend of it and have already booked our accommodation!

### DEVON DIARY

**Thursday 1 February North Devon Meeting at the Crealock Arms, Littleham**

**Sunday 4 February Run from Dart to Start**

**must book by 27 January see above**

**Wednesday 21 January Club Night at the Claycutters Arms TQ13 0EY**

**Sunday 4 March Run from Crediton for lunch at Cheriton Fitzpaine.**

*Sue & John*

## IMPORTANT NOTE

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



## DEVON NORTH . . . ESSEX

### TSSC AREA NEWS

**DEVON NORTH** Tel. 07806 351499  
e-mail: [darren@tssc-devon.org.uk](mailto:darren@tssc-devon.org.uk)

Date: Thursday 4th January

Venue: Crealock Arms, Littleham. EX39 5HN.

First meeting of the newly arrived 2018 was attended by the hard core North Devon regulars, most people still weighed down by too much Turkey & Chocolate I suspect. No Triumphs in the car park this month, my Herald is still upon axle stands; the rewiring is all finished, clutch judder hopefully fixed with a new release bearing and deglaze of the friction plate. I still have the rear half shafts off, but the wheel bearing & UJ's all done, found a leak on a diff output shaft when removing them, new seals mean removing the bearing so decided to fit new. Just waiting for some decent quality ones to arrive to reassemble the rear end, then front wheel bearings to do, which is a quick job then she'll be back on the road.

Alan & Janet are still down to the single Spitfire, which is also in bits to do some winter jobs. Alan is on the lookout for his next project, he's watching a TR3 in Exeter at the moment but it's in need of some serious TLC, right up his street, we look forward to hearing if Alan takes the plunge.

Quite often we find out something interesting about Janet, my favourite to date has been her believing in aliens, but this month we discovered she had an allergy for Swede....I Googled it, must be pretty rare as nothing else came up.

The final calendar was handed over to Andy as he missed the December meet, we all reminder Andy that he has a Drive it Day deadline to get his TR4 on the road, he's been spending some time on it recently getting a few of the fiddly jobs done, interior trim is the next big thing, will he make it?

2 Stag owners in Bob & Simon also at the meeting. Simon is still trying to fix his wipers that once started don't want to stop. Common issue on Stag's apparently, but nobody seems to have come up with a suitable fix, many just add a discreet kill switch.

Mike & Irene made the trip up from Brixham, Mike was disappointed there were no Turkey Panini's on the menu, so had to settle for something more conventional.

Last but not least, Malcolm was there, finally he's put a new battery on his Spitfire after getting some ribbing over the recent months. When your battery conditioner can't keep it topped up, then you know it's time for a new one, Malcolm doesn't like rushing into any impulse purchases.

Sue & Nigel down in the south have been working hard as usual to put together a varied calendar of events for 2018; do check the website for details:

<http://tssc-devon.org.uk/events/calendar.html>

North Devon events for this year include:

**Sun 22nd April: Our annual North meets the South run, this year at Ruffwell Inn, Thorvorton.**

**Sun 20th May: Drive to Lynton & Lynmouth Cliff Railway.**

**Other North Devon events to be confirmed:**

Andy has kindly offered to host a BBQ at his house during the summer and we are hoping to repeat our drive up to the Kings Arms in Georgeham, more details of both of those coming soon.

Date of next meeting: **Thursday 1st February 2018**

*Darren*

### IMPORTANT NOTE

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

## ESSEX

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### TSSC ESSEX AREA

#### 40TH BIRTHDAY CELEBRATIONS

**Fri 6th – Sun 8th April 2018**

**STAY AT: The Campanile Hotel, A127 Southend Arterial Road, Pippas Hill, Basildon SS14 3AE**

*A Weekend of Enjoyment & Celebration*

**Friday: Meet & Greet at Hotel**

**Saturday: Drive out, Buffet lunch then back for evening dinner & 1970's Themed Disco**

**Sunday: Drive out to North Weald Airfield**

**As we are Celebrating our 40th Year we will be collecting for**

**Essex & Herts Air Ambulance**

**For more information: Email [miketitchen@aol.com](mailto:miketitchen@aol.com) or [Awjannaway@hotmail.com](mailto:Awjannaway@hotmail.com)**

The weather was very much against us when we woke up on the 10th December it had snowed overnight and it was looking good for the Christmas dinner. Reports coming in from members and the snow kept on coming. Later on we got a message from Mike and Sue to say they had abandoned their trip and gone home. In the end we had to take 3 different routes to get to the cafe and the garden centre, but the rest of the club made it.

The cafe did us proud and the three course meal was excellent. Thanks to Anna for the donation of the lovely Christmas cards she made for the raffle that Janet won.

There was much talk about the up and coming 40th birthday party and plans are coming along.

The cafe gave us free mince pies and coffee and by the end of the meal we were all very full. No triumphs in the car park due to the snow never mind.

On the 16th there was a brainstorming meeting regarding 40th, thanks to Sue for lunch.

As previously said the plans are coming on. Bookings are moving nicely and the hotel is keeping the lower rate price now to the end of January. Rooms are going fast.

I have got a long way in to the route planning and Janet and I have driven the Saturday route and for the first go it was pretty good. Only slight tweaking to do and another run out to check, now working on the Sunday route.

31st December we had an impromptu breakfast run to blow cobwebs away. We got the Toledo out and it was the only tri-

**GLOUCESTER** Tel. 01702 171227  
e-mail: j.rowley269@btinternet.com  
www.tssc.org.uk/glooucester

Well here we are again, time flies but writing this seems to come around really quickly.

The area meeting was very busy (as usual) me thinks people were possibly after the much sought after area calendars, alas it was not to be the delivery was the day after, so close. Those of you that are now proud owners know how good it looks and those that don't have one yet, well you'd best be quick!

With Christmas out of the way our first 2018 trip out was to the motor hub at Bibury, we joined the Cotswold classic car club on their gathering and a good time was had by all eh Dan. There was a good number from the area on parade, probably like me glad to blast the cobwebs away, I'm sure we will be visiting there again soon.

The motor hub is part private collection and part top end classic car sales, there was plenty to see especially when you add the excellent variety of cars that turned up on the day and of course a hot coffee and bacon roll always tops it off.

The following Sunday was the Bicester scramble I didn't take a classic but Jane braved the very cold wind and turned up in her Spitfire to help swell the Oxford Area's stand and they had a good variety on there too. It was very busy and once off the edge of the airfield and among the buildings it warmed up a bit, dry but cold, it's becoming a victim of it's own success but in my opinion too many modern Porsches, keep it classic I say.

Well that's the starter and now this month there are more things to enjoy, a couple of shows on **10th and 11th** (see events) but make a note of **Sat 24th** this will be our area **Annual Dinner** so pop it in your diary, of course if you have an area calendar it's on there Just the events now so check it out and we will catch up soon.

*Andy*

**Events**  
**Sat & Sun Feb 10th-11th the great western classic automobile at the bath and west showground.**  
**Sun Feb 11th the Mg&Triumph spares day at Stonleigh park.**  
**Sun Feb 18th the filling station breakfast, Malvern.**  
**Mon Feb 19th area meeting @ the Aviator.**  
**Sat Feb 24th the area annual dinner, venue TBC.**

**HERTS & BEDS** Tel. 01582 750943  
e-mail: peter.h.lewis@ntlworld.com

Hi Folks, not a lot to say this month the Christmas dinner for 40 went well, unfortunately Colin got the lurgy and missed out at the last minute. There's a lot of nasty bugs around this month.

The program of this seasons events will be issued this month after we have a breather from festive excess. Two events pre planned are a trip to Dick Skipworth's to have a talk about his days running the Ecurie Ecosse team (42 names so far) and 32 names for the Fawley Hill steam museum of William McAlpine. Dates and departures will be in our seasons events plan.

Geof's TR6 gearbox is performing well, and I've just started on the box on my 2000, with help from Ray, it's now ready for rebuild and test of a new transmission adaptor for the trolley jack

Please find below the dates when we meet at: **8pm at The Raven, Hexton SG5 3JB always the fourth Monday each month apart from December**



umph in the Toby car park. We were joined by Brian and Jean, Mike and Marian and Bronwen with Poppy. Poppy, loved being the centre of attraction.

We are off to the Isle of Wight again on 6th to see how the gear box for the Spitfire is going and to drop off parts to Graham, any excuse to go, but only for the day.

Busy January for us as we also have guests from Somerset TSSC to pick up the bonnet Chewey purchased on eBay that we collected locally for him. So a boozy weekend hopefully when Tina and Chewey arrive on the 11th which is also our Club Sunday, so going to be fun.

1st January, Janet and I did a trial drive on the first route and it went well. We stopped off for lunch. We took the modern car for a blast so probably drove the route a bit quicker than expected. Now to start planning the next one.

**The 40th birthday as already mentioned - prices at hotel held till end of January.**

We are also raising money for the Essex air ambulance kicking off with the weekend and running for the whole year. We will be having a raffle on the Saturday with donated prizes, from sponsors. Mike Titchen has been very busy getting sponsorship for the event, thanks Mike. The rooms are going fast the hotel tells us. You need to book through the manager Tracey quoting TSSC weekend.

**Up and coming events**  
**Stoneleigh on the 11th Feb**  
**Club day on the 11th Feb**  
**Excel on 17 & 18th Feb**

**Tinkering day on the 10th, at Jannaway towers, hopefully Spitfire back together by then.**  
**40th anniversary 6/7/8th April weekend**

**Isle of Wight 4th May ( Essex staying for the week)**  
Birthdays Anna on the 8th

*Allan and Janet*





## HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . M25 EAST

### TSSC AREA NEWS

## Herts & Beds Continues

There will be local committee meeting on 8th Jan and there after we will issue a calendar of events that we plan through the season to keep you amused.

#### Area Meetings 2018

**JANUARY 22ND, FEBRUARY 26TH, MARCH 26TH,  
APRIL 23RD MAY 28TH, JUNE 25TH, JULY 23RD,  
AUGUST 27TH, SEPTEMBER 24TH, OCTOBER 22ND,  
NOVEMBER 26TH**

That's it, keep them running

*Pete*

and the Herts and Beds Team

## ISLE OF WIGHT Tel. 07842 249591

e-mail: [tssciew@hotmail.com](mailto:tssciew@hotmail.com)

[www.facebook.com/groups/786750551371248/](http://www.facebook.com/groups/786750551371248/)

Happy New Year, 2018 so soon! Our last meeting of 2017 was a long one with Christmas lunch taking a little more time than we had hoped, but we all got a free drink for the inconvenience so it wasn't all bad.

We, Elaine and Tracy, seem to have been voted in again to be your Area Organisers for another year, just the official form to get sorted now. We are finalising the dates for the brunch runs too, there are so many places to choose from with new cafes springing up as well as those we love, if you have a favourite please let us know.

By now you will have received your booking forms for the accommodation and ferries at Appuldurcombe Caravan park. We are in the process of updating the entertainment form now, so that should be available very soon. Save the dates in your diaries - **Friday 4th May to Monday 7th May.**

Some of us are going to Classic Le Mans again this year, the event at Shelsley Walsh sounds great fun too as all the other local and national events, time to get those cars out and about and meet up with friends old and new.

We look forward to seeing you soon.  
Happy motoring.

*Elaine & Tracy*

## WEST KENT

Tel. Colin 07810 102525

Tel. Del 01732 743747

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[www.tssc-westkent.org](http://www.tssc-westkent.org)

#### We have a venue change

**Moody Mare, Seven Mile Lane, Mereworth, ME18  
5WQ Last Tues at 7.30pm**

**White Dog Inn, Ewhurst Green, Robertsbridge, TN32  
5TD Last Wed at 7.30pm**

With no shows and no meetings news is thin to zero. Lucky no meetings as I was all flū'd up over Christmas so no wouldn't have made it for the first time in 6 years. In all not a bad year, but still a bit disappointed that the venue move didn't attract the Maidstone and District members. I think we'll stick with the Moody Mare, but if there's anywhere you feel better let me know. By now we will have had a Wednesday meeting at the White Dog. Be nice if there's enough room, but it's fun visiting different places anyway.

Shows coming up and Chatham at Easter and Detling on the 7th April. Still have one spare space on the club stand. Did pop over to an AutoJumble in Maidstone yesterday. Worth supporting, but more a jumble sale. Loads of stuff, not much room, but nothing of interest. So onto Facebook. Set this up

over Christmas and as today, have 18 Friends. Ideally you need an account and I can help with this if needed. Then its <https://www.facebook.com/TsscWestKent>

Now the way we will be using this is, you all have posting permission on the Timeline, the first page you'll see. Please post anything there you want to share. Posting on your own timeline won't show, needs to be our shared timeline. Then it's not only displayed for all to see, but will post out to all our Friends.

So that's it for now, **Jan meetings on the 30th and 31st.**  
Come on Spring.

*Colin*

## M25 EAST

Tel. 07938 526324

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[www.tsscm25east.webs.com](http://www.tsscm25east.webs.com)

Hi folks, I trust everyone survived their Christmas and New Year's festivities unscathed and is looking forward to exciting M25 East related things for 2018. All new year's resolutions still in place??

A quick recap before we proceed. Way back in December we had our Club Christmas Dinner, once again at the Wharf. Unfortunately, mother nature decided to dump a very large quantity of snow on the South East that morning which resulted in a few of the gang, understandably, not being able to make it. We still managed a decent turnout and took over most of the carvery area. It was good to see a few faces we haven't seen for a while and catch up. As is now the tradition Lesley made the Christmas Cake and once again she did us proud. They get better every year. Thanks luvvy, same again this year please. Well done to Andrew and Neelam, your Christmas jumpers were superb. And once again the comedy plastic moustaches sank to their usual inevitable depths of mirth - Chris !! ha ha. The evening was finished off with further drinks and nibbles at Wing Towers where we were all dazzled by the amazing Christmas lights ha ha.

New Years Eve saw a club outing, well, eight of us, at a 'Noasis' gig in Ipswich. Yes, you guessed it 'Noasis' are an Oasis tribute band, well they couldn't really be anything else with a name like that lol. It was blooming good, nice and loud, lots of singing along and a bit of dad dancing thrown in as well. After the gig it was back to Barry's and Laura's for more drinks and laughs before finally crashing out at stupid 'o' clock. Thanks for supplying bed and board for all of us you two. Oh, and the bacon rolls were bloody lovely.



So, that was 2017 done and dusted, time to get sorting stuff out for this year. The caravans are booked for the Isle of Wight weekend and the ferry times have been requested. At the time of writing they haven't asked for any money but by the time you're reading this all the deposits should've been sorted. Most of us are staying the extra day so we can have a relaxed packing up and I think a trip to Osborne House is the plan for Tuesday before catching our ferry. It will make a nice change to go away for a weekend and not have to either drag the Dandy behind or fill the car up with tent paraphernalia. It's gonna be sheer luxury ha ha.

It's this time of year that all the shows for the summer are being sorted out and so far I've managed to find a couple of new ones.

The **Leicestershire and Rutland Sunshine Rally** looks a really excellent weekend and a few of us are booked in already. Let's see if we can get a good crowd of us M25 Easter's up there. Another show that was recommended to me is the **Classic Car Boot Sale at Kings Cross**. This is a

## MANCHESTER NORFOLK . . . NORTH EAST

day full of all things retro with vintage items for sale, food stalls and live music. You don't need to be selling anything, you can just display your car if you wish but, if you've got stuff to sell what better way could there be?

Before all these great events take place I really need to get my finger out and do some jobs on our Herald. Steering column bushes, brake light switch, steering wheel refurb are all things that need sorting out. I need to get an injection of enthusiasm first to get me into the garage. There's always tomorrow ha ha.

One thing that I've been thinking of is another night out in London. We've done a few and they've always been good nights. Another pub crawl anyone ?? A couple of decent events coming up this month – the **MG and Triumph Spares Day** looks like being a boys only day out as the girls don't really relish rummaging through old tool all day and once again we've been invited to the local **Interclub Quiznight**. We've claimed the runner up spot twice now so this year let's see if we can go one better. If we don't win we can always rely on the raffle, at which we always seem to clean up.

That's all for now –

*John.*

**February Events**  
**Sunday 11th – MG and Triumph Spares Day**  
**Saturday 17th – Interclub Quiznight**  
**Sunday 25th – Monthly Meeting**

**MANCHESTER** Tel. 07954 784342

e-mail: [markkilgallon@live.co.uk](mailto:markkilgallon@live.co.uk)

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

[www.facebook.com/groups/tsscmanchesterarea](http://www.facebook.com/groups/tsscmanchesterarea)

**New Meeting Venue** The Joshua Bradley, Stockport Road, Gee Cross, Stockport, SK14 5EZ

Hi everybody. Happy New Year to you all hope everybody had a great Christmas, now time to get your Triumphs out for a clean, start up and a bit of tinkering as the 2018 season is about to start. Hope winter is a short one and spring is only around the corner.

We had a good turn out at our January meeting and managed to plan our first draft of diary of events and shows for our 2018 season, you can print a copy off from our Facebook page, if anyone has any additional ideas then please let me know and I will update the list.

We had a cracking night out at the Manchester Christmas markets as you can see from the photos, it was a foggy evening but that just made it more magical, we all wore our traditional Christmas jumpers and made merry hic hic! Next Christmas we are planning a weekend coach trip down to the Belgium Christmas Markets, we will be collecting a small deposit at the February meeting from those who want to attend the trip and we can spread the payments out over the year to make it easier for people to save up for the trip, more details on the trip will be available at the next meeting.

Hope to see you all over the coming months.

Please check the website news for updates on our forthcoming events on [www.tssc.org.uk/tssc/areanews.asp](http://www.tssc.org.uk/tssc/areanews.asp)

Also please look at our Facebook page

[www.facebook.com/groups/tsscmanchesterarea](http://www.facebook.com/groups/tsscmanchesterarea)

That's all from me, see you soon.

*Mark K*

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How quickly the year moves on. Our two New Year events the Brunch and Coastal run and our trip to Anglian Classic Car Auction are already behind us and we can now look forward to awakening the cars that have been tucked away for



## TSSC AREA NEWS

the winter from their slumber. Mine have been inactive over the winter period due to a variety of work that requires doing. The Vitesse needs the recon engine gearbox and overdrive fitting into the hole that was vacated last year and a small amount of welding on the Chassis for its MOT (yes it will still have one), the TR7 will have the recon engine fitted along with a recon 5Sp gearbox and a small amount of welding done on the rear floor and hopefully although it may be one job too many I hope to finally sort the problem with the Type9 gearbox conversion in the Spitfire.

I'll give you an update on progress via the newsletters once the weather has warmed up enough to venture into the currently freezing garage.

The last meet of 2017 ended on a high at the monthly meet as nearly everybody who attended brought their partners and an impromptu Christmas meal was enjoyed by all who partook. We shall continue to meet at **The Oak Tree, Ipswich Road, Norwich, NR46LA on the second Monday of the month** at 20:00 as this venue suits those who attend the monthly meets. I shall as is the norm arrange various events that venture into the depths of our beautiful county to enable those spread around the county to join in and meet up with other members.

These events will be advertised on the main website, The Courier, our TSSC Norfolk Facebook page and in the Newsletters that are sent out to TSSC Norfolk members.

I have recently updated the TSSC Norfolk mailing list so if you are not receiving one then drop me an email and I will get your email address added to the list and your email address at HQ updated.

Email me on [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)

A couple of dates for your February diary:

**February 11th Triumph and MG Spares Day, Stoneleigh.**

If you wish to go contact me.

Looking forward to seeing you at the next monthly meet at **The Oak, Tree on Monday 12th February 2018 at 20:00.**

*Mike*

**NORTH EAST** Geoff: 07773 440201  
Deryck: 07939 068976  
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<http://tsscncortheast.blogspot.com/>

Welcome to 2018. It has brought with it some freezing temperature's and damp weather, my car is tucked up in its nice dry garage and is getting lonely in there, I keep sticking my head in and then deciding it's too cold to be in there doing all the jobs that need doing.

Apologies for the lack of a news report last month as I missed the deadline, we had a very enjoyable evening at our December's meeting, 16 of us had a Christmas meal and afterwards one of Joes quiz's, and a charity raffle, all money raised on the evening will be donated to charity, thanks go to all who donated prize's and bought tickets we raise nearly £40

January's meeting was a funny event, as most who turned up just turned up for the crack as there was very little car talk going on, unless we organise a run or show the first event of the year should be on drive it day which is on the 22nd April, when we would normally do our treasure hunt, If Richie Eagle is still prepared to do it this year, if not I will set one myself, the following weekend is the Bobby Shaftoe Run, which is organised by Durham MG club, it starts and finishes at Beamish hall, an entrance fee is payable but does include tea & coffee at the start and finish, check out their web site for more details,

<https://www.durhammgclub.co.uk/our-application-forms>



## NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . NOTTS . . . OXFORD

### TSSC AREA NEWS

## North East Continues

So get on with all those jobs, as it will soon be spring, and let's hope for some nice dry sunny days.

*Geoff*

**NORTHANTS** Tel. 07879 491778  
www.tssc-northants.org  
e-mail: nigeljohnehawes@gmail.com

Important news, I have just found out that the Overstone Manor will be close for refurbishment when we would normally have our February meeting. Since it is deadline date for the magazine I have not yet had an opportunity to arrange an alternative venue. As soon as I have information I will do my best to keep you informed.

Coming up we have the **Triumph and MG show at Stoneleigh on February 11th** and bookings for Northants camping weekend and Silverstone Classic are building up nicely.

Date and venue for February meeting to be advised.  
Cheers

*Nigel*

## NORTHERN IRELAND

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I hope by the time you read this report the weather is much warmer as it has hardly risen much above freezing since the start of the year. I trust that you all had a good Christmas and New Year and you received all those special Triumph parts that you were looking forward to – even if you bought them yourself! I know that Simon (H) did well receiving a windbreak and hood cover for the Spitfire – all he needs now is for the weather to improve!

If the Courier arrives in time to remind you, there is still time to book your place at the table for the **Area Dinner on Sat 3rd Feb at Pier 36 at Donaghadee – contact Alan (H)**. We had a quiet area meeting at the start of Jan with a few of the regulars missing but some good suggestions were put forward for the rest of the year.

One was to attend **TriumFest at Shelsley Walsh, Worcester** as a group on **27th July** and returning the next day travelling by minibus via Dublin and Holyhead. If you are interested, please get in touch and we will see if the suggestion is financially viable. Paul and Jacqui will be travelling there in their GT6 as it is their intention to do the hill climb on both days of the event.

A few changes were made to the yearly programme of events with Mark (R) now looking after the **Nov 3rd** date due to several family birthdays close to the **24th Mar date**, that will now be looked after by myself. A new date of the **30th June** has been added to the programme which will be in the capable hands of Colin (L). Perhaps we will all get a chance to see how he is getting on with the contents of his garage after his recent house move and becoming a man of leisure!

It was also agreed to try and do a few more "run outs" on our area meeting nights, when we have the better weather. The other matter of note at the meeting was seeing Nathan (M) arrive in his Toyota Starlet, after securing his provisional licence just before Christmas – we wish him well for his driving career. Peter was with him as well, in case you were wondering!

Just able to confirm this morning that the **Mayors Show at Lisburn is on 12th May**, and of course our



**Totally Triumph Show**, as there was a little bit of a panic when the royal wedding was set for May with initially no specific date given – Phew!

Think ahead and plan what you would like Chic to bring you over from Scotland, no matter how big or small. So, to finish the short report for this month a reminder of a few events in the next few months.

**Sat Feb 3rd, Area Dinner in the capable hands of Alan (H) – the organising that is. Sat Mar 24th, Run - North Antrim area - myself, Sat April 7th, Truncheon Oiling, Carrickfergus Castle, (Thanks to Frank (B)), - Sat April 28th, Argory Show, Dungannon, - Shanes Castle 7th May, - Sat May 12th, Totally Triumph Show at Lisburn and then our Weekend Run to Sligo on May 26/28th.**

Remember that at some of the shows you must book individually to gain entry. There you have it then, other than to remember that we have our area meeting at Nortel Social Club on the first Wednesday of each month at 8 pm.

*Douglas.*

## NOTTS

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What a great run out on Sunday 7th of January NOTTS joined with Derwent valley group for the annual New Years run. Out and about around visiting Bolsover castle in chesterfield and Hardwick hall in Ashfield also country roads around Matlock Derbyshire, few scary moments as ice were on the road.

We had a wonderful carvary at the Hillcote country club making us all feel very welcome. Great day I think had by all who attended.

As notts area we Have joined with the little john classic car club. There is a good mixture of classics. Nottingham area this year want to do breakfast runs on a Sunday, in the summer Chippy runs, a run out to local events. Here is a list of our car meet at the **Sandy Pate sports ground (Mansfield Stags football ground)**

**February 21st - Stags. March 21st - Stags**  
**April 18th. - Stags. May 16th. - Stags.**  
**June 20th. - Stags. July 18th. - Stags.**  
**August 15th. - Stags. September 19th - Stags**  
**October 17th. - Stags. November 21st - Stags.**  
**December 19th - Stags**

Look on our notts Facebook page for up to dates on events and on the Notts Triumph sports six website.

Hope to see you at one of our meetings.  
Cheers

*Nigel*

## OXFORD

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Tom email: impo64@yahoo.co.uk

What a fantastic turnout at the Bicester Heritage Sunday Scramble on the 7th January! 14 cars on the stand with a few more dotted around the lanes. We had members from Portsmouth and South London make the trip up specially. Well done to the couple that drove up through a snow storm... with the roof down! I was pointed in the direction of a special spitfire, 340BHP from a 5.7l Chevy V8 shoehorned under the highly modified bonnet. Matched up with Wilwood brakes all



## PETERBOROUGH

## TSSC AREA NEWS



## PETERBOROUGH

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<http://www.tssc-peterborough.webs.com>



round and a 9" ford rear end, the owner explained it was 'a little twitchy'. All in all it was a chilly but rewarding day out.

The new year broke with a nice, but chilly morning. We made our way over to Stony Stratford for their gathering. This event appears to get big and big every year! There was a real mix of vehicles, Aston Martin to Austin Allegro! Thomas brought his Spitfire over and Tony was also spotted wandering around!



There was a nice looking Herald 1200 Estate, which Adrian Fell has recently acquired, having purchased the car from London. Plenty of Triumphs around the village, TR6s, 4 and GT6. We spent a good couple of hours there until the rain came about lunchtime when we quickly made our exit! The event has raised approx. £4,850 for the local hospice.

It was a turnout of all modern cars on its way the Triumphs are definitely hibernating! The new year brought a good turnout to the Duke of Cumberland. Many had meals before we moved to another area to chat the evening away. A couple, Mr & Mrs Rhodes, came along to see what their local area might hold for them, we do hope they decide to join this friendly group. Talk was also to try and get Hilda the Herald on the road for our camping weekend in April. Members offering tools & also manual help to get the final push for Hilda to make her 50th birthday one where she returns to the road.

There is an event at The Betsy Wynne Breakfast Car Meeting on the 18th March at Swanbourne. Chiltern Hills will soon be upon us 20th May!

Please do support your local group

**Helen.**

Our **area camping weekend is on the 20th- 22nd April** and application forms are coming in already from members who saw the advert in last month's Courier. **Please E-mail Me for a Booking Form.** If you could fill it out and either put it in the post or hand it in at a meeting. The plans are coming along nicely. The run out to the museum at Gaydon for Saturday is being tested out this weekend and the route plans will be drawn up shortly after.

On the Sunday we will be heading over to **Bicester Heritage for the Drive It Day Sunday Scramble.** We hope to offer a run out in the morning as the run from the pub is straight and want to make it a little more interesting! If you have any suggestions on a route please let me know.

If you're not camping but would like to come along to either of the days please fill out the form and let me know so we can get the best deal for you on the tickets.

I've attached a few pictures from the sunday scramble.

*Thomas*

Well, what a start to the year we've had! No sooner had Jo and Dave Beardsley emailed everyone with a reminder about our January meeting, than we received an email from the Golden Pheasant saying they were shut due to electrical refurbishments in the kitchen. We had 24 hours to find a new venue or face cancelling the meeting!

Fortunately, one or two conversations went on towards the end of last year suggesting it was time to look for a new venue anyway, and one pub in particular had been mentioned as a perhaps suitable. We thought we'd give it a try as a test run, if they were happy to accommodate us. Doug duly called up **The Five Horseshoes in Barholm** on the morning of the scheduled meet and they welcomed us with open arms. In fact they even offered to prepare some food for us as well. A great result at such short notice.

Now the real work was about to begin. As a 'belt and braces' effort Doug, Dave Beardsley and myself emailed, telephoned and/or facebooked as many local members as possible from our database. The result was quite staggering with an excellent turnout of 20 on a bitterly cold January night – must be a record I reckon!

What was even better was the welcome we received from the new venue, with a roaring log fire in the bar and a fabulous spread of food in the pool room which had been sectioned off for our exclusive use that night. Although on the face of it this was a trial run, there was a unanimous vote from everyone present that this should be our new meeting venue with immediate effect. I would also just mention that the pub has a huge gravelled car park, an equally large garden and an adjoining field all of which we can use in the summer months.

So, there we have it, from this point on the **TSSC Peterborough Area now meet at 'The Five Horseshoes', Barholm, near Stamford, Lincolnshire, PE9 4RA**

With such excitement we could almost have forgotten all the other business, but actually, having such a good turnout was ideal for imparting important news. Firstly, we are about to open a new bank account. Our current account is with the Norwich and Peterborough Building Society, but they have given notice of the closure of our branch and so we have begun a search for a new safe home for our 'Area' funds. The current favourite is Metro Bank. This is a relatively new banking group but has the advantage of being open 7 days a week and also pay (a modest) rate of interest on our money.

One of the requirements of the account is that we have a 'constitution' so this has now been drawn up and is available for anyone in our local group to see. Just let Doug or myself know.

Doug Kendall has promised us a repeat of last year's visit to **'Arbuckles' in Downham Market for breakfast and jazz.** This was a fabulous trip out last year and Doug has now, after some deliberation, fixed the date as **Sunday March 4th.** He will therefore need to know numbers, preferably by our meeting in February. Please check your diaries and let us know asap if you intend to join us for this. The food is great and reasonably priced, and the jazz band are also excellent and add to the unique ambience. The run out to Downham Market is also a picturesque drive through some of the prettier Fenland villages.

The **FBHVC 'Drive It Day' this year is on Sunday 22nd April** – which is fast approaching. A decent contingent from our area generally join in with the **'Stilton Cheese Classic Vehicle Run'** which is in aid of charity. Around 350 vehicles take part in the run between Uppingham in Rutland and



## PETERBOROUGH . . . SCOTLAND CENTRAL

### TSSC AREA NEWS

## Peterborough Continues

Stilton in Cambridgeshire. All participants have to be registered so if you are interested please go to the website: <http://www.stiltoncheeserun.webs.com/> where you will be able to download the application form. Don't leave it too long as places are limited.

Don't forget that on **Sunday February 11th**, just before our next meeting, the **MG & Triumph Spares Day** will be taking place at Stoneleigh Park. This is a great opportunity to pick up those odds and ends you have been looking for as there is a great autojumble. All the major parts suppliers are also there if there are specific parts you require new. It is sometimes best to give them a call before you go so they can ensure they have the part you require on the day. Full details of the show can be found on the website as follows: <http://mgandtriumphsparesday.co.uk/>

As you may be aware we have been dipping into our club funds in recent months to make up a shortfall on the cost of the food supplied at 'The Golden Pheasant'. Hopefully the change of venue will go a long way to encouraging more members to attend our monthly meets, but one or two other initiatives have also been put in place to hopefully attract more members and increase revenues.

Firstly, we would like to introduce 2 or 3 guest speakers over the course of a year at our meetings. To kick things off Steve Abbott and myself will be presenting **'Trains, Planes & Automobiles' at the February meeting**. I will give a short talk about O gauge model railways, which is my business, whilst Steve will talk about the plastic modelling of aircraft and cars, which is his hobby. Steve is a really proficient modeller and a member of the IPMS. Both of us will be displaying examples of our 'Trains, Planes & Automobiles' on the night, which we hope will be something of interest to you all.

The TSSC club website has made a 2018 calendar available to all members. This can be downloaded and printed out OR you can contact Dave and Jo Beardsley. They have printed off some high-quality colour copies of the calendar which you can purchase for just £2 and the proceeds will go to our area funds. You can contact Dave and/or Jo direct, or I am sure they will have a few more copies at the **February meeting**.

Finally look out for Doug and his quizzes. A quiz night beckons in the not too distant future as Doug has managed to get hold of some quiz sheets (and answers) from one of the other car clubs he attends. More information to come in due course but hopefully this will be a fun night, and there might even be prizes!

Right, I have gone way over my word count for this month. There are exciting times ahead for the Peterborough Area so do please try to join us at our **February meeting**, everyone is very welcome. It will be on **Monday 12th February at 'The Five Horseshoes', Barholm, near Stamford, P9 4RA. We meet from around 8pm with a light snack from about 9pm**. We look forward to seeing you for a 'Noggin, Natter and Nibble'.

All the best

*Paul*

### 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**

## SCOTLAND CENTRAL

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We had a good gathering in the Harvester for the first meet of the year and there was the odd person who could not make the meet due to other important commitments like holidays in the sun, I will not mention names at this point but how is the work on Molly coming along John? The format of the meeting was for everyone to have their say on what events we should attend as an area and I will not go into detail at this point as I am really running close to the wind to get this report in on time for Bernard, visit our Facebook page or Website for our calendar of events for the year. What was interesting was that we thought we might need to cut down the events this year as I think most of us were exhausted at the end of the show season last year, but we found that due to several people wanting to attend shows that others didn't and vice versa that the numbers increased. We were all encouraged by this as it allows the club to be represented over a bigger variety of shows over the season and a few new ones were in the mix such as Millport, and Glamis. I am not sure if the new sail flags has anything to do with folk wanting a wee shot of them at different events. On the subject of sail flags the area are in need of a new event shelter therefore if anyone comes across any bargains then please shout. We have almost all the hotel rooms booked at the Fat Lamb in Cumbria where we will be spending the Drive it Weekend, if you have still not booked there are 2 rooms available so just give them a call and pay a deposit to reserve the room.

An addition to the meet nights is a visit to Edinburgh to see if there is any interest in a regular meet taking place for this area, we are scheduling this for the month of May and further details will be provided nearer the time. David Fray provided a few pages outlining the new range of regalia that is available this year and the prices that match each item, since this is a new season we will need the latest fashion to match and we can't be seen to wear last years gear. One of our members had a wee fall in December and was laid up for some time in hospital and home, we were very happy to see you at the meet Brian and hopefully you will be chucking the walking stick and be back to your pre-fall condition, some salt on that pavement next time. We would like to mention young Alan for all the effort and time that he puts into making planters in the shape of some of our favourite cars including the Vitesse, Herald, Dolly Sprint and even a Land Rover. Not only does this provide many people with a bespoke planter but in addition all the profits that are raised go to a Cancer charity, pretty sure it is the Beatson but apologies Alan if this is not the case.

We had a foreign member at the meet or was that Alyson returning from her 3 month holiday, oops I mean Uni placement? Following Alyson's postings on Facebook she certainly looked as though it was a fantastic experience and made some great friends in the process, despite Alyson falling ill for a few days at the end of the placement she said the time she spent there was fantastic and she has made many friends for life. She did indicate that there may now

## SCOTLAND NORTH EAST . . . SOMERSET



### TSSC AREA NEWS

be a Spanish/Scottish speaking community that she had some influence on leaving behind.

**February's meet** night will be just across the road from the harvester in the **Ten Pin Bowling venue**, we had our first event there last year and we felt that 2 games each was a bit much so this year we will only have one game leaving us time to grab a snack at the venue. Last years holders are looking to be knocked off top spot so support the event and challenge Ken and Alyson for the top spot.

What do we know about this winters restorations or enhancements in preparation for the first area event of the year at the Fat Lamb? I know that John has Molly back and has been finishing the wiring and trying to get her fired up, reaching out to the other area members was a good shout for John as he required a solenoid to get Molly started. Alan Wells is performing a brake overhaul and bulkhead restoration and he is learning welding skills to weld a new battery box in. Brian has a Dolly that he is itching to get started on, I think Brian's challenge is to restore a car each year or even possibly 2, His lovely Herald, beautiful Spitfire and Molly's body are a testament to the skills and patience Brian has for the Triumph Marquee. Chick purchased his Spitfire MK3 late August and managed to get a month or so enjoyment before some area organiser persuaded him to refurb from the bulkhead forward as this was the main area that let the wee car down. The bonnet is off, the engine out and the suspension totally stripped, only earlier today we brought it back from the bead blasters and to our surprise there were no holes, in particular the chassis is excellent. After several years Mark has taken the cover of Jackie's MK4 Spitfire and had every intention of finishing the restoration, we will be looking for monthly updates on the progress Mark (and so will Jackie)



**Chicks MK3 Blasted**

Congratulations to Iain MacPherson on the news that he will be a grandfather this year and congratulations to Euan and his wife on the fantastic news. All the best folks when the time comes.

See you all at the ten pin.

*Michael*

#### February Items:

**Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP at 7:30 (1st February 2018)**

**Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 18th February at 10:30am. Come along and sample good company and breakfast.**

Visit our web site and checkout the year's events at **WWW.TSSC-Scotland.ORG**

Please join in our social banter at:

**<https://www.facebook.com/groups/TSSCScotland/>**

## SCOTLAND NORTH EAST

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**[www.brmmbrmm.com/club/grampiantr/4.htm](http://www.brmmbrmm.com/club/grampiantr/4.htm)**

Hi Folks. That's the first month of 2018 in already, we had our scheduled club night and planning meeting last week so I will report on it next month. If anyone has any ideas for day trips and runs please let me know as we can always manage to fit it into our calendar.

Like many other classic car owners I have been busy in the garage over the winter doing the jobs that were put off because I did not want to take the car off the road during the driving season. This year I have replaced the steering rack and rebuilt the steering column after that I upgraded the

headlamps on the Stag. Next its the Spitfire's turn, I need to sort out leaking carb float chambers, I may also upgrade the head lamps.

If you want to let me know what you have been up to drop me an email and I will add it to next months area news.

Here in the North East we have a great relationship with the other Triumph clubs and meet together with the Stag Owners Club (which I am also a member of) and also the TR register. For joint meetings and runs we go under the banner of Grampian Triumph Clubs.

Have a look at the Grampian Triumphs Facebook page at **<https://www.facebook.com/groups/GrampianTriumph/>** and the TSSC Scotland page at

**<https://www.facebook.com/groups/TSSCScotland/>** also check out our website at

**<http://www.brmmbrmm.com/club/grampiantr/6.htm>**

Roll on the finer weather so we can get the cars out on the road again without the fear of road salt playing havoc with the body work.

That's all for this month.

*Danny*

## SOMERSET

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Hi Folks, I hope you're all well and your cars the same. Now that the silly season is far behind us we can crack on with the rest of 2018, please excuse my humbug attitude!

Our first event of 2018 was the Wisemans Dairy meet just off of junction 24. Although it was a damp day the sun did make a short appearance. As a result I thought "let's take the Spitfire", topless I may add. Great I got there and the sun was still smiling, not so on the way home when I got caught in a heavy downpour and had to give in and put the roof on. We did have a few Somerset members attend, Steve with his GT6, Pete (although in a Princess) Tina & Chewy on their two wheel Triumph, Jane & Mark in their TR7 and Alan in his Herald. It was a great collection of cars, wagons, bikes and tractors. Not only all the fantastic vehicles on show but the halls were open also selling all sorts of goodies, including some auto jumble. So please put this event down in your diary as your first event of 2019.

I hope you all received the recent documents that I sent out to you. These included the brochure that we have put together to advertise the Gathering. Many thanks to Bern at HQ for helping me to put the final touches to the brochure.

We had a great first club meeting of 2018, Tina has very kindly taken over the raffle which is a big help with the running of the area. Our January meet was very busy considering it was the first meet of the year. We had fifteen members present with several members having a meal. We went through a few application forms that we already have for various shows. I have previously emailed these show application forms to you.

As you may guess, there isn't a lot to tell you about at this time of year as it's still a quiet time with many of us still doing the winter jobs on our cars.

Tina has kindly offered to write the March report, so thanks to her for that.

Please see below the shows that we have coming up between now March.

**10th & 11th February, Footman James Great Western Classic Car Show**  
**13th February, Club meeting at the Puriton Inn, Puriton, TA7 8AF**





## SOMERSET . . . SOUTHERN NORTH STAFFS . . . SUFFOLK

### TSSC AREA NEWS

### Somerset Continues

**31st March 1st April Weston Super Mare Beach Lawns**

That's it Folks,

Take care, drive safe and "do more with your Triumph"

*Martin*

### SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi folks. By the time you read this Christmas and the New Year will be long forgotten. With many of your cars tucked up in bed, it won't be too long before they emerge. Hopefully we will have a good year both weather wise and car wise. (If you've got it, use it or loose it).

At this point I would like to thank everybody for the great support you have given to our monthly club meets, and to all the members who have joined our ranks during the course of 2017, hope to see you all in 2018. Sunday lunches have seen a steady turn out throughout the season. If anybody has any suggestions about a venue or event, please speak up – we will not bite!

It was nice to see such a good turnout for the January meet – 21 souls in all with one Triumph in the car park, Henry and Ella in the GT6. My humble apologies to Ella about the greeting (she will know what I mean).

All for now,

*Mike*

As those of you who were able to attend the Christmas dinner would know, it all went very well. That's all down to Neil Fletcher who got it all organised. Many thanks Neil.

Unfortunately the calendars did not arrive in time for the Christmas meeting but are here now, many of you have already had one (or two) but if you haven't had your one yet I will be bringing them along to the February meeting.

Shows and camping weekends are now starting to come in, and I will be listing them as soon as I get them in the Up and Coming events. The **Cornwall camping weekend will be at the Penmarlem campsite near Fowey on the 22nd to 24th of June**. Also the **TSSC Somerset Area** will be holding their second camping weekend on the **1st to the 3rd June** at Martock And the **TSSC South of England Meet at Leatherhead will be on the 12th, 13th May**.

On the 6th of January 2018 I finally removed the cylinder head from the TR7. Although I have yet to remove all the bent valves it is in progress and I hope to have the old girl running again by the end of the month.

#### Up and coming events

**February 6th Regular meet, Seven Stars GU32 3PG**

**18th Sunday lunch meeting, The Golden Lion, Winchester, SO23 0JZ**

**March 6th Regular Meeting, Seven Stars GU32 3PG**

**18th Sunday lunch meeting, The Hen and Chicken, Upper Froyle, GU34 4JH**

**April 3rd Regular meeting, Seven Stars, GU32 3PG**

**19th Roaming meeting The Golden Pheasant, Farringdon, GU34 3DJ**

**May 1st Regular meet, Seven Stars, GU32 3PG**

**4th – 7th Isle of Wight Camping weekend**

**12th – 13th South of England Meet, Leatherhead Sports centre, KT22 9BL**

**17th Roaming meet. George and Falcon, Warnford. SO32 3LB**

**June 1st -3rd West of England camping weekend,**

**Southfork caravan Park TA12 6AE Martock**

**1st SHVPS Queen Elizabeth Country Park Show**

**5th Regular meet Seven stars, GU32 3PG**  
**21st roaming meet, The Shoe, Exton SO32 3NT**  
**22nd- 24 Cornwall camping weekend, Penmarlem caravan and camping park, Bodinnick, Fowey, PL23 1LZ**

**July 3rd regular meet, Seven Stars GU32 3PG**  
**19th Roaming meet The Flower Pots, Cheriton, SO24 0QQ**

**August 7th regular meet, Seven Stars GU32 3PG**  
**16th Roaming meet Pub with no name GU32 1DA**  
**September 4th regular meet, Seven Stars GU32 3PG**

**20th Roaming meet, The Bat and Ball, Hambledon PO8 0UB**

**October 2nd regular meet, Seven Stars GU32 3PG**

**21st Sunday Lunch meet, The Hunters Inn SO32 2PZ**

**November 6th regular meet, Seven Stars GU32 3PG**  
**18th Sunday Lunch meet, The Fox, Bramdean, SO24 0LP**

Thats all for this month folks

Take care

*Mark*

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Hi Not much to report this month and as I'm very close to the deadline so it will be very short. An excellent Christmas meal was enjoyed at our last meeting with just eleven attending this time.

A short survey was sent to some active members on what type of events they would like to attend in the coming season, not sure if everyone who received the email managed to get to the form via the link as only 2 have responded so far.

I hope to have a least a partly completed list of events by the January meeting night and will post it on the club web site, again if you know of any shows or events that you think suitable to attend as a club please get in touch.

Some new members from last month have no contact details so I'm not able to contact them, please email or call so you can be included in any emails, same goes for anyone who wishes to be added to list.

**Next meeting 28th Feb**

As its still early January as I write Happy New Year again to all.

Cheers

*Dave*

### SUFFOLK

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For a meeting that was so close to New Year's day, there was a really good turnout at the Barham Sorrel horse on the 2nd of January, with 9 members in attendance. Despite the grotty weather, there were even 2 triumphs in the car-park, Michael's 4cylinder GT6 and Colin's Herald estate, well done chaps for bringing those along.

Being winter, there's more garage work taking place than driving. Brian has taken the engine out of Lightning and it's currently with someone from the Stag Owners Club for rebuild just outside Ipswich. First signs after a strip down are good with minimal wear on major components, so it should be a fairly straightforward process to give it a refresh ready for the summer.

Rodney's Spitfire is currently with other Brian (of B & M Bodyworks) waiting for new sills, floors, bootlid and associated paint. There's quite a queue of club-members cars form-

## EAST SUSSEX . . . WEST SUSSEX SWINDON . . . THAMES



### TSSC AREA NEWS

ing there, awaiting his well respected touch.

Colin has collected the new gearbox for the GT6 he's taking to LeMans this year, so that's all ready for fitment fairly soon.

As well as work on cars, there's work on workshops taking place as well. Colin has had his second new garage put-up in his back garden and is sorting through his piles of spares. He's wondering why he has so many steering racks and prop-shafts, but I imagine they'll come in useful at some point. My own garage rebuild is almost complete, with the front cladding up and a locking mechanism for the doors now in place, which means I've already filled it with 3 cars. Lindsay is desperate for some storage shelves, so was pleased to hear that Brian has a load left-over from his workshop move, and it sounds like a deal was done for their new home. Michael managed to pick-up a large Mac tools socket set from B&Q for just £15, a Christmas bargain indeed.

There's was much discussion about the new MoT exemption regulations, especially around modified cars, and although the DVLA has issued further guidance on this, there still seems to be some areas that need further clarification. I'm sure things will become clearer over the next few months, but I think we will be dependent on clarification from clubs and the classic car press.

So Happy New Year to you all, and hopefully see you on the **6th February**.

*Russell*

**EAST SUSSEX** Tel. 01273 813691  
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Hi all. A very happy new year to one and all for 2018 and the start of a new season to look forward to, car show dates and forms are already coming in.

Back to 2017 for a minute, we has our christmas dinner on the 10th Dec, we had 20 round the table, a very enjoyable afternoon/evening, and good company, with no complaints, so hopefully everyone enjoyed.

Several of us went Clive and Gills, on New Years day for a bit of a get together, again a very enjoyable many thanks to Clive and Gill.

Back to our first meet of 2018, which was quite a good turnout, considering the weather, a lot of talk around the table was about the Stoneleigh spares weekend in Feb, which I always look forward to this one, a good weekend in good company and the chance to collect many spares.

Other news and Richards C V jointed driveshaft conversion on his Vitesse convertible is nearly complete, he also has a couple of problems with the gearbox, so it will be coming out soon for a strip and check over, so should be back on the road soon, good luck Richard.

Not much more news for now, so I will sign off.

**Next meeting is on Wed Feb 7th.** so hope to see you all then. Cheers

*lan*

**Forthcoming events:-  
Stoneleigh spares weekend:- Feb 11th**

**WEST SUSSEX** Tel. 01403 253034  
e-mail: [nigelayre@hotmail.co.uk](mailto:nigelayre@hotmail.co.uk)

Hopefully I'll be back on song with regular monthly updates, had a severe problem with a thing called "work" and late shifts getting in the way. The cycle is swinging around and I'm even happier that I'm retiring in August this year so they'll be no further excuses!

Our West Sussex September, October and November meetings still took place at the George & Dragon and by all accounts a healthy number of regulars turned up, so I thank

you all for that.



December 2018, our Christmas meeting took place with dinner and all the trimmings. A healthy table for 16 was booked and we all thoroughly enjoyed our evening, good catch up after the last few months guys'n girls. This was also the day that I booked my own tickets for Le Mans Classic this year in July. At the point of writing there are at least three cars running from our area (all Vitesse's) hopefully all of us running the Le Mans circuit as well, I think a Go-Pro camera is going to be the birthday wish list now!

Nothing much going on in the Ayre Triumph garage at present, all tucked away until Spring time.

With the beginning of a new year and easier working times, I think I'm planning on visiting a few neighbouring areas to get us all out and about more and enjoy the approaching summer evenings.

Happy 2018 to all TSSC members.

*Nigel*

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

We had a very pleasant evening in December for our last meeting of the year with Tim & Helen and their daughter Andrea. Guy & I had decide to splurge on the Village Inn's Wednesday special of two steak dinners and a bottle of wine. They were very good meals, and, with having nearly half the bottle left at the end of the evening to take home, was barely any more expensive than our usual scampi or fish and chips once you count in the cost of a glass of wine (or two) for Suzie

Our next meeting is on **Wednesday 21st February, from 7.30pm at The Village Inn, Liddington, SN4 0HE**. Or, if you cannot wait until then to see us, come along and find us at the **Triumph & MG Day at Stoneleigh on 11 February!** We don't expect to see many club cars on the roads, particularly if it's still as cold and with salted roads, but do please come out and brighten up your dark Winter evenings with a tipple and a blether.

*Guy & Suzie*

**THAMES** Tel. 0777 362 3807  
e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Welcome all. We hope your New years resolutions are still holding up. Triumph news is at an all time low, although I have a control box to fit to the Vitesse sometime soon and the Herald is still in a deep slumber. We had a wonderful turn out for our new years meal but the write up is next month. I would like to thank you all for your continued support for the



## THAMES NORTH WALES . . . SOUTH WALES

### TSSC AREA NEWS

### Thames Continues

past year and hope you will still be keeping me company for the coming year.

**SOCIAL MEETINGS - 7th DECEMBER @ THE FAIRMILE INN** A very quiet evening with Chris, Julie and I. No Triumphs, just a lovely meal and a good chat.

**21st DECEMBER @ THE GEORGE INN**

Tonight Julie and I have the pleasure of George B, John P, Chris C, Jay & Sam. No Triumphs tonight.

We had a lovely meal and talked about all sorts of things, we managed some of Georges crossword and had a pleasant evening in good company.

*Mickey & Julie*

**NORTH WALES** Tel. 01691 600215  
www.wrexhamgandtriumph.co.uk  
email: helenahill@btinternet.com

Hello, everybody. Although many of our group were on Winter breaks and several were acting in a play we still had a good turn-out of forty at the Trevor Arms for our buffet and presentation night on Tuesday 5th December. At 7.30 p.m. the pub's staff brought out containers of chilli, curry, rice and chips. Joyce, Alison and Karen took on serving us all, and the hot food was enjoyed by everyone, many returning for seconds. When everything was cleared away Helena thanked the "dinner ladies" for doing such a grand job.

Last month's events were gone over, and the future ones coming up. Richard gave a summary of the past year, the runs and shows that our Chester & Wrexham group had attended:- there were so many it took quite a while to go through. All the calendars, designed by Alan Howarth, were handed out. After that it was time for the presentation of cups and trophies, so Alison and Alan were very busy with their cameras! A surprise to both of us was that we were awarded the "Mick Cohen Trophy" for our contribution to the group, this had been kept very quiet indeed as we had no idea whatsoever that we would be getting that.

The famous "Golden Spanner" went to Dave and Mary Munro, as they have had their share of problems this year:- they have not been able to attend several events due to the fact that their M.G. either would not start or broke down on the way. It was originally thought that Julia would be receiving that, but the fact that she and Alan got their Spitfire returned from Spain to the U.K. (on a low-loader) really was a "Triumph Over Adversity", so the T.O.A. trophy was awarded to Julia. Another great night in great company.

It's a few months now since we purchased Mick Cohen's Stag. It was still Jersey registered, but had originally been U.K. registered until Mick took it over to Jersey years ago. Mick never got round to re-registering it back, so consequently the car was parked up in his garage until we bought it. Although very good generally it still required some repairs and replacement parts, but these completed and M.O.T. passed it was then in order, and re-registered with its original number. So, the car is now ready for a future owner.

That's that for now, so don't forget that our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. Hope to see you there. Take care on the roads.

### Forthcoming events:- February

**3rd February:- Our annual skittles night at the Bickerton Poacher, nr. Cholmondeley.**

**6th February:- Monthly meeting at the Trevor Arms,**

**Marford.**

**11th February:- M.G. & Triumph Spares Day, N.A.C., Stoneleigh, Warks.**

**18th February:- Wheels of Wem, Horseshoes Inn, Tilstock.**

**27th February:- OFFAL.**

**March**

**6th March:- Monthly meeting at the Trevor Arms, Marford.**

**18th March:- Wheels of Wem, Horseshoes Inn, Tilstock.**

**27th March:- OFFAL.**

Regards,

*Helena and Roger.*

**SOUTH WALES** Tel. 07802 204068  
www.triumphwales.moonfruit.com  
e-mail: alan.gourley@hotmail.com

### AMBER'S 18th BIRTHDAY RUN 2017

Amber is 18! Where is the time going? Amber is Area Navigator Ant's daughter and has an excellent sense of direction unlike her dad. Every year we celebrate Ambers birthday by heading out of Cardiff into the Brecon Beacons for a run and some Après Christmas skiing or skating at Llangorse Lake, weather permitting. This year due to the late White Christmas the frozen chickens traditionally sacrificed to guarantee good weather having not defrosted we were blessed with snow, frost and ice and an overnight forecast which had us doubting if we would be going at all.

Fortunately we were in Santa's good books so on the Thursday morning after Christmas Day we made our way to Nantgarw on the A470 and there waiting were Bern TR4A,

Young Eddie and even younger Mo (13/60 Saloon), Mike The Cake & Emma Triumph Blue Oval ST, Rob & Pete 13/60 CG Special, Mike The Bass & Sandra and son, Monmouth Mafia John and Heather and their two sniffer dogs, Ant, Naomi & Birthday Girl Amber and boyfriend Luke, Paul & Dotty G Vitesse convertible and Tony Pontin with Lynn and Ember the Setter at Nantgarw business park. We all then set off, classics and moderns along the A470 into the heart of the Brecon Beacons to meet up with Gwyn and Barbara in their snow mobile and husky's just past the Storey Arms where we sang happy birthday to Amber and watched the first round of Naomi vs Amber vs Luke's (now Cool Hands Luke) snowball battle. Rumours abounded about how Llangorse Lake had frozen over and all the access roads were blocked by the local's attempts to clear the roads by making giant snowmen out of the snow thus completely blocking all access. In true Elf and safety tradition it was decided not to risk plan A so plan B was hastily made up on the spot and we would divert and go to Brecon for lunch and a stroll around the old picturesque garrison town in the winter snow.

We eventually got parked up together at the old canal car park Rob, Pete and I having toured all the other car parks looking for the cheapest one, not intentionally. The one we chose was the same as everyone else which had a faulty ticket machine and a man with a hammer and crowbar fixing it. He advised that if we went into the nearby theatre office we could park all day for 2 weeks free if we sat through the local amateur players Christmas Pantomime Harry Potter and the Lord of the Hobbits. We all decided that £1 was a small price for an afternoon of our lives back and paid up.

We were soon tucking into an all-day breakfast in the George





## WESSEX WORCESTER . . . WEST YORKS



### TSSC AREA NEWS

Hotel and warming ourselves at the great open log fire. Having warmed up we went for a stroll around the Brecon early January sales and the canine owners walked the pooches along the canal. It was a bit crazy as there was proper ice everywhere and amazingly none of our party fell over although Eddy and Mo were seen skating on a frozen puddle. At 2pm all were assembled for Ambers Birthday cake and another rendition of Happy Birthday and goodbyes were said although some of our number had already headed home due to distance and the potential ice conditions as the temperature was approaching zero again. Eddy and Mo waited for Paul, Dotty, Gwyn and Babs as their lunchtime starters had not arrived at their table as we headed home.

As we left the car park Ants passengers were still singing the 37th verse of Happy Birthday to Amber as Ant was heard to say "Well what we lacked in candles was certainly made up by the 18 people who turned up for another grand day out. Happy New 2018"

AI

#### TSSC S Wales Christmas Party 16th Dec 2017

The Christmas party was this year held at the Six Bells Peterstone for the first time with a roaring log fire and all the trimmings. Club members and old friends attended with the lure of fine Christmas dining and a few swift ones to keep us warm. Gwyn, Tim, Paul G and their better halves had come dressed as the cast from The Untouchables which drew stern looks from the Monmouth Family. Paul G claimed that he had stumped up so much for the gear they had worn to Goodwood earlier in the year he was going to get his money's worth regardless of the festive look.

AO AI got the proceedings rolling with the annual presentations of Club Trophies and a general appreciation to everyone in the club who had made the year so successful and memorable. A round of espresso coffee was in order to keep everyone awake as he tends to go on a bit. Car of the year went to Mikey J's immaculate GT6 and Club Champion went to Dotty for all the work she puts in raising funds and keeping us topped up with hot drinks on club runs.

Crazy George was awarded best restoration for his Red Herald; yes the one that the rear wheel came off on the A48, long story. Jan the owner of the Six Bells brought matters to order by serving a spectacular Christmas Dinner with Turkey, Beef and Ostrich with sprouts for the vegetarians with all the trimmings and Christmas Pudding with flaming 4 star and sprouts to follow.

Mike the Cake had to abandon his appearance as Santa as he couldn't squeeze himself into the Santa suit so made up for it by leading the Conga dance around the bar. A great evening was had by all and all too soon we had to make our ways home with a memorable night in the bag and all looking forward to getting our cars out on the roads again for a Happy 2018.

AL

### WESSEX

Tel. 01425 475376

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

Email Trevor: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com)

or Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

New Year's Day started off a bit damp, but some of us braved getting our cars wet and did the Sturminster Newton Run in aid of the Air Ambulance. As always there was a good turn out and a vast array of vehicles including several military vehicles, worried about the locations of petrol stations, I was informed that some of them only do four miles to each gallon and we complain about our cars!! The day did brighten up and we managed to get the cars garaged in the dry.

**MG & Triumph Spares day, Stoneleigh, Sunday 11th February.** Normally we manage with two cars, setting off about 6.45 am, so that we can be there when it opens at 9.30 am (to get in first for all those bargains!!).

**The Wessex New Forest Run** is scheduled for the **29th April**, starting at Ringwood long stay/lorry car park at 10.30 a.m. This is a week later than normal, so as not to clash with other events celebrating "Drive it Day". Due to the increased success we have decided to tweak the format by doing away with the halfway halt as this was a major headache with so many cars! We will combined both halves to make the run about two hours long and will be finishing at Boldre village hall for complimentary tea, coffee & biscuits. This should make for a more leisurely day with more time for picnics & prize giving.

**Classic Le Mans, 6th-8th July**, Alan has liaised and collected deposits from those interested, so that he can book the ferry early and get a good deal. Also Alan will be ordering the new supply of Wessex Area polo shirts. Onto **Silverstone Classic, 20th-22nd July**, we will be going up on the **Thursday 19th** and camping, as this is the cheapest option. If you have any suggestions to include in our "things to do!" please let Trevor know. As always "Check your emails" or contact Trevor for any up to date information.

Next meeting will be at the **Tyrrells Ford, Thursday 27th February**

*Martin*

### WORCESTER

Tel. 07745 299457

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

Hi Folks, I know you thought we'd dropped off again but we haven't honest, it's just that with coughs, colds and computer failures things got a little left behind. To be fair there also wasn't that much to report apart from a couple of breakfast meets which you've all heard about before.

The New Year has started well with a couple of members attending the Shelsley Walsh New Years Day walk and a couple more travelling down to Bibury to the Classic Hub for their event. Both events were dry and sunny, if a little chilly, which is what you hope for at this time of year!

We have had our January meet and there are a few things in the pipeline for this year which should keep us entertained. The finer details are still to be sorted but it looks like 2018 will be as busy as ever which can only be a good thing!

As ever, if you're in the area for the **first Monday of the month** and are looking for something to do, pop along to the **Nightingale on the Spetchley Road** and we're the group that are talking all over each other in the corner - come and join us. TTFN

*Vicky*

### WEST YORKS

Tel. 07944 909823

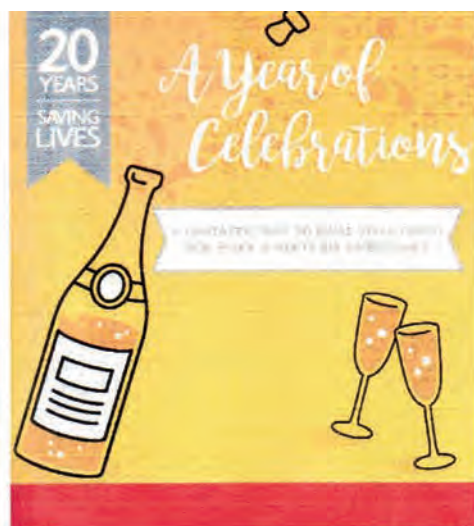
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

HI ALL The planning for the Dales weekend is all going to plan, we will be doing the first planning run out in the next few weeks. The booking forms should be in the Courier in time to book I have **4 B & Bs the George and Dragon 015396 25256 / Stone Close Tea Room 015396 25231 / Sun inn 015396 71965 / the Dent stores 015396 25209.**

All are only 2 to 3 mins from the camp site.

I am trying for a stand for Newby hall show for this year after last years Cancellation. I'll get it clarified but the last year of manufacture did say Cars after 1972 were not to be allowed but in the programs I could see lots after that date. I would like anyone to say where we could go to on Drive It Day this year, if not I will be booking the Railway Museum at York as it is a very good day out and it is free and if it is raining we will be inside Regards

*Alan*



Media Partner  
**NEWSQUEST**

Essex & Herts  
**Air Ambulance**



## **TSSC ESSEX AREA**

### **40<sup>TH</sup> BIRTHDAY CELEBRATIONS**

**Fri 6<sup>th</sup> – Sun 8<sup>th</sup> April 2018**

**STAY AT:** The Campanile Hotel, A127 Southend Arterial Road, Pipp's Hill, Basildon SS14 3AE

**A Weekend of Enjoyment & Celebration**

**Friday** : Meet & Greet at Hotel

**Saturday** : Drive out, Buffet lunch then back for evening dinner & 1970's Themed Disco

**Sunday** : Drive out to North Weald Airfield

**As we are Celebrating our 40<sup>th</sup> Year we will be collecting for  
Essex & Herts Air Ambulance**

**For more information** : Email [miketitchen@aol.com](mailto:miketitchen@aol.com) or  
[Awjannaway@hotmail.com](mailto:Awjannaway@hotmail.com)

# WFSSEX AREA PRESENTS



## 26TH NEW FOREST RUN

**Sunday 29th April 2018**

All Triumph Cars and their owners are invited to join us again for what has become a must do event in the Triumph calendar.

The Run will start from the Ringwood Long Stay / Lorry Park at approximately 10.30am on Sunday 29th April 2018. It will be the usual leisurely drive through the New Forest and surrounding countryside in the company of other Triumph cars and their owners.

This year the format will change slightly in that there will not be a halfway halt. Instead there will be a Run of approximately 2 hours length which will end at Boldre Memorial Hall where complementary light refreshments will be available.

We hope this new format will provide everyone more time to enjoy your picnics and socialise with other Triumph enthusiasts at the end of the Run.

The day will conclude with the customary Prize Giving around 3.30pm.

If you would like to enter, for more details, please contact Trevor on 01425 475376 or go to our facebook page or go to [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk) where you will find an entry form to download. The closing date for entries is 31st March 2018. Entries received at this date are not guaranteed and will be at the discretion of the organisers.

We look forward to seeing you and your Triumph on the day.

**Contact Trevor on:**

**01425 475376**

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





## Spring Air & Classic Cars Camping Weekend 20-22 April 2018 Inc. Drive It Day

Join TSSC Oxford area for a weekend of camping and motoring history. Camping Fri-Sun @ Camping and Caravanning Clubsite behind The Duke in Clifton, OX15 0PE

**Friday:** Arrive and pitch, meet and greet. Enjoy the evening at the Pub/camping location

**Saturday:** Scenic route planned to the British Motor Museum @ Gaydon with the option to visit historic locations and the Vulcan V Bomber!

**Sunday:** Join us on the club stand at Bicester Heritage 'Drive it Day' Sunday Scramble. 100's of cars on display, historic workshops and even the home guard!

For booking forms contact Thomas Cope  
imp064@yahoo.co.uk 07972 039532

Camping £10 per night (£15 with hook-up)

Booking highly recommended



TSSC Oxford



## 29<sup>th</sup> Isle Of Wight Triumph Weekend

### May Bank Holiday 2018

### Friday May 4th to Monday May 7th

Appuldurcombe Gardens Holiday Park, Wroxall

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

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

[tssciorw@hotmail.com](mailto:tssciorw@hotmail.com) or call

**Elaine on 07842 249591 or Tracy on 07754 751672**

**TSSC Northants Area**  
are proud to present our...

**“SUMMER HOLIDAY”  
CAMPING WEEKEND**

**Friday 1st June – Sunday 3rd June 2018**  
At Top End Farm Campsite,  
Colmworth Road, Little Staughton MK44 2BY

Friday – Welcome, Chat & Chill  
Saturday – Run Out, BBQ and Evening Quiz & Games  
Sunday – Raffle and Park ‘n’ Pose People’s Choice Awards

**Non-Electric £17.00 per night**  
**Electric Hook Up £20.00 per night (Limited)**

**BBQ Adults £5.00, Under 16s £2.50 (ID may be requested LOL)**

**Fancy Dress Optional—Go on, you know you want to!**

For all booking enquiries please email  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

No classic? No worries. All welcome.

**PRE-BOOKING IS ESSENTIAL FOR CAMPING  
AS SOON AS POSSIBLE**

**Cornwall TSSC**

**C**OME AND JOIN US AT OUR CAMPING AND CARAVANNING WEEKEND 2018

**penmarlam**  
caravan & camping park

**Bodinnick Fowey**  
**22nd to 24th June**  
**£17.50 per night per pitch**  
**To Book please contact**

**Cornwall Area Organiser**  
**Carol Coventry**  
**07979464643**  
**Email [carol.63@hotmail.co.uk](mailto:carol.63@hotmail.co.uk)**

Derwent Valley TSSC's  
**30<sup>th</sup> Peak Run**  
**Sunday 24<sup>th</sup> June 2018.**



The Peak Run Team are planning to make the 30<sup>th</sup> Peak Run something special. So why not join us for the whole weekend with the usual crazy entertainment.

**Camping will be available from Thursday 21<sup>st</sup> until Monday 25<sup>th</sup> June 2018.**

Save these dates in your diary and look out for more information in future editions of the Courier, on Facebook and on our Peak Run website:  
[www.peakrun.weebly.com](http://www.peakrun.weebly.com)



**Leicestershire and  
Rutland Area  
Triumph Sports Six Club**



You are cordially invited to the  
**33<sup>RD</sup> SUNSHINE RALLY**  
**3rd – 5th August 2018**

We will be at our NEW VENUE  
GREETHAM COMMUNITY CENTRE  
Great lane, Greetham, LE15 7NG.

An immaculate community centre with very comfy lounge and full bar. Flat very sheltered pitches (no electric hook ups) less than a 5 minute walk to Greetham village with 2 pub restaurants

**Camping Friday 3rd & Saturday 4th with option for additional nights**

**Friday night**

Warm welcome, meet old friends and make new ones.  
Have a go at our light hearted quiz. Bar 6-midnight.

**Saturday**

Optional planned casual drive around stunning Rutland and Rutland waters. Places of interest to visit inc shopping eat/drink. Launde Abbey coffee stop.

**Saturday night**

Fun & games, BBQ, quiz, sing-along, raffle and more. Bar 6-midnight.

**Sunday**

Coach trip to medieval market town for short treasure hunt and lunch or shopping. Back to site for park & pose car show. Raffle prizes.  
2 nights inclusive £35 per pitch.

Extra nights Thursday or Sunday £12. FULL BBQ £6.50  
(spuds, burgers, sausages, salad, chilli, cheese, trout etc.)

**All profits to be donated to charity.**

For more details & booking form contact:

Jan 07799804415 j.muschialli@ntlworld.com  
Neil 07530307371 triumph20002500stag@gmail.com  
Dave 07770650802 davesmith.triumph@hotmail.co.uk