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SUNDAY 10TH FEBRUARY '19

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THE COURIER NUMBER 463 JANUARY 2019 TRIUMPH SPORTS SIX CLUB

THE COURIER

No. 463 JANUARY 2019

Happy
New Year!



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THE January 2019 COURIER

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HAPPY NEW YEAR!
PICTURE MARTIN FELTHAM

Courier Copy/Area news



Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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NO Word/etc Document attachments please

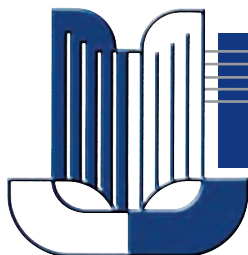
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Tel: (01858) 434424 Fax: (01858) 431936

THE GET OUT

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e-mail: info@tssc.org.uk Website: www.tssc.org.uk

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COUNCIL OF MANAGEMENT 2019 meetings:

27th Jan, TBC March

14th April AGM, 9th June

1st Sept, 27th Oct

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

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

Happy New Year!

Welcome to 2019..... I really hope this year will be Healthy and Happy for you all.

Do you have any New Years Resolutions?

- 1) Finally finish that rebuild
- 2) Go to a local Area Meet.
- 3) Find that oil leak
- 4) Do More With Your Triumph
- 5) Achieve more mileage than just the MOT station and back!
- 6) Get a Agreed Valuation Certificate on my Triumph for insurance.

Whatever your resolutions are, we hope that you will be tempted to join us for some of our events, open days, exhibitions etc.... Particularly our **Inter-Club Triumph Weekend at Stratford Upon Avon Racecourse. August 16th - 18th** This will be an amazing weekend of all things Triumph, lots of planning is underway with big celebrations for the Triumph Herald (60yrs) and for the TR6 (50Yrs). Please book your tickets in advance to ensure your place and make a week-end of it, there will be loads to see and do. The TSSC Calendar is full of events to join in with, trips to **Classic Spa, Historique Laon, Silverstone Classic, Isle Of Wight Triumph Weekend, SEM, Peak Run**, to name just a few. All of these are different styles of events, so there should be something there for everyone and if you have never been to any of them, what are you waiting for??

We still have a couple of months of winter weather to get through yet, but this is a great time to get a few of those jobs done on the Triumph. If you are looking for spares, upgrades or parts, do consider the TSSC Shop we have a great range of accessories and spares that have been chosen especially to slot straight on to your Triumph, if you can't see it in the catalogue then give us a call and we can advise on what is best to use.

We are very lucky in this Club to have so many Local Area's who meet on a monthly basis, and organise local events, shows and runs out.

They need your support, go on you might even enjoy an evening out talking Triumphs. My local area in Gloucester is very well attended and always a very good source of spares, advice, tools, specialist recommendations, help offered, trips planned as well as good company perhaps laced with a bit of banter - but all in all it really makes keeping our cars on the road easy and very enjoyable.

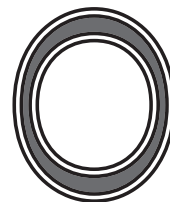
So my big message this month is to get out into your garage, check out your triumph, make some plans to join us and really enjoy what being a member of this Club is all about.....

DOING MORE WITH YOUR TRIUMPH!



BY JANE ROWLEY

TSSC COUNCIL OF MANAGEMENT



EVENTS CALENDAR

e-mail trudi@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ANY 2019 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
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January 2019

SUN 6 JANUARY 2019

TSSC DERWENT VALLEY'S NEW YEAR RUN

STARTS RIPLEY. DE5 3QP
CONTACT ROGER 07979 619 149
OR COLIN 01773 531 580

May 2019

FRI SAT SUN MON 17 18 19 20 MAY 2019

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FRI SAT SUN MON 17 18 19 20 MAY 2019

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June 2019

FRI SAT SUN MON 7 8 9 10 JUNE 2019

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FRI SAT SUN MON 7 8 9 10 JUNE 2019

TSSC CORNWALL CAMPING WEEKEND

PENTIRE COASTAL HOLIDAY PARK
Contact Carol after 6pm on
07979 464643 or 01726 824 523

July 2019

FRI SAT SUN 12 13 14 JULY 2019

TSSC NORTHANTS 'COPS & ROBBERS' CAMPING WEEKEND

TOP END FARM, LITTLE STAUGHTON MK44 2BY
EMAIL nigeljohnhawes@gmail.com

August 2019

FRI SAT SUN 16 17 18 AUGUST 2019

INTER-CLUB TRIUMPH WEEKEND STRATFORD - UPON - AVON RACE COURSE

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www.triumphweekend.com

FRI SAT SUN 2 3 4 AUGUST 2019

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J.MUSCHIALI@NTLWORLD.COM
NEIL 07530 307371
TRIUMPH20002500STAG@GMAIL.COM

September 2019

FRI SAT SUN MON 12 13 14 15 16 SEPT 2019

TSSC TRAVEL CLUB TRIP TO THE ISLE OF MAN

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CLASSIC CAR SHOWS (CLUB INVITED)

February 2019

SUN 10 FEBRUARY 2019

INTERNATIONAL TRIUMPH & MG SPARES DAY

NAC STONELEIGH WARKS

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March 2019

FRI SAT SUN 22 23 24 MARCH 2019

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May 2019

SUN 19 MAY 2019

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July 2019

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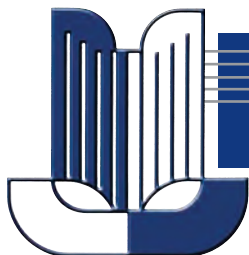
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www.silverstoneclassic.com

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NEWS REVIEW

Monthly News of a Triumph Nature

FOOTMAN JAMES ANNOUNCES NEW CLASSIC VEHICLE MEET FOR 2019:

COFFEE & CHROME

Footman James's Coffee & Chrome meets aim to bring together enthusiasts and their classic cars and bikes from all makes, marques and eras over a hot drink and a free bacon butty. There will also be a number of specialist classic traders in attendance for visitors to browse, when they can tear themselves away from the admiring the classics on display!

Coffee & Chrome will be taking place throughout 2019 on se-

lected Sunday mornings, with the first taking place at Chateau Impney in Droitwich – the home of Chateau Impney Hill Climb. Chateau Impney is steeped in motoring heritage with the first hill climb taking place over 50 years ago, making this the perfect backdrop for the meet.

This event builds upon the success of Footman James's sold out Drive-It Day in April, hosted at the Chateau, which saw over 30 classic vehicles travel in convoy through the beautiful Cotswold countryside. Participants came with their Jaguar E-types, Porsche Boxsters, Triumph Spitfires, MGAs, Cobras, Nortons and Harley Davidsons – so expect to see a similarly eclectic mix of vehicles at Coffee & Chrome!

The first Coffee & Chrome meet is taking place on Sunday 6th January 2019 between 10am and 1pm. The meet is free to attend; however, space is limited to 200 vehicles, so participants are asked to register online on the Footman James website (footmanjames.co.uk/classichub) to confirm their place.

Further dates for Coffee & Chrome will be announced in the new year. Follow Footman James on Facebook, Twitter and Instagram or subscribe to their newsletter to stay updated.

For further information about Footman James please contact **0333 207 6000** or visit **www.footmanjames.co.uk**.



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Herald

948/1200/1250

COLIN LINDSAY herald@tssc.org.uk

Happy Birthday Mr Herald!

Yes, it's official, we beat the Beatles! They only had fifty years ago today, we've now got sixty. Well, maybe not today exactly – we've a few months yet – but it's still close enough to sixty years since the Herald appeared in showrooms and on our roads. 1959 – 2019. Nice to see something that's older than me these days. I had already located the closest thing to a golden Herald (sadly only a model – thanks to **Dave Coventry**, modeller!), then I remembered: sixty, not fifty!

"That would make it the Herald's diamond anniversary"

and while I couldn't find any diamond Heralds, I did hear rumours of a Herald Diamond that according to legend was taken away to be restored a few years back and never seen again. Sounds familiar.

1959 – Some Like it Hot appeared in cinemas, Buddy Holly died, Alaska became a US state, and Disney released Sleeping Beauty. (I thought it was the Prince did that?). Cuba was causing problems for America, Vietnam was in the early stages of war, and Cecil B DeMille, the great movie producer, passed away.

On the road we had some great cars making their debut.



The Daimler SP250, or Dart, appeared, as did the Austin Healey 3000, the Ford Anglia of Harry Potter fame, the Jaguar Mk2 and of course the Mini.

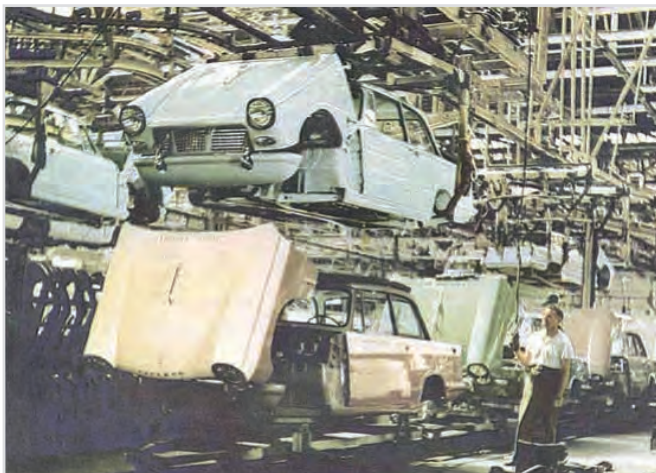
step backwards in using a separate chassis. Previous offerings such as the Standard 8 and 10 were nice enough cars, but solid, squat and becoming dull.



The Herald was a huge step forward in car manufacture and design, if you ignore the huge

If you've ever seen photos of the time, the cars are all the same, bland jelly-moulds of

Morris Minors or Austin A30s that were already dated, pre-war designs. You had the great rectangular tanks of the road, Wolseley, Morris and Riley; huge things of solid metal that rusted from the word go, full of wood and leather and masses of chrome. Designers were still using the outdated techniques and ideas of a decade before, but now, new styles were coming in, new materials, new colours. Plastic, rubber, vinyl, these were starting to replace the solid wood, Bakelite and leather of the previous generation. Cars were becoming cheaper to produce and therefore more affordable to buy. Across the pond in America things were as usual big brash and outlandish, alright for those fellows but not at all



Herald saleable, but not too much so as not to scare off traditional British buyers. In many ways it was excellent use of what was available at the time, with steel still in short supply and small frugal engines seen

as the way forward.

There's a tendency today to look back at cars of that time and poke fun at the cheap and cheerful engineering, but you must remember that post-war British cars were nearly all like that, unless you went for the high end and usually out of reach luxury cars. I still remember floor-mounted dip switches, external hinges and oiled wire-mesh air filters in cars of the same era.

It's also interesting to note that other cars of the period – for example the aforementioned Ford Anglia 105e, which debuted the same year, had many of the same features – fins,



British. Imagine a Cadillac owner, with his amazing 132 inch wheelbase and massive fins, looking at British cars of the day. I can just hear the Crocodile Dundee voice: that's not a fin – this is a fin!

Designers therefore had to find a compromise that was bright, futuristic, and modern, but not over the top.

Thus Michelotti in his design incorporated just enough of modern innovation to make the



chrome side strips, a squared-off bonnet with hooded headlamps, and a single-dial dashboard, although admittedly with a temperature gauge fitted as standard.

Those who detract from the Herald as basic, outdated engineering even at birth should remember the Mini, which didn't have a dashboard, fibreboard, wooden or otherwise; it also had rubber suspension, a bootlid that opened upside down, and the doors were opened by pulling a string. Having said that, the Mini was nearly £300 cheaper.

The Herald was quite expensive at first, being hit with a massive 45% purchase tax, which almost doubled the price and didn't help sales.

The name has also been the subject of much debate; it's said it was named after Managing Director Alick Dick's yacht, Herald, but there is also a line of debate arguing that Standard Triumph at the time were following a specific line of naming and had already used Ensign, Pennant and of course Standard (as in official flag, not a measure!) so Herald may have been a logical step in that sequence; it's also worth noting that the Triumph brand was



run its' course, and were already producing a replacement in the form of the more luxurious monocoque 1300. By this time they were competing against the likes of the Ford Escort and the Citroen Dyane, but still managed to continue to sell the 1200 saloon, the only surviving 1200 model, until December 1970, when it was finally pulled.

Amazingly, too, the Morris Minor was still in production, and would be until 1971, when it was replaced by the Morris Marina – which used Triumph transmission and running gear, but which was also ranked as one of the worst British cars



considered quite late in pre-production and the car may well have ended up as the Standard Herald. Standard as a term also refers to a grade of beef so we could possibly have ended up with the Standard Sirloin ...!

Our cars continued for eight years, with a total of 454,830 of all models produced, with most versions morphing into the 13/60 in 1967. Even Triumph themselves – or British Leyland as they had become - felt that it had

ever made...

At various key dates over 2019 I'll be featuring the events that unveiled the Herald to the public. If anyone has early memorabilia from that period we'd love to see it, so get in touch. I'll also be digging out some interesting and maybe not so well known Herald facts, so if you know any inside information, or have a particularly early car, let me know, and we'll give the Herald the golden year it deserves.

Sorry... Diamond! Oops!

Colin

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Lighting Upgrade feedback

While partaking of a jacket potato and mince pie (not at the same time!) at the TSSC HQ Christmas Open Day on 2nd December, my phone beeped with the first feedback for last month's article.

Chris Hill wrote the following:

"I've just had a quick flick through the Courier and came to your piece on the LED lights and you asked for some feedback on some of the light units. I have a pair of the Britpart Lynx DA6282 that I fitted to my 2013 Defender and I must say they are brilliant (no pun intended!). I fitted them about 18 months ago so they are on their second winter and they are very bright with an instant reaction time when switched between dip and main beams.

When I fitted them I marked the original beam pattern on the garage door.

" I then checked the LED pattern and it matched, so no adjustment was necessary."

The Landy has been through an MOT test and there were no problems. They do have E marks on them; the only issue for classics is the looks. It looks great on my Defender and



Pic.1.



Pic.2.



Pic.3.

Land Rover did fit LED units to the very last autobiography Defenders of 2016 although these were Nolden units at about £700 a pair. I've attached some photos of what they look like fitted, showing dip and main beams also."

Thanks, Chris. Please see photos 1 (off), 2 (dip) and 3

(main beam). This is just the kind of feedback that I hope will be very useful to members contemplating such a change. As he says, there are units from Nolden (a German company) which I wasn't aware of although they are not cheap. Check out Nolden M297 in your favourite search engine if

you are interested.

Also of interest is that they make a 5.75 inch version potentially suitable for Vitesse, Stags and the big saloons. For these check out Nolden M314.

Estate in a state?

Martin Spiers from Daventry has been in contact with me on the subject of his 13/60 Estate, [photo 4](#). It's a very smart and original looking car, isn't it? However, as is often then case, a deeper look tells a different story. The chassis has been repaired at



Pic.4.

car restored for him and so it is now completely in pieces ([photo 6](#)).

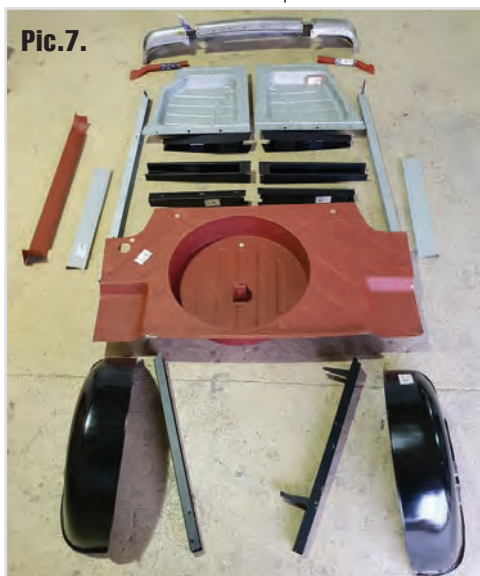
After a full assessment, new panels were ordered



Pic.5



Pic.6.



Pic.7.

some point in the traditional approved way that was used when they didn't want to remove the body from the chassis. So the new outriggers have not been fully welded, especially on the top, and corrosion has once again set in. [Photo 5](#) is a blow-up from one of the shots and hopefully you can see what it looks like. The car has also acquired a Vitesse front valance (note the cut-out needed to accommodate the radiator) which will be replaced with a Herald one.

Martin has taken the decision to have the

and can be seen laid out in [photo 7](#).

There is obviously a long way to go but examination of the various main body sections indicates that they are not actually too bad. The use of new front floor and boot panels is often less labour intensive than trying to patch up the originals.

Martin and I are in regular contact and I am giving advice and help where I can. We met up on the weekend of the aforementioned TSSC Christmas event as my daughter also lives in Daventry. We had a good chat about the car and the work. Hopefully I will be able to go and see the work in progress sometime soon.

Phil



1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

First year owning a Vitesse

Hello everybody and Happy New Year – Hope you all had a great time over the Christmas break and did not eat too much over the festive season. Hmm – Thinks - must eat less next year, well yes I say that every year!

my disabled wife. She was used for local car club, family runs and shows as our other 2 were 2 seaters. Unfortunately, as my wife became more disabled, we hit a major snag with leather seats and no seat belts

with seatbelts wide doors and seats not too close to the floor. We wanted a British car pre-1970 and thought a convertible would be nice. After much thought we narrowed our list to 4 cars. Morris Minor, Sun-



Roll on the Spring. This month we have an article by **Paul Thompson** covering his first year owning a Vitesse.

Over to you Paul.

Thanks, Dave. This is the story of the first year of my ownership of a mk2 Triumph Vitesse convertible. Just over a year ago I had 3 classic cars tucked away in my garage. One of which was a MG Y type. This car was purchased as our classic family car (room for Grandchildren) and comfortable for

" A quick haggle and she was mine complete with 10 months MOT and a service."

my wife found herself unable to stay in the front seat - sliding into the footwell! And the very narrow doors were difficult to climb into, with much regret we decided to change her for a car

beam Rapier and Triumph Herald/Vitesse. Jane said Morris Minors were little old ladies' cars so that was crossed off. The Sunbeam was a bit big for our garage - one less. I had always loved the sound of a 6-cylinder engine and liked the punch of a big engine in a small light car so the Vitesse won. I wrote to Dave Rumens who gave me a comprehensive check list and the search began! I ended up finding our car in Halifax in a heated

garage carefully rebuilt (lots of pictures) and immaculate in every way. In fact, it looked as if it was fresh out of a new car showroom. A quick haggle and she was mine complete with 10 months MOT and a service.

As winter was upon us, I gave her a thorough check in my garage had her rust proofed with wax injected in the cavities and the underside covered in hard wax rust proofing. The rust proofer said she was so clean underneath it was a shame to cover her with wax but gave me a discount as he did not need a power wash plus an extended rust guarantee. changed the oil plugs and filters and took her for a voluntary MOT before I started using her in the spring and to my and the testers amazement, she failed with rear brakes not in balance, off side rear binding and off side rear hand brake not working. The brake cylinder had been fitted incorrectly so not sure how she passed the MOT less than a 100 miles before. New brake cylinder cured that problem. I then took her for her first long run on drive it day and 3 problems occurred. The first was surprising, the suspension was so hard that your teeth nearly fell out and she had new adjustable telescopic shock absorbers strange. When the gearbox was hot it was difficult to change gear plus the overdrive chattered when hot and I therefore was unable to use it much. And under hard acceleration we had a severe flat spot. When checked, the shock absorbers were set at the hardest setting - easily solved. The gearbox oil was dirty and the filter in the overdrive was solid with gunge. And under hard acceleration the flexible air pipes from air cleaner to the car front were too flexible and were going flat! First set of problems easily solved. I used Fuchs 75/140 synthetic gear oil and the gear change is transformed hot or cold and is much quieter. We still had a slight misfire at high revs and I had a clue when in very wet conditions I had a severe misfire plus the sparks on the ignition leads looked like a Christmas tree! The car had electronic ignition, but the leads were still full length and coiled and fastened to the side of the block. The plug leads looked like new but when examined closely had minute cracks - they were old. Close examination of the highly polished coil showed it to be very old and the sparks were pathetic. A new set of leads a new coil

from the club and careful shortening of all the wires and the spark was brilliant. Having seen the standard of maintenance, as a precaution I also flushed and refilled the rad with fresh Bluecol.

The seller has good reason for selling as he had developed severe arthritis in his hands and was finding changing gear difficult plus he found working on the car difficult. He therefore had all the work carried out by a local garage who I suspect was not that thorough. A good example was the shock absorbers. He had had the lever arm shockers reconditioned and then 18 months later replaced with adjustable Gaz piston type which were set wrong! Whenever work was done everything was replaced for example when the fuel pump was replaced all the fuel lines and copper pipes were replaced, the same with brake parts. No expense was spared but the work was not carried out to a high standard and obvious service items were forgotten. A shame as he could not enjoy the massive amount of money he had lavished on the car when driving. He did however enjoy polishing and cleaning her in his warm garage.

So, Jane and I have enjoyed a wonderful summer in a delightful little Vitesse with the hood down!

Paul Thompson.

Thanks you Paul for an excellent article. In recent years, there is an increasing number of people buy-

[illegible]



" Both the Vitesse and the Stag were produced to provide an option to those who wanted a sports car but required four seats. "

"Darling, you haven't lost a sports car, you've gained a Triumph Vitesse."

The six-cylinder Triumph Vitesse is as smooth a carry-on as ever hauled a baby to sleep. With a 1,596 cc engine not a weight of just 17 cwt, it is one of the fastest. And with front-wheel disc brakes, one of the safest.

For constant fathers can relax. They can have it back in their much-loved four-seater sports job. But in its place they

have a car with all the performance and less of the insurance premium.

The Vitesse racing stable
The Vitesse is certainly inspired by Triumph's race and rally success. It has a steel gutter chassis, independent suspension on both wheels. And a layout that lifts forward after the summer of grand touring days. New owners will need the wide doors,

which hold themselves open in and out. Cynics say which understand that the sports car that ever let sleeping babies

TRIUMPH VITESSE SALOON
1972-76 1.6-1.8



OldCarAds.co.uk

ing a Vitesse or Stag as they are looking for an up-market sports classic with four seats. In many ways two seater sports car can become less attractive and practical the older you get.

Both the Vitesse and the Stag were produced to provide an option to those who wanted a sports car but required four seats. Over the years this point had been used in a number of the advertisements for the Vitesse.

That's it for this month.

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

Dave

The 2-seater beater.

New Triumph Vitesse Mk2.

Bad news for the two-seater boys. The new Triumph Vitesse Mk2 shares the notion that hot performance is strictly for them.

0-50 in the Vitesse Mk2 in a swift 8 seconds. A time that makes quite a few two-seater cars look shame-faced. And it's a full four-seater.

This shows on-the-way capability is what is meant by 'Triumph engineering'. Which in practice means putting more into a car so you get more out of it.

The third of new Vitesse has been pushed up to 104, and the top speed to 103 mph. And

to match this boosted performance there's new wishbone independent rear suspension to make sure you're as safe on the corners as on the straight.

There have been cosmetic improvements too. Note the magneto-stylis wheel trim, the re-modified grille, the new walnut-veneered fascia.

Some things haven't changed. The light, positive steering. The fantastic 2.5-litre, turning circle. The 72-position driving seat. The all-independent suspension. The conserved-revvo-seats that keep you snug and comfortable every mile.

The double back-bone steel chassis. Name another revving, six-cylinder, four-seater that out-accelerates and out-maneuvres several leading sports cars?

And ask yourself why you aren't a Vitesse man already.

Triumph Vitesse Mk2 saloon 1972-76, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72. Both prices include purchase tax.

Standard Triumph Sales Ltd. 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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Of things yet to come...

How can it possibly be 2019 already? It doesn't seem so long ago that we were all agog at actually moving into the new millennium – or am I just showing my age.

I just hope this year doesn't go as fast as the last one did, or is that too just a sign of ageing I have to get used to?

You'll see in Guy's article that I had a lovely picture of double-decker Spitfires but Guy nabbed it for his pages. We had intended taking Baby Blue (my 1968 Mk3) to Lubenham

for the open day at HQ but wimped out a bit seeing the weather forecast (another sign of age as we've been out in both Blue and Guy's convertible with snow coming down in the past). One driver who that can never be said about it **Albert Bishop** who came along for the day in his 1969 Mk3, of course.

You will get to see and read more about this car during 2019 as Albert has promised me a series of articles about his many years of ownership of the



Albert's MK3

car including a full restoration taking it back to this (Below).



How Albert started his restoration



Frankencar!

Another car I hope to hear more about this year is TEH 897G. Thinking back to a (rather rainy) summer's day I was pleased to get a note from Linda Cross about her car (once Bernie's GT6) which we saw at Shelsey Walsh, and mentioned in October's article. At the time I was oblivious to the fact that it had that tell-tale bump in the bonnet and just spotted the convertible tub.

"What a wonderful surprise! Looking through the Courier and there is Frankencar!"

I'm sorry I didn't get to speak to you at Shelsey, Suzie. There was so much to enjoy that we just abandoned the car and made the most of the dry spells! I stuck my head in the shop and poor Bernard, trying to wind/rain proof a gazebo, was kind enough to say hello!

2 years ago it was on the club stand at the NEC, representing what may have been. It's 3/4 run in following a Dennis Benson engine rebuild/upgrade

and I am just bursting to see what it will do when I ask it to really go! Even now it has a will- ingness I've never had in a car. Add that to the bum on the floor and wind in the hair feel-

ing, it's magnificent! I'm hoping to get lots of use in the future and you will get another opportunity to meet it soon, I hope!"

Linda has promised me some more words and photos of the car for a future article, so apologies now for potentially treading on Andy Cook's GT6 toes – unless you'd rather have them, Andy for your pages?.

And just to make it a trio of red cars this month, we saw the 1964 Spitfire4, 34 YNN at the Cotswolds Airport show at the end of September and also at

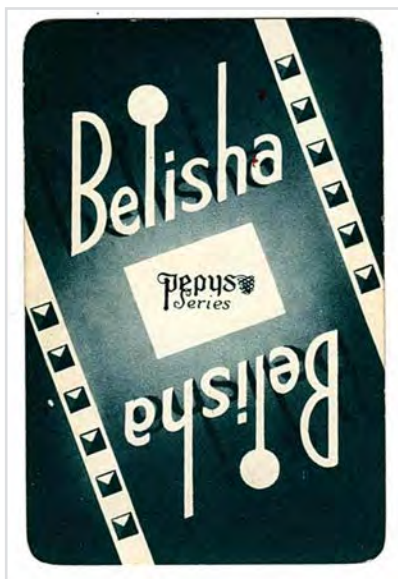


the NEC in November as part of the excellent Time- Line selection of cars on the Standard Triumph Forum stand.

By the way, have I mentioned I think I'm getting old? But, not quite as old as the set of cards I found on a stall at the NEC Classic Car Show.



Those of you who have been around (in the



TSSC) for as long as me may remember I included a series of Belisha Safety First cigarette cards in my articles some years ago (2006-2008) indicating the rules of the road.

This pack seems to date to about 1937 and contains a Rummy-like Safety First game consisting of a mixture of designs, some images related again to rules of the road and others of places around Britain, and all including a road sign or other item to be found along the roadways of Britain. I introduce you here to the four No 1 cards, Big Ben, Westminster; Market Place, Grantham; Williamwath Bridge, Lockerbie and possibly an admonition from the patrolman that the green 'Go' light does not indicate that it's an appropriate time or place to provide tuition of possibly an amorous nature to your 'Learner' driver.

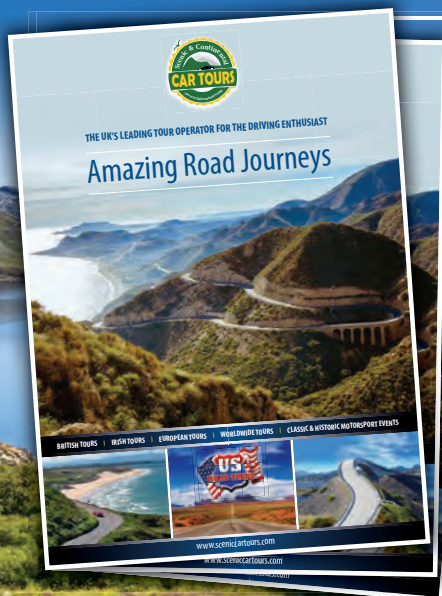
I haven't gone looking for up to date photos of any of the locations but, as I share these images with you, if anyone lives near the described locations and can get a photo of the site as it looks today, do please send them to me to include sometime.

Suzie



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TR7

Early type bonnet (single bulge) WKC170	£155.00
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Door skins YKC74/75	£80.00
LH rear wing Coupe, original	£400.00
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Rear deck assembly convertible WKC4255	£95.00
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Petrol tank	£250.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£80.00
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Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£89.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£185.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange) Reconditioned	£500.00
Recon exchange J Type overdrive	£450.00
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Recon rear hub assy (exchange)	£140.00
Recon Brake Calipers (exchange)	£65.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

TR6

Front L/H fitch panel 907079/576477	£350.00
Late type rear centre bumper O.E.	£195.00
Rear quarter bumper 910158 O.E LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunkion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo	£125.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£62.50
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£500.00
Recon drive shaft assy (exchange)	£225.00
Recon rear hub assy (exchange)	£140.00
Diff mounting upper 134235	£2.50
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Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£90.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£130.00
Boot lid 575787	£405.00
Dash top cover 714482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50

Recon Exchange Diff	£450.00
Recon Exchange Diff (NCW&P)	£550.00
Recon exchange brake caliper type 12	£55.00
Recon exchange brake caliper type 14	£45.00
Original head gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

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Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£75.00
Front wheel arch inner 909797/8	£85.00
Headlamp support panel assembly 818871/2	£65.00
Front quarter valance 815391/2	£110.00
Door skins	£80.00
Sills non original 903097/8	£62.00
Sills O.E. 903097/8	£95.00
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£32.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£180.00
A' post lower pivot panel 706288/9	£27.00
Bonnet hinge pivot box RKC362/3	£62.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£75.00
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Rear wing front repair panel	£30.00
Rear wing rear repair panel	£32.50
Rear lamp panel 716182	£240.00
Rear valance 908970	£110.00
Boot floor	£180.00
Boot lid 911327	£600.00
Rear inner wheel arch 725563/4	£190.00
Rear outer wheel arch 909661/2	£112.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£55.00
H/I top seal roof/ door glass 716183/4	£12.00
Door hinges 807824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£29.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£25.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£20.00
Front suspension vertical link	£125.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
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Track rod end GSJ158	£9.50
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Steering lock 216449/UKC2719	£85.00
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Recon exchange D Type O/D Mk IV	£450.00
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Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
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Clutch kit GCK160	£77.50
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Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
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Wiper motor (new)	£45.00
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Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
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GT6

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Bonnet assembly Mk III 913766	£1,400.00
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Front wings Mk III 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
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Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£80.00
Front suspension vertical link	£130.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototflex GBS750	£17.00
Brake shoe non rototflex GBS746	£20.00
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Mk II boot reinforcement panel 910505	£75.00
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Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
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Dash veneer set 2000TC/2500TC - 730397	£65.00
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Late Mk I 2000 steering wheel 307493	£25.00
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Gearbox (exchange)	£450.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£65.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
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Rewiring "Tango"

Happy New year to all our GT6 owners, I'm looking forward to another exiting year with my GT6.

Starting off this year with an article kindly supplied by **Kevin Payne** with the story of re-wiring his GT6. This made interesting reading when I got to the bit about the Hazard waring switch, more about that later!

Rewiring Tango

It was such an innocuous text. "Kevin, you don't by any chance have a 4 mm spade connector spare do you?"

To which I replied " come on round I'll have a search in the box of electrical bits".

Over a cup of tea we started discussing the various issues we had suffered with wiring on old cars, I shared with friend Adrian my slight niggly concern that there was a " warm smell" when I turned the lights on the GT6 and how I had thought about replacing the loom one day because it had been heavily tampered with and the protective screen split in numerous places by both old age and previous owners (I suspect to effect repairs and modifications) but had a decidedly dodgy feel to it. Adrian then shared that "he always went to those very nice people at Autospartks" and the plan was hatched to "go for it!" and replace the loom.

Now it sounds really simple and can't be difficult surely provided



"Modified" Starter Motor Wiring

you're sensible about what you do and follow the rule of "take one connection off and replace it immediately with the new one". What could possibly go wrong?

I must stop saying that to myself as the previous engine ex-

"My car being a bit of a mongrel I wasn't sure which loom was suitable for the car "

ploits of **Tango** (the car) have demonstrated that much can.

On researching the Autospartks site, it was apparent that there were two different looms, bal-last resistor and resistive wire.

My car being a bit of a mongrel I wasn't sure which was suitable for the car but support from the forum helped explain what was what - resistive wire for me. Piggy bank broken open and all three parts of the loom were ordered (we'll come back to this point later). Objective, car with an absolutely standard loom with a wiring diagram that matched it - this didn't last long.

Few days later large box arrives turn up and you look in the box and have to take a deep breath as the scale of the snake of wires curled up.

Now as I shared the car it is a bit of a mongrel and the starter motor had been replaced previously with one that had an integral relay thereby losing the main point of connecting all the

major live wires together. This connection was reformed by a bolt through the connectors and a mass of electrical tape. Not great looking but functional. This had to go.

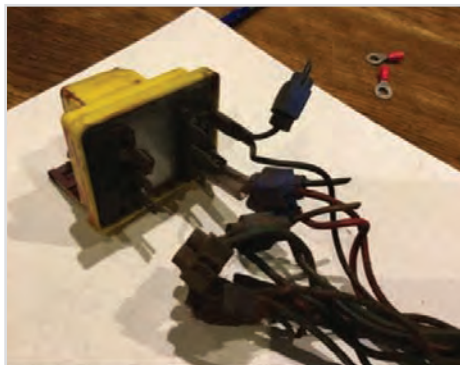
On thinking about what to replace it with, I started considering what the various elements of the loom did and why there were two means of getting a charge to the coil - one from the starter motor relay (driven from switch position 1) and one from the ignition switch through the resistive wire (the white from no.3 leading to the pink resistive wire). This didn't make much sense at first but further help from the forum explained that the coil was initially "overloaded" during cranking and that the voltage was then reduced to 6 volts during normal running. Ahh, that makes sense.

A quick call to the guys at 123 Ignition Conversions confirmed that the coil I had been sup-

sible to remove the yellow/white wire from the starter motor relay and connect the white from No 3 direct to the coil. Slides to the protective shields, wires removed and new connections made, I ended up with the desired result - 12 volts on both starting and running - so much for the standard loom!

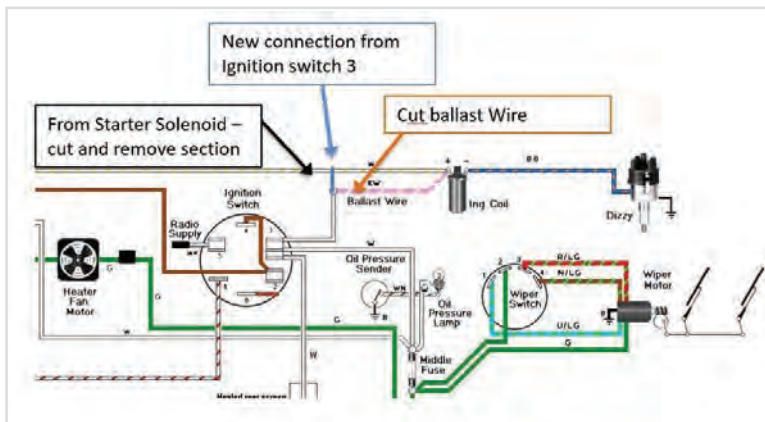
Picture 2 Wiring Diagram for Ballast Resistor Removal

If you have never replaced the loom it comes in several pieces, the rear section, the dash and engine (these two meet behind the passenger shelf) and a front light part.



Night Dimming Relay

to the dash loom. Easy, one old connection broken at a time and replaced with the new one - what can possibly go wrong. And then you come to a yellow plastic box in the rear passenger arch above the fuel tank that the old loom has a few connections to but largely most have been removed. Quick review of the wiring diagram (I was using one downloaded from the internet because it was



Wiring Diagram for Ballast Resistor Removal

plied would work much better at 12 volts so I needed to find a way to bypass the resistive wire. Not a difficult task but thinking further, it seemed sen-

There may well be another element but we'll come to that shortly.

Replacement started with the rear section from the connector

in colour and much easier to use) confirmedthat the box didn't exist. Oh. Not a problem, I took a look in the Haynes manual. Nope not there either. Ok let's try the original manual. Nope!

Photo back on the forum page and yellow box was identified as the night dimming relay that was fitted to a few cars and the recommendation was that it's a waste of time so bypass. I did eventually come across a reference to it in an old spitfire manual that helpfully says "if needing to be replaced, rewire as found" not helpful if only two wires are connected and the majority aren't.

I bypassed it! Before starting to replace the looms I had previously checked that all the lights etc had worked so upon replacement of the rear loom I was able to determine that the lights that weren't working were associated with what I had done rather than some other fault somewhere else. This was a good practice that significantly assisted in tracking down the odd bad connection on this and subsequent installations.

The next phase was the engine bay element. Rapid progress - fitted the new fuse box checking which fuses are in which position (the



Bulkhead Wiring



Fusebox with Matchsticks!

old ones didn't match the wiring diagram) and fuses fitted but very loose. Autosparks confirmed that the recent mouldings aren't great and they could offer no other alternatives. Matchsticks helped wedge the fuses in as shown.

Moving along the bulkhead the next issue is when you encounter what is the overdrive relay; you take the old wire off only to find that you haven't got one to go on. And then you discover that actually you need to purchase yet another loom which doesn't appear on the autosparks list (it didn't with Rimmer or Moss either!). You need to ask for a D type overdrive circuit and then hunt down the back of the sofa for yet more pennies to pay for it. Initially I didn't realise it was the overdrive relay because the wiring dia-

gram missed it out and the wires running to it were the wrong colour. They actually matched the MK4 Spit diagram if ever you get stuck like me.

Now an objective had been to tidy up the bulkhead mass of electrical tape and replace it with something that looked vaguely proper - before and after shown below. All the main live (brown) wires were cut short (they should go to the starter motor) and terminated with spade connectors inside this one box.

The dash is the tough part of the replacement because the old loom had been split in several places and I wasn't sure what the correct run was and also, a previous owner had inserted an extra dial and (as I found out later) some of the switches weren't standard fittings

As appears increasingly normal, when

I start one job I end up trying to do 3 more on the basis that” whilst I’ve got the xxxx out I might just as well do

This time was no different. Logic told me that the main speedometer and tachometer dials would need to come out of the dash to facilitate access to the rear so they went off for a rebuild whilst I did the rest. I thought that they weren’t working correctly as I had previously managed to do 70 mph whilst stationary in a traffic jam so something was wrong.

worked for certain set ups but not others. Now I’m a fan of spreadsheets but never did I imagine that I would deploy one on car maintenance, but I did!

It had to be the switch. Replacement sought and fittedexactly the same.

Surely the chance of two failed switches was too much to be believednot helped by a call to Mr Rimmer who confirmed that they hadn’t had any returns and that they were ap-

proaching the end of their current batch.

I lost confidence in my electrics.

I had stupidly thrown away the old switch so couldn’t compare the connectivity of old to new but new to new was the same but didn’t make sense.

A visit however to Moss in Bristol with the meter showed that theirs had what I considered to be the right connections.

Success! Finally what was going to be a few weeks turned into several months but at

least I’ve lost the warm smell!

And no.... I didn’t have a 4 mm spade connector.....but I have a few now if ever you need one.

Kevin

Thanks for supplying the article Kevin.

Hazard Flasher Switch Woes

As I mentioned, the issues that Kevin had with his Hazard switch made interesting reading to me. I recently had a Hard switch failure on my GT6, basically the switch internals were worn and locked up, this was a big problem as although I rarely use the hazard flashers it ended up shorting out the flasher relay so my indicators also failed.

A new switch was ordered along with both a new flasher relay and hazard flasher relay. Changing the Hazard switch on a MK2 or Mk3 GT6 is pretty fiddly, I removed the tacho for access but couldn’t get the switch to release

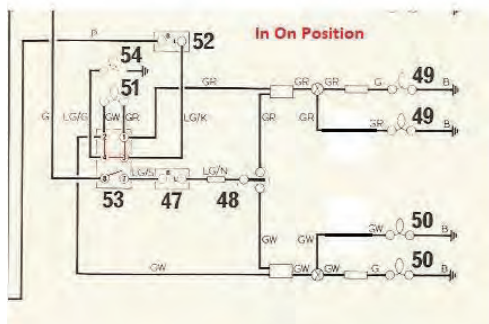
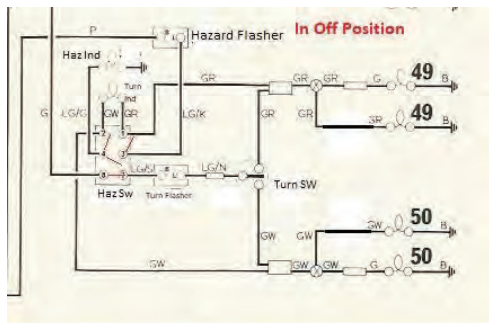
Table 1

		Ignition off & hazard switch off	Ignition off & hazard switch on	Ignition on & hazard switch off	Ignition on & hazard switch on
Power supplied to hazard switch	Hazard flasher unit	Indicator switch off	Indicator switch on	Indicator switch off	Indicator switch on
	Hazard warning light on	Clicks	Clicks	Clicks	Clicks
	Oil and ignition light	Flashes	Flashes	Off	On
	Indicator bulbs flash?	No	Flashes on one side	Flashes	Flashes on one side
	Indicator warning bulb on	No	Flashes	Off	Off
Power not supplied to hazard switch	Hazard flasher unit	Off	Off	Off	Off
	Hazard warning light on	Off	Off	Off	On
	Oil and ignition light	Off	Off	Off	On
	Indicator bulbs flash?	Off	Off	Off	Flashes on one side
	Indicator warning bulb on	Off	Off	Off	Flashes

Hazard Switch Logic

With some trial and error the loom was replaced. All went well with the exception that I managed to break a blade on the back of the rocker switch so replacement ordered, duly fitted along with refurbished dials ready for test.....

Battery connected and one fuse inserted at a timebut I had the hazard relay “clicking” despite the switch being off but no hazard lights. Very strange. I couldn’t easily come up with a situation that could cause this and it was obviously an installation error (thinks I) so out come the dials again to check the wires on the back of the switch. Nothing wrong. Now a switch is a pretty simple bit of electrics, it’s either on or it’s off and so I set about checking the connecting part of the loom to try and find a misconnection or wrong colour etc but to no avail. When left alone for a weekend, I spent a very depressing Saturday evening testing out different configurations of having the hazard flasher powered (or not) and what happened to the indicators that



Hazard Switch connectivity logic

in situ and also it was a struggle to see the connections. So I relented and removed the Speedo, disconnected the Choke Cable, removed the eye-ball vent and pipe and de-installed the whole dash panel in front of the driver, in fact the centre dash panel had to be released too. I did leave the wiper switch in place as I didn't have to completely remove the dash panel from the car.

Photos and notes were taken of the hazard flasher wiring and the faulty switch was then released.

I then installed the new switch and connected it up and also replaced both the hazard flasher and turn flasher. That's when the problems really started! Although I had put the wires back in the same order it didn't work. In fact I had the hazard flasher dash indicator light coming on constantly if the ignition was on and the indicators wouldn't work at all!

My immediate thoughts were that I must have a faulty hazard flasher switch. So like Kevin it was time to investigate. The factory workshop manual wasn't great in that it had the connections on the wiring diagram but not the switch internal connectivity, so I worked out how it would connect and drew it up on an extract of the factory diagram.

Then I got my multimeter out and buzzed out the contacts. What then became apparent is that the front of the switch was upside down compared with the original. As the terminal numbers were a bit small for my eyesight I'd just connected it in the same way as the original switch rather than by terminal number. Armed with this knowledge I got the switch working when connected up. However the logo on the rocker is upside down with the point of the triangle facing downwards to get it to work properly with the on position being with the bottom of the rocker depressed.

I did contact my supplier, James Paddocks and



Hazard switch contacts and rocker front, new vs old.

it turns out that all of their stock is the same! The brand on the box is SNG Barrett group who are Stag specialists, the same type of switch is also fitted to some Stags, TR6s, early Dolomites etc. The chances are that most of the recent stock at all the Triumph specialists is probably the same as they [probably all come from the same factory somewhere in the far east! Yet another part to look out for a NOS item at auto-jumbles if you need decent quality I think!

GT6s Out and About

Back in November I was asked if I'd put my GT6 on one of the other Triumph Clubs (Cub

Triumph) stand at the NEC Classic Car show, with free entry over the 3 days of the show and a paid for Hotel room it was pretty much a no brainer!

I've not been to the NEC Classic Car show before and was extremely staggered by the size of it!

The show covered 6 of the large 8 halls at the NEC and there were literally thousands of Classics on display (and for sale). What was quite nice is that all the Triumph Clubs (TSSC included) were located close together in a sort of "Triumph Village".



Roy's, Tim's and my GT6 at the NEC.



GT6 that sold on the first day of the NEC show on the TRGB stand

There were actually only 4 GT6s at the show, three of these were on the Club Triumph Stand, my MK3, Roy Lacey's 2.5L MK1 and Tim Ward's 2.5L efi MK3.

The other was one of the cars for sale in the dealer's section, a MK3 on sale by TRGB, it sold very quickly with the sale completed by lunchtime on the first day of the show. It was a very tidy but not perfect car, I don't know if it went for the sticker price of £13K or whether the purchaser did a deal but the price looked about right to me.

From the Archives



Dipping into Leon Guyot's old Pictures again, these pictures are 35 years old, **Kevin Ginger's racer** at Goodwood back in 1983. The car would have only been 11 or 12 years old at the time, so the equivalent today of racing an early BMW Z4 coupe which came out 12 years ago. Compar-



ing the GT6 with the Z4 as it has some of the lines of a GT6 about it plus of course BMW own the Triumph brand now!

**Kevin Ginger's racer,
Goodwood, 1983**



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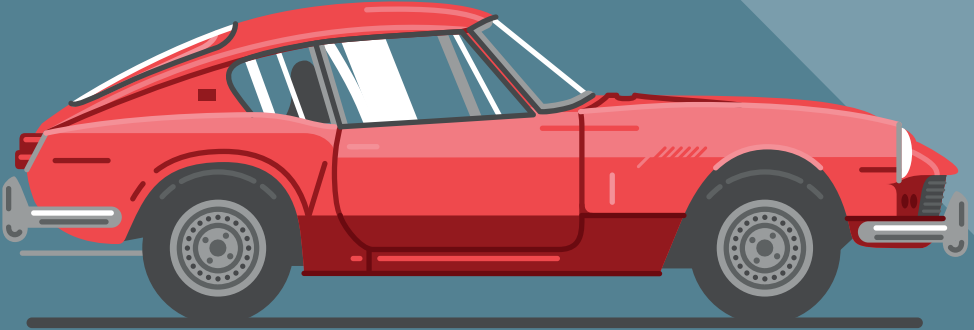
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MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

TR4A Throttle Pedal Adjustment

Some may remember years ago that I wrote about bolstering my TR's driver seat with memory foam to help with the discomfort I had in my right hip on the Classic Le Mans run. The foam made a massive difference, but on longer (than Classic Le Mans runs) I have still been getting a bit of discomfort. Now those who know me and my lack of attention to detail will not be surprised that it has taken me over 15 years to notice that the throttle pedal is lower than the brake and clutch pedals on my TR! There may be a reason for this and I suppose I could Google it or look on some forums, but some of the "advice" and "facts" that I have seen on the internet are so so so wrong, and I always wonder how many people have incurred serious and sometimes dangerous damage to their cars or to whatever else they are researching. Of course a lot of it is perfectly correct and is a good source of information, but if used, a modicum of experience and common sense should be applied, so another reason for me not to use it, I have no common



Main link rod too long even after making full adjustment

sense! However, if anyone knows of a reason for a throttle pedal to be lower please let me know, it could be that it has been calculated that a driver is less likely to press on the throttle instead of the brake pedal in an emergency, I just don't

**"but some of the
"advice" and "facts"
that I have seen on the
internet are so so
so wrong, "**



Extending the 1/4 UNF Thread

know. Anyway, I decided that the fact that I had to push my right leg further to use the

throttle pedal may be contributing or even causing the discomfort that I was experi-

encing so I decided to do something about it.

For those who don't know the throttle set up on a 4A it is a series of linkages (as on some other models) and 2 connecting rods, one from the pedal to a cam then a smaller one from the cam to the carburetors link shaft. The connecting rods are threaded at each end and have "ball and sockets", which are adjustable by undoing a locking nut and screwing the ends in the direction which you require. To bring the throttle pedal up I had to make the longer rod shorter so I undid



Accelerator Pedal Lower than Brake/Clutch pedals

was level with the brake and clutch pedal FANTASTIC! I then tried the pedal for operation and it felt good, the car revved up as it should and on a road test the car performed as it had previously.



Accelerator Pedal now level with other pedals

the locking nuts and screwed the ends in as far as they would go. With the rods refitted I found that the pedal had "risen" but not far enough, engaging my engineers brain I calculated that I had to physically shorten the pedal to cam rod by an inch, so I removed the rod and unscrewed the one end, then I cut an inch off the rod and cut a 1/4 UNF thread an inch longer than was left along the rod and screwed the ball and socket fitting back on. With the linkage rod re installed and re greased the throttle pedal

say **HIPTASTIC** it may give you a clue.

WISHING YOU ALL A HAPPY NEW YEAR and remember, TR's never die, they only TRIUMPH!

Whether a high pedal or low, TR's don't half go!

Bern

Another great article from regular contributor John Williams, I fitted a Pacet fan to my TR4A many years ago before I rebuilt the engine, mainly so that I could remove the manual fan and it's extension to hopefully prolong the life of my main bearings and big ends (which it did), after a few thousand miles the rubber/silicone "patch" that was supplied with the kit to fit over the thermostat's capillary tube started to leak coolant so I fitted a new steel tube between the bottom radiator hose and the water pump that incorporated a thermal switch. if John hadn't sent this in you would now be about to read about how I removed my TR's door cards and sprayed cavity wax into the door, oh well maybe next month, thanks John and over to you.

RENEWAL OF RADIATOR TOP HOSE AND ELECTRIC FAN CAPILLARY SEAL

My TR4 has a Kenlowe electric fan with a capillary tube and sensor mounted in the radiator return pipe at the top hose flange.

- The electric fan capillary tube was causing a leak at the sealing point at the radiator return pipe. Originally there was a thin rubberised seal over the pipe. This broke a few years ago and since then external use of silicone sealer has been used to stop leaks.



Sealant used prior to work

- The TR had started to lose water on runs. This was traced to the silicone sealant lifting. I discovered a firm supplying improved silicone



Sensor revealed



Special capillary sealing sleeve

sealing sleeves so obtained two [one spare]. The outer surface has a thicker section with a groove to hold the capillary tube against the top hose.

- I experimented to determine the best way of pulling the sleeve over the radiator top hose flange. I tried pulling the sleeve on in the normal way with-



Special Sealer in Place

out success. It is a very tight fit. I also tried using long nosed pliers to get the final bit over the flange. Disaster, I ripped a piece out of the sleeve!

I tried rolling the sleeve inside out with the intention of unrolling it on to the flange. It just couldn't be persuaded to unroll properly. In the end, I just prevailed in stretching the material over the flange the normal way.



Capillary in Place

- The capillary was then replaced inside the flange and a new top hose readied for installing. It was obvious the silicone sleeve would wrinkle on contact with the hose, so I applied a fine smear of oil to lubricate the surfaces. It seems to have worked. The engine was run up to temperature and kept going for a few minutes. No leaks!



INCORPORATING TSSC TRIUMFEST & TR INTERNATIONAL WEEKEND



INTER-CLUB

TRIUMPH WEEKEND



STRATFORD - UPON - AVON
RACECOURSE



16 - 18TH AUGUST 2019

www.triumphweekend.com



The dates for the 2019 Inaugural Inter-Club Triumph Weekend (TR Register & The Triumph Sports Six Club) have been announced for **16th - 18th August 2019** to be held at Stratford upon Avon Racecourse. The venue already plays host to a number of similar meets for classic car and caravan clubs throughout the year and is ideally situated within a short walk from the historic town centre. There will be many of the favourite features of the TR International Weekend & TSSC TriumFest UK plus invited car clubs and guided tours of the city and surrounding countryside. The weekend will also form the focal point for many celebrations planned throughout the year for the anniversary of 50 years since the Triumph TR6 went on sale and also the Launch of the Triumph Herald 60 Years ago.

Further details on ticket pricing, club discounts and advance booking requirements will be announced when tickets go on sale soon.

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More Odd Decisions

It's always pleasing to receive an interesting email about unusual Triumph-connected cars; and particularly so when the email coincides with register writing time.

Such was the case with this email from **Dominic Horner**:

"Please find attached photos of a Spitfire Mk3 conversion you might find of interest for the Courier?"

I can only give you a brief history as I only got to hear about the car after being approached in a Lidl car park after parking up in my Spitfire 1500! The owner had sold the car many years ago but still carried



about a photo album and was thrilled when I said his story still in their heyday and purchasing a fibreglass bonnet for



" He towed the car home with his brother and between them they restored the car "

and photos may be reproduced in the club magazine.

The owner, Tony Rudd (from Norwich), bought the Spitfire complete with Dutton conversion in a sorry state back in the late Eighties. Dutton kits were

a rusty Spitfire must have been an easy option at the time. The car had been off the road for over three years and was spotted by Tony in the front garden of a house in the Norfolk Broads area.



He towed the car home with his brother and between them they restored the car, replacing most of the metalwork themselves. Deciding on a colour they chose signal red and, again using their own skills, sprayed the car in their family garage. Tony finished the car off with some chromed plastic wire wheel trims that were still available to buy at the time. Tony and his brother ran the Dutton Spitfire for several years travelling to various car shows (complete with photo album) before deciding to sell, on a then new on-line auction site called eBay. As one of the first UK users they sold to a buyer from France, where the car now resides."

The car that Dominic is talking about, WEH440G, is not strictly a Dutton model, it was marketed as the DSL Spyder, with DSL standing for "Dutton Sports Limited", an off-shoot of the Dutton company. The images that accompanied Dominic's email are not best quality, but images of DSL Spydres are very hard to find, so hopefully our ever resourceful Editor Bern can make one or two vaguely presentable.

If you search the internet for

"DSL Spyder" you will find pictures of just one, also red. It is the car used for the original company brochure. This low

about how the looks of a car can be compromised by apparently minor design factors? What do we think of the looks



level of web presence certainly indicates the level of sales achieved by the DSL Spyder, which was available for just a few years from 1978.

Remember last month I wrote

of the DSL Spyder? Let me quote one opinion, from the web site classic-kitcars.com, "Not exactly a kit car in the strictest terms but a 'transformation kit' as DSL called it.

This really quite ugly car involved replacing the Triumph Spitfire front end with a new fibre glass front end very reminiscent of a Dutton Phaeton. Not content with making the front end of the Spitfire look as ugly as possible they also ensured the back end didn't get missed by supplying a new boot lid and back panel to enable a spare wheel to hang off the back. The DSL blurb at the time stated that the Spyder kit 'gives a high degree of personal expression', which I guess it does, I'll leave it up to you to decide what that expression might be!"

All I'll say is that personally I don't think the DSL conversion improves the looks of the base Spitfire. It would add, I suppose, a degree of exclusivity though; I can only guess at how many Spyder kits were sold, but it wouldn't surprise me if I didn't need to take my socks off. The car discovered by Dominic is the only one I've come across other than the brochure car and quite probably, if it is still alive in France, the only one surviving. Unless anyone knows better?

The coincidence goes even further, before receiving Dominic's email I'd already decided to write about Dutton cars for this register – weird.

Dutton Cars was, for quite a prolonged period, the biggest producer of kit cars in the world. The company was founded in 1970 by Tim Dutton Wooley, from a small workshop in Worthing where a series of cars were built, the first being his Seven-inspired P1 prototype. This car used Austin Healey Sprite mechanics, on a ladder frame chassis. In October 1971 a production model, the B-Type, appeared with a more standardised specification and based on Triumph Herald components, still using a Dutton made ladder frame chassis. The company also made a move to a larger factory in Tangmere, Chichester.

Dutton Cars continued to develop its products. The Seven-esque line led to models called B-Plus, B-Plus S2, Malaga and culminated in the very suc-

cessful Dutton Phaeton, with estimated total sales of about 3,000 kits between 1978 and 1989. Through the iterations the proportion Herald parts reduced, as rear suspension and engines were sourced from Ford cars. At a point in Phaeton production a Series 2 version ditched even the good old Herald front suspension.

Dutton didn't only make the Seven-styled cars; the most notable of the rest was a rugged looking four-seat, Escort based car called the Sierra, which apparently also ran to about 3,000 examples, between 1980 and 1994 (latterly marketed by Hamilton Automotive). The Sierra model also led Dutton to court, to do legal battle with another, somewhat bigger, car company that wanted to use the same name for one of its models.

What made me think about the Dutton marque was the posting of Dutton Phaeton CNK81X for sale on EBay. Here's the seller's description:

"Hi there,

For sale is my Dutton Phaeton kit car, it's a fibre body/steel chassis kit car running Spit-



fire front end (1147cc Spitfire engine) with Escort rear end.

I 'inherited' this car with the intention of restoring it and having some summer fun. However, I now will not have anywhere to keep/work on it over the winter, so it has to go.

The car is in general poor condition, but ev-



good home and would make an excellent winter or first time project as easy to work on and parts are readily available for these."

We can say that this is a Series 1 Phaeton, with Triumph front end and Ford rear – it was first registered in May 1982. What I find particularly interesting is the choice of engine made by the builder – an 1147cc Spitfire unit. This is no doubt a sweet little engine, and was seen as perfectly fit to pull a sports car, by the Standard Triumph motor company in 1962. But in 1982? Most sports car drivers would have surely been looking for a few more horses under his/her bonnet.

This Phaeton, which was located in Deeside, apparently sold for £875, which seems a pretty fair price to me, fair to seller and buyer. I think there is good potential here for a classic British kit car to get back where it belongs, on the road. The original engine is seized, and I'll put money on the new owner not attempting to unseize it – there's plenty of choice out there for a replacement motor – all made by Triumph, obviously.

Trevor

everything is simple to bring back to a good standard. The main issue is the engine is seized solid. It will NOT drive away, will need to be trailered. Would like to see it go to a





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BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Wide or Narrow Spacing?

Here we go again – a **Very Happy and Prosperous New Year to you all**, may the petrol and weather gods smile on us, and hopefully keep our toys the road for another year. It is hard to believe that 2018 has come and gone but I believe the Calendar says it has, and looking on the bright side the days are now getting longer.

In December Suzie & I made the pilgrimage to Sunderland Court at Lubenham for the Christmas open day and it was



"I went to our local scrapyards – remember those? and looked at various cars to find a suitable arm and wiper blade"

good to see many of our friends there. There was a good turnout of cars, (proper ones, not like the Volvo we wimped out and took!) and some had travelled quite some way – one of these being an Equipe 2 litre Convertible belonging to Mike Carter. This was its first proper outing, and I believe 85 miles is a good test, I trust it made it the 85 miles back home again.



Wide spaced



Mike had a nice stainless steel exhaust made for the car, and it certainly sounded nice.

One query Mike raised was how to put sensible sized wipers on the car. His car, being a late model, has the more widely spaced wipers parking to the right, and this presents a difficulty as I know MOT stations can fail a car if the blade extends beyond the screen. My

car, being earlier and with narrow spaced wipers parking to the left was quite easy - and this will tell you how long I have had the car, I went to our local scrapyard - remember those, and looked at various cars to find a suitable arm and blade. I fitted one from a Maxi - remember those! on the driver's side (the passenger side still makes do with the Triumph of-

fering) this has worked well over the last 30 odd years!

Now a bit of a detour away from Bonds, in November I finally finished one of the jobs I started - only 3½ years and got my 4 post lift working in the garage - yes, headroom is limited but a car 3ft up is much better than using ramps and it gives me another parking space as we now have double decked Spitfires! (below)

I of course had to celebrate this and buy another car - a **1951 Triumph 2000** (overpage) - no, the date is not a mistake - it is more commonly known as a Triumph Renown, so this will be a bit of a learning curve.

We now only need to get a 1940's car to almost achieve a car from every decade, between us we have a 1924 Standard Kenilworth, 1929 Standard





upon -
Avon, Race-
course in
August - I
believe this
should be a
great event
and should
be sup-
ported - so
sort out your
Equipes and
bring them
along.

Guy



Teignmouth (almost 1930) the 1951 Renown, 1962 Mk 1 Spitfire, 1964 Equipe 2+2, 1966 Triumph 2000 Estate, 1967 Mk 3 Spitfire, and 1969 2 Litre Bond Convertible, then Suzie has a 1980's and a 1990's Honda as everyday cars and finally my much travelled 2000's Volvo so quite a good spread! However even I am aware this is a bit silly and we have hopefully agreed a sale of the 2000 Estate and must consider a bit more winnowing of the fleet as my time is spread a bit too thinly between them.

Finally, I am very glad to see that TriumFest is being combined with the TR Club International at **Stratford** -



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Pictorial Review 2018

Hello, and a Happy 2019! Hope your festive season went well, and you managed to get a bit of time to yourself at last.

Well, depending on when you receive this, it is either the Brooklands classic car New Years event, or it was the Brooklands New Years event!

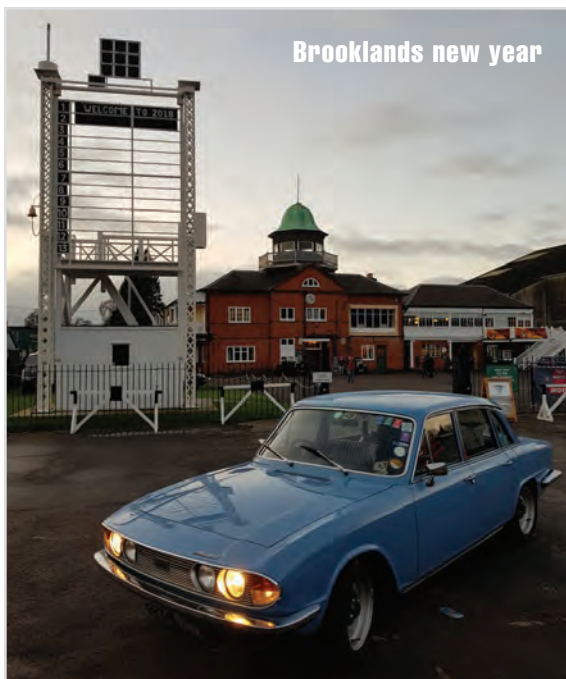
I have been for the last few years, and becomes bigger every year. I managed to take a picture of the car in front of the newly restored scoreboard and the very famous green topped club house.

I was most pleased to see it on the front cover of the Courier in the summer. One of my favoured images I have taken.

It's a superb place, and full of history for motoring and aviation. It's a World Heritage site too now. If you have missed the New years celebration, I would recommend it any way as al-

"I have been for the last few years, and becomes bigger every year."

ways something to see and do. So, other things over the last year that stick out would be the lovely summer which came early to the Isle of Wight. If you haven't been to the TSSC meet on the first bank holiday after New Years, its well worth the



Brooklands new year



Isle of Wight Camping Weekend

trip. So many Triumphs and always a good selection of 2000s in attendance. You do need to book early if you want to stay in a static caravan.

cant advantages, especially at motorway speeds. Indeed, had it not been for the onset of the first Oil Crisis, sales of the two-litre car might have dropped

dis suited Triumph, as the Lucas injection system was relatively expensive to source, difficult to adapt to tightening emissions requirements in an increasing number of key export markets, and widely (though often unfairly) condemned by the press and garage trade as troublesome. In addition, the ability of the PI to rival the performance of the rather more expensive Rover 3500 was undoubtedly something of an embarrassment within parts of British Leyland, and the introduction of the nimbler and similarly rapid Dolomite Sprint had in some ways eroded the older car's position within the Triumph range. When production of the TR6 was limited to US-market carburetted versions only in February 1975, the 2500PI saloon was quite clearly on borrowed time, and manufacture did in fact cease shortly after.

Wishing you and yours a Happy and Heathy 2019, and hope to meet you at an event soon.

As always, I would appreciate any pictures of your car, and even better, pictures and short



South of England Meet

This heavily modified 2000 was at the SOE Meet at Leatherhead in May. A great event with lots to see and do, so well worth a visit later this year!

Bit of reading in case you have some time off still!

The Triumph 2000 Story The Final Years: 'TC' and 'S' Models, 1974-1977

Inevitably, many of those sales were at the expense of the existing variants as opposed to conquests from rival marques. Whilst the Triumph 2000 remained a justifiably popular product, its relatively small engine (by mid-1970s standards) required diligent use of the gears in order to make real progress through traffic and, in this regard, the 2500TC with its greater torque and longer gearing offered signifi-

further than they did; as it was, rising petrol prices put a rapid brake on the general trend towards larger engines and higher performance, causing the middle-ground 2500TC to take as many if not more potential sales away from the 2500PI than it did from the 2000. As a result, manufacture of the PI



soon began to be run down, the estate variant leaving production by the end of 1974. In many ways, this shift in empha-

story (or long!) as without, you will keep seeing my car!

Take care,

Carl
47



STAG

MARTIN MARRISON stag@tssc.org.uk

Badges & Models

Please find another article provided by Phil Wilson.

"I have recently purchased the new Mk2 front badge that has been re-manufactured following investment from SOCTFL (Stag Owners Club Tooling Fund Limited), and very nice it is too. It is made from a resin that has a slightly soft surface that should prevent it from being easily chipped by stones. At the same time I bought a new backing plate as the old one was going the way of all old mazac components. The badges and backing plates are sold by the usual suspects e.g. James Paddock, LD Part, Robsport and Rimmer Bros.

Apologies for there not being a TSSC badge on the grille but it is currently on my other Triumph, a Herald!

There are some recent models of Stags that members may be interested in. Firstly, in OO scale (1:76) is a series of models in different colours from Oxford Models, retailing for around £5. [76TS001 in Saffron Yellow](#), [76TS002 in Java Green](#), [76TS003 in Pimento Red](#) and [76TS004 in Tahiti Blue](#). At the time of writing (end November)



the Tahiti Blue one had been announced but is not yet in the shops. [Photo 3](#) shows the first three. [Photo 4](#) is the drawing of the next model taken from the Oxford website.

In a larger scale (O scale, 1:43) comes a British Racing Green

" It is made from a resin that has a slightly soft surface so chipping is not a problem"

Pic.3.



Pic.4.



car from Corgi, ref VA10111, which retails around the £25 to £30 mark. (BRG Stag is from the website of Hattons of Widnes who should stock all of the models at competitive prices.)

Phil

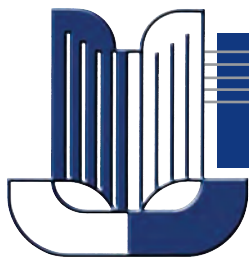
Thanks Phil, I have also attached a pic of the White Dinky model of a Stag which I got off e-bay, this is scale 1 : 43 so would be 'O' gauge in model speak!

Martin

It's PLANE to see why classic Triumphs are so popular...



...If it's important to you, it's important to us.



Readers Write

e-mail: courier@tssc.org.uk

Canley caper

I'm always interested to read about the old factories (A Canley Caper - Courier Number 462).

I did my apprenticeship with Massey Ferguson, mainly at Banner Lane, in the late 60's early 70's. Even then much of the office furniture still had Standard Motor Company inventory stickers on it.

Considering that the factory was built in somewhat of a hurry as a 'shadow factory' with the outbreak of war imminent, the front office block was quite palatial with quite ornate wood panelling.

The one of Massey's locations I wonder if anyone can throw any light on is Maudslay Road. I think I saw it mentioned in the Courier once, along time ago, with Standard / Triumph connections. In my time it was MF's drawing office and Rig Test.

As an apprentice I spent some time in the drawing office working with an amateur magician. One of his tricks was to disappear out of the window (the office faced the road) to place bets at the local bookies for several of his colleagues, with me left to cover. I also remember Maudslay road had quite a decent canteen, much better than the main one at Banner Lane, though the training centre at Stoneleigh was better still. On that subject Banner Lane

had various canteens / dinning room depending on status, I eventually rose to Junior Management level that entitled me to waitress service in a dinning room with table cloths etc !

So I'd be really interested on any information about Maudslay Road pre MF.

Also having done my apprenticeship in Coventry I am a Freeman of the City - I wonder how many more members did theirs and are?

Peter Howell

Christmas Wagon

Hi, I am known as Spitty (open top triumph spitfire). This year I am 50 years old, I have had lots of adventures and experiences during this time. The Birkenhead Lions Club, who do wonderful work in the local area and are part of a worldwide organisation,



who raise money for local and worldwide needs approached me and asked me to help out at this time of year as they used to have a collection featuring a carol wagon, but because they no longer have an area to store the wagon when not in use so they no longer have one, Lion Ken asked if I could fill in as a modern wagon for Father Christmas to ride in during the collections.

My owner Stan Olivieri set to and kitted me out with a 6ft christmas tree attached behind my seats with lights strung from my bumpers, and spotlights to the top of the tree with baubles hung all over. Lion Steve from the lions fitted all the tany, electrics, batteries and sound system. I live on the drive at Stans covered in tarpaulin to keep me dry.

Stans house has been expanding with a Christmas light show for the last 42 years, and features a free grotto of animated musical characters any donations received have been passed on to projects in the local area. For the last 3 years we have donated to Birkenhead council kennels, Dock road, Birkenhead.

The Birkenhead Lions are looking for new members to contribute their time and effort for the good of the local area. If you wish to visit the grotto at **4 Withert Avenue, Higher Bebington CH63 5NF**, the lights are on at 4 o'clock till 9 o'clock, please knock to enjoy the musical characters.

Stan Olivieri



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XLS form

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Membership number(s):

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Chalet/Caravan (6 berth) 3 nights	£299	£369		
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Extra Child - 3 Nights	£10	£10		
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All bookings will be confirmed by email (or by post otherwise).

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched around 01/05/2019

I authorise you to debit my card with the amount shown

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

Spa Francorchamps Classic Bookings,
Triumph Sports Six Club,
Sunderland Court, Lubenham,
Leicestershire, LE16 9TF, United Kingdom
Tel: +44 (0)1858 434424
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Speeder



1977 1500. Tahiti Blue, Concours Condition, Lots of upgrades and replacements, sports exhaust, unleaded head, towbar, relay headlights, refurbished carbs, tonneau, many receipts. £7,500 Steve Openshaw (Lancaster) 01524 222122

Herald



1200 CONVERTIBLE. Recent respray and Overhaul. MOT & Tax exempt but sold with 11 months MOT. Club Valuation £7,000. Ideal stocking Filler! £5,950. Calvin Packwood (Northants) 07973 684489.

BOND



EQUIPE 2+2 GT Mark 1. 1964. White. Unleaded. 103,000 Miles. 4 Owners, one for 40+ years. Lots of Bills and History. Valuation £5,500. VGC. £3,995. Paul Sawkins (Herne Bay) 07596 944345

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CARS WANTED

WANTED - HERALD 1200 CONVERTIBLE. I am looking for a genuine Herald 1200 convertible. Must be in sound condition, not necessarily perfect but must be road-worthy and have a MOT. Good chassis & bodywork are important. Please email (nick.baddeley@outlook.com) or call me. Nicholas Baddeley (Buckinghamshire) Tel: 07804 121553

HURRICANE



SPITFIRE SPECIAL - VINCENT HURRICANE. Original early production kit numbered H1004, manufactured Jan 1983 documentation available. Includes additional separate rolling chassis rebuilt with 2 litre engine. Many other parts. £3,000. Dave Musgrove (South Glos) 07979 866748.

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1 off - RED GT6 STANPART CARPET. Original Stanpart Moulded Carpet in Red for Drivers Side with Heel Pad. 1 Only. Still in original Plastic bag with Stanpart Label. Loft Find. £30 + Postage or collect TSSC HQ (TSSC HQ Lubenham) 01858 434424

HERALD UPATED POWDER COATED SPRINGS NEW Old Stock Bargains. Reduced Price to Clear. Whilst Stocks last. £35 PAIR. TSSC Club Shop (Leics) 01858 434424

BRAKE SHOES VITESSE & GT6 (upto Com No KE1) New Old Stock Bargain. Reduced Price to Clear. Whilst Stocks Last. £15. TSSC Club Shop (Leics) 01858 434424

GT6 MK 1 seats. Fully refurbished in black. In excellent condition. Would look nice in any concours car £975. Andrew Courtney (Taunton Somerset) 07947 236589

GARAGE CLEARANCE. Vitesse, exhaust manifold 2litre Mk2, Pair K&N air filters 6"x2", N/S conv door glass, pair headlight cowl, set of wishbones, pair soft-top catches lots more. Prices Please call. Jake Barnes (Northamptonshire) 07811 214704

TWIN EXHAUST SYSTEM (downpipe from manifold not included.) Stainless steel boxes. Really good condition. Will fit GT6/Spitfire/Herald/Vitesse £100. Andrew Courtney (Taunton Somerset) 07947 236589.

5 DUNLOP 'LOOK A LIKE' WHEELS AND TYRES. Set of 5 Dunlop 'look a like' wheels and tyres. Will fit GT6 / Spitfire / Herald / Vitesse. Originally 4.5J which have been banded to 5.5J with very good tyres 175/65/13. Look identical to Dunlop steel wheels. Deep dished. £495. Andrew Courtney (Taunton Somerset) 07947 236589

HERALD, VITESSE. Pair steel sill new, Pair alloy tread plates new, pair rear lights, N/S window lifter assembly, Vitesse steel rocker box cover. Prices Please call. Jake Barnes (Northamptonshire) 07811 214704

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International Triumph & MG Spares Day Sunday February 10th 2019, Stoneleigh NAC

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



PARTS WANTED

GOOD HERALD OR VITESSE CHASSIS Wanted. Simon Butler (London) 07570 278925.

VITESSE SEATS. Wanted complete front driver and passenger seats in black for Triumph Vitesse Mk 2 Joseph Cachia (Malta) +35699471545

VITESSE TIE ROD Wanted. Passengers side rear Tie Rod for Rotoflex suspension. Simon Jones (Herefordshire.) 01981 250762.

PAIR OF ORIGINAL STROMBERG 150CDS CARBS WANTED with all linkages. Condition irrelevant. Must be 3224F & 3224R Alistair Clark (Cheltenham) 07768 254750.

STROMBERG CD150 Carburettors. Looking for a matching pair of Stromberg CD150 CDSE spec numbers 3369L and 3369R or similar. Paul Cattrell (Wirral/Chester/Merseyside/North Wales) 07802 784517.

TAN INTERIOR WANTED. For Herald 1200 Convertible, also a Boot Stay, and a Black Herald Hood Bag. Calvin Packwood (Northants) 07973 684489

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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

HERALD 13/60

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG
Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton Works. CV11 6YJ.
Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA
Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

BOND

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

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

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Tel: 07823 771811 e-mail: carlswanson@btinternet.com

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TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Works. CV11 4GA
Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Sth Witham. Lincs. NG33 5PJ
Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Morrison, 2 Ridgeway, Greenhill Way, Haywards Heath, West Sussex RH17 7AQ
Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaw Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, Tel: 01684 592985 e-mail: david@amphicars.com

INTERNATIONAL LIAISON SECRETARIES

Dave & Jo Beardsley, 4 Short Close, Warrington, Peterborough. PE8 6WG.
e-mail: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Alyson Anderson, 48 Main Street, Carnwarth, South Lanarkshire, ML11 8JZ
e-mail: youngmembers@tssc.org.uk

TRIUMPH WEEKEND 2019

Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006
e-mail: nigel.hill@hotmail.co.uk. **TSSC HQ:** e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

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Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

PUBLIC RELATIONS OFFICER

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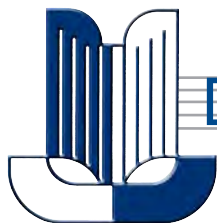


We celebrate three great British GTs that are turning 50 in 2019. Plus, **Matt George** puts the finishing touches to his TR6 engine rebuild, while **Gary Stretton** continues troubleshooting his Peerless GT and **James Jefferson** strives to get 'JLO' the Dolomite ready for Winter Warmers 2019. But will she finally make it to the ball this year?



ALSO AVAILABLE DIGITALLY





January 2019

AREA NEWS

AREA Directory • News • Events



6TH JANUARY 2019 DERWENT VALLEY'S NEW YEAR RUN

This annual Classic Car event, organised by Derwent Valley and Notts areas of the Triumph Sport Six Club, is on the 6th January 2019.

Meeting in the car park of Sainsburys in Ripley (DE5 3QP) at 10am to head off on a run through Derbyshire and Nottinghamshire at 10:30am.

Classic cars of any make or model are welcome to join us. (Modern cars welcome if your classic is off the road)

Entry is just £5 per car and all monies raised will be donated to the RNLI lifeboat station in Appledore, Devon.

Dress up in yellow in support of the RNLI and why not decorate your car too. Prizes for the best.

Sunday Carvery lunch available at the end of the run.

Classic Cars of any make or model are welcome.

In support of the RNLI decorate yourself and your car in Yellow. Prizes for the best.

Sunday carvery lunch available at the end of the run.

Entry only £5 per car.

No pre-booking required – just register on the day.

FOR MORE INFORMATION

Contact us:

email: colin@derwentvalley-tssc.org.uk

email: roger@derwentvalley-tssc.org.uk

Tel: Roger 07979 619 149

Tel: Colin 01773 531 580



AREA DIRECTORY

Triumph Sports Six Club

SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691 <i>Harvester, Springfield Quay - GLASGOW. G5 8NP</i>	1ST THURS. 7.30PM
SCOT N. EAST	Danny Stroud: 07823 539047 <i>Various - see report in Area news</i>	LAST THURS. EVES.

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125 <i>Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ</i>	1ST THURS. 8.30PM
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548 <i>Advertised in Cumbria News & Website</i>	LAST SUN. 12 NOON
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342 <i>Ye Olde Red Lion, 516 Warrington Road, Warrington, WA3 6JT</i>	1ST TUES. 7.30PM.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976 <i>The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ</i>	1ST SUN. 7.30PM.
LIVERPOOL	Mark & Tracey Lamb: 07975 591421 <i>Vikings Landing. Stonebridge LIVERPOOL L11 2BD</i>	1ST TUES. 8PM.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747 <i>Canberra Club (BAE systems) BALDERSTONE. BB2 7LF</i>	LAST TUES. 8PM
WIRRAL	Richard Lloyd: 0151 625 3172 <i>Cottage Loaf - THURSTASTON. CH61 0HJ.</i>	1ST TUES. EVES.
NORTH YORKS	Richard Briscoe: 07766 354449 <i>Greyhound Inn - RICCAL. YORK. YO19 6TE</i>	4TH TUES. 8PM
SOUTH YORKS	Richard Oakes: 07702 492349 <i>Crown Inn, Barnburgh - DONCASTER. DN5 7JQ</i>	1ST & 3RD TUES. 8PM
WEST YORKS	Alan Heaton: 07944 909823 <i>New Inn - 170 South View Rd, East Bierley. BRADFORD. BD4 6PP</i>	2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487 <i>The Bull & Butcher - CORLEY MOOR CV7 8AQ</i>	1ST TUES. 7.30PM.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01773 531580 <i>Smalley Common Ex- Servicemans Club - ILKESTON. DE7 6FY</i>	1ST TUES. 7.30PM.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371 <i>Rose & Crown - 45 Main St, Thurnby - LEICS. LE7 9PJ</i>	1ST TUES 6.30PM
LINCOLNSHIRE	Simon Oliver: 07841 450715 <i>Swan Holme - Doddington Rd - LINCOLN LN6 3RX</i>	1ST WED. 8.00PM.
NOTTS	Nigel Hill: 07976 163006 <i>Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA</i>	3RD WED. 7.30PM
NORTHANTS	Nigel Hawes: 07879 491778 <i>Overstone Manor - Sywell - NORTHANTS. NN6 0BB</i>	2ND WEDS. 8.30PM.
OXFORD	Thomas Cope: 07972 039532 <i>Duke of Cumberland's Head - CLIFTON. OX15 0PE</i>	3RD TUES. 7.30PM.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 <i>The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.</i>	2ND MON. 8PM
SHROPSHIRE	Bill Bate: 07887 605778 David Embury: 0770 1049881 Simon Morgan: 07786 806189 <i>The Horseshoe Inn - Uckington - SHREWSBURY. SY4 4UL.</i>	3RD WED. 6.30PM

AREA DIRECTORY CONTINUES OVERPAGE

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR <i>Sharmans Cross</i> - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 The Plough - FEN DITTON. CB5 8SX.	1ST MON. 8PM.
ESSEX	Allan & Janet Jannaway: 01375 672072 OR 07934 027704 <i>"Passing Thyme" Cafe</i> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>The Wharf</i> - DARTFORD - OCTOBER TO APRIL	4TH SUN. 12 NOON
NORFOLK	Mike Carroll: 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
NORFOLK WEST	Toby Cowper: 07966 386888 <i>The Sand Boy</i> - Gayton Rd - BAWSEY PE32 1EP	2ND MON. EVE.
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Hart & Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	Looking for AO Ring Nigel Hill for Details 07976 163006	
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	(New AO) Dave Rumens: 01635 868640 <i>The Cottage</i> - Upper Bucklebury - THATCHAM. RG7 6QJ <i>The Downgate</i> - HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Ian Gordon: 01273 813691 <i>The Laughing Fish</i> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 01403253034. <i>George & Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 The Bell - WEYHILL. SP11 0PN	2ND THURS. 8PM
AVON	David Stroud: 07816 952524 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 Ring A.O. Details	3RD WED. EVES. 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Crealock Arms - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 Red Lion - WINFRITH. DT2 8LE	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 Aviator Inn - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
SOMERSET	(New AO) Harrison Every: 07850 273823 Puriton Inn - Puriton - BRIDGWATER. TA7 8AF.	2ND THURS. 8PM
SWINDON	Looking for AO Ring Nigel Hill for Details 07976 163006	
WESSEX	Trevor Carlyle: 01425 475376 Tyrrells Ford - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Alan Gourley: 07802 204068 The Lighthouse Inn , Beach Rd, St Brides - NEWPORT NP10 8SH	Last Tues. 7.15pm

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 Nortel Social & Athletic Club NEWTOWNABBEY BT37 0EB	1st WED. 8PM.
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International Contacts

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SWITZERLAND	Philip Bellamy	0041 79 347 1221



ALO REPORT . . . ANDOVER . . . AVON SOUTH BUCKS . . . CAMBRIDGE

TSSC AREA NEWS

AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk
Tel. 07976 163006

Here's wishing you all a prosperous 2019 and hope you all had a lovely Christmas.

We want to thank Area Organisers for getting in touch or speaking to us at the HQ Christmas open day and also at the NEC. We hope that this new way of registration is easier, also remember you only send a new Area Registration Form IF you are a NEW Area Organiser or any changes for the area, phone numbers and email address etc. Still please let us know even if there are NO changes that you are continuing being Area Organiser agreed with your members in your area.

Please go on The Triumph Sports Six Club Home Page and download forms to hand to your members on any ideas on what they would like to see and eat at the new joint International at Stratford upon Avon in August. Also we would any volunteers to come forward to help out at the venue, looking at one or two hours max over the weekend.

The TR Register. Are also gathering helpers as well. Organising the event is going well and hope you will join us at this event. Regards,



Nigel & Di
XX

AVON

Tel. 01454 313768/07816 952524

email: avon@tssc.org.uk

Well, it's all over now and we are into a new year, so let me wish you all the very best for 2019 & let's look forward to a good season of driving with NO breakdowns.

Things have been fairly quiet over the last month but some of us visited two events that took place over the holiday period. Firstly we attended the "Redhill" breakfast rally, where, although the weather was very dank and misty there was a very good turnout with a fairly eclectic mix of cars which ranged from Dragsters / Hot Rods, a number of American vintage and 60s Muscle cars plus many models of British classics, there was even a reasonable show of motorcycles.

Secondly, a number of our group attended the New Years Day vehicle gathering at Bridgewater. Unfortunately I was unable to attend, but have been told it was a very good turnout of all types of vehicles.

Following the event our members went to Roger (Crasher) Clarke's house for a welcome bacon sandwich. The Crasher name I am told was given to him because of his rather frequent falls from his motorbike during motorcycle events that he took part in.

Well that's all for now, perhaps there will be more to report next time.
Safe driving



Dave

ANDOVER

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e-mail: guy@bondequipe.org
e-mail: spitfires@cadley.org

Our Christmas meal for 2018 consisted of a smaller group, but did include Dave and Julie from our ex-Swindon group, nice that they could join us.

The smaller group made it a little easier for us to be able to talk to each other which was nice. The Naff Raffle brought a few surprises as ever and I enjoyed producing my 'Elf Runner' for our Christmas dinner on 25th December in Scotland with Guy's brother and his family.

Having noticed that our meeting night in February will be on 14th, although we don't expect our group to suddenly all turn up at once with their partners for a romantic evening, we did feel that our usual venue doesn't really offer the ideal ambience so we've decided that, for February, we would go back to the Chalkhill Blue so that those who would like to have a meal that evening can do.

As with last month we plan to go along to join with the Newbury Area on their 4th Wednesday meetings in Hungerford so hope some others will be able to join us there to swell numbers.

Guy & Sazie

Next meetings:

Sunday 10th February - Triumph & MG Show at NAC, Stoneleigh.

Thursday 14th February - Regular meet at The Chalkhill Blue, Andover, SP11 8BF -
NOTE CHANGE OF VENUE

Wednesday 27th January - Visit to Newbury Area at The Downgate, Park St, Hungerford RG17 0ED

EAST BERKS

Tel. 01189 321390

www.freewebs.com/eastberkstssc/index.htm
e-mail: qbrown6914@btinternet.com

I got back from Scotland yesterday. Great to see everybody, no December news last month due to early deadline, just not do-able for a 2nd Tuesday meeting.

We had a great Christmas dinner at Sweeney Todd's Pie Shop in Reading, but a mistake to put the spark plug testers in the Christmas Crackers.

They went bouncing all over the floor and we had to get younger members under the table, so to speak.

We had a tool and chocolate raffle. The chocolates were intended for the ladies, but Mark, our old AO, was straight in for chocolate, like a ferret up a drain pipe. Andy's lad got the Raspberry Pi (it's a computer, sort of like a modern ZX81) and I was very pleased to get the breaker bar, I'll probably never use it, but it's a lovely thing.

Pleased to see Colin at the meal, well on the road to recovery after his summer operation. Good job Paul couldn't come as we'd have got more of the medical discussion between the two. Richard nearly fainted over it at a previous meeting and John had to intercede. "This is a car club! Not a doctor's surgery!"

Good to see Micky (Thames AO) at the meal, Micky drops in to EB regularly and I go to Thames. Looking back through the signing book Micky used to come to East Berks 20 years ago. I wonder if East Berks predates Thames? I must ask him, Thames is bigger than EB now.

On to the Shire Horse, Me, Paul, Colin, Mark, John and Malcolm tonight. Another excellent evening of wit and repartee, well, sarcasm and verbal abuse to be honest.

Paul's broken finger is out the splint after the unfortunate incident with the disabled access ramp at Moss Spares. Still very swollen, must be 2 months now, you don't heal so well when you're old.

Colin's back working on his Spitfire and has got his broken diff off. He greased the bolts the last time he changed it, there's foresight and planning for you, not too many of us have it. He says he's going to paint it, we had some suggestions for colours and under car lighting to show it off.

CANTERBURY . . . CHESHIRE



TSSC AREA NEWS

After Sweeny Todds Malcolm has developed a taste for pies and is running through the Shire Horse menu, tonight a game pie (I think?), with an enormous crust.

Malcolm brought some pictures of installed bonnet gas struts for Paul who's just got some.

Some discussion about which way up should they go? I thought piston at the top gas bit at the bottom but Paul's fitted them the other way up. Malcolm's pictures confirming that configuration and John says it's correct. Well, he does it for a living so he must be right.

Paul's fitted a fuel valve security device to his Spitfire, unless you turn on the switch you run out of fuel. He showed us the operating bits, a relay and a very neat toggle switch with a tiny blue LED in the end. I like the LED switch, I wonder if they do them in green? What could I use one for?

Then a wide ranging discussion, mince pies are poisonous for dogs apparently, I didn't know that. And, new houses aren't allowed gas, they can only have electric heating. Can that be true? Mark has an open log burning fireplace so he's not bothered! Fireplaces, a thing of the past? One of the Sunbeam club (only 3 of them this month) says they have a new member, an Alpine, who claims his wheels are off a Spitfire. Could it be true? We suck our teeth, shake our heads and say "Don't think so"

Mark, (that's Other-Mark not ex-AO Mark) Is on 't Traction Engine committee and they are planning events for the summer, we might join in and get EB out of our lethargy.

Doug

something to think about in the future.

I must remind you that I WILL NOT BE STANDING AS AO NEXT YEAR, somebody will need to step up and take over.

I only had 2 replies to my request last month for names of people interested in our post Christmas meal. If you want me to organise it, I need an indication of names by return. In case you have forgotten the proposed date was **Saturday 12th January**, although this is flexible.

Regards

Derek

CHESHIRE

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Happy New Year, folks. Take care making your New Year Resolutions.

I thought I'd try going to the NEC on the train, as otherwise I'd be driving on my own and there's this phrase from a while back of 'let the train take the strain'. It seems that Cross Country decided that if they removed the early morning Sunday train, which was quite popular, then the next train would be full and they'd make more money. In this case full meant there was no spare space anywhere on the train, and I ended up standing in a space meant for 2 bicycles. However I arrived at the NEC in one piece and navigated my way round the halls, calling at the TSSC stand, threading my way round the so-called 'Autojumble' (no rusty metal in sight anywhere) and talking (as ever) to lots of folk, bumping into Roger, and buying some tools and bits and pieces on the way. The train back was slightly less crowded, I managed to get a seat. Perhaps a teleport would have been better.

It's the time to look forward to what we should do in the New Year. I shall provide a list of events and place it on the Cheshire section of the TSSC web site, and keep it updated (in the loosest possible sense) as the year progresses. I shall try to cajole people to come to the Tatton Show, hoping that the new organisers will be kinder to us in 2019. I shall try and cajole people to attend other shows too. We may have runs out (as is the tradition) but attendance here has dropped off. Drive It Day doesn't clash with the Sandbach Festival of Transport in 2019 but we only had 3 cars in 2017 and one of them broke down.

Heap the Vitesse's odometer currently shows 98977 miles, if I read it correctly (placing the thing just below the thing the speedo needle is stuck to does make reading it difficult). This reading does apply to at least the bottom half of the engine, the chassis main rails, suspension, the wiring loom and most of the electrics, dashboard, the driver's door and most of the valances. I would like to get this number over the magic 99,999 in 2019 if that's possible. So a plea to the weather elves for a sensible summer is in order. And hopefully an outing to TriumFest (which I note clashes with Tatton!).

The 2019 Event List (still in preparation) has no events for January, but does have the **Triumph and MG Spares Day at Stoneleigh on February the 10th**. This tends to be more worthwhile than the 'Restoration Show' at Stoneleigh, which I missed due a seriously sore throat.

I've just had a communication from the man in Crewe, indicating his difficulty getting his Spitfire converted to 'historic vehicle'. Having failed at the local Post Office, he contacted the DVLA and met with the level of help and assistance I had when renewing my driving licence 3 years ago. To quote Douglas Adams (a Vogon guard), 'Resistance is useless'. Further discussion at our meeting indicated that getting a BMiHT certificate was the way out of the situation, as the DVLA would not reveal what the problem actually was, just

CANTERBURY

Many Apologies to all in Canterbury Area as I managed to save Derek's Text in the previous months Folder and therefore it Missed December's issue. Sorry again - Bern, Editor

Morning all, Just a short report this month.

Thanks to all who attended the November meeting at the Granville. I had misunderstood the email from the manager about the new seating arrangements. We were still in the same area but they had installed some sofas to replace the long table we usually use. This seemed to reduce the available seating and some people used the bar stools instead. They could definitely do with some cushions!

There was plenty of general talk on a variety of subjects, although I would like to see more movement as it was difficult to talk to all present due to the slightly constrained space,



CHESHIRE . . . CORNWALL COVENTRY

TSSC AREA NEWS

Malcolm and Claire Organising
March

Thursday 10th Club Night Hawkins Arms Zelah 8pm
Sunday 31st Car Run and Lunch Jo and Steve
Organising

Cheshire Continues

that there was a discrepancy. We thought perhaps the car was registered before it was built.

On positive notes, Steve has just got his GT6 back from the painters, and very nice it looks too. Discussion indicated that you can get the engine and box into a GT6 with the bonnet still on the car, but it's easier with an engine hoist driven by screw and not hydraulics as it's quite tight. There is a tentative agreement to test an overdrive (gearbox) at Cast Iron World, provided we can find agreeable dates. Paul indicated that his Bond just needs the wheels putting back on. Roger has taken the diff out of his Spitfire and found underseal falling off the inside of the tunnel where the spring lives. Despite there being no sign of rust, and the thing being invisible, it's all going to be scraped off and replaced.

Our next meeting is on **Thursday 3rd January at the Cock and Pheasant**. See you there.

Henry

CORNWALL

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[www://autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

HAPPY NEW YEAR EVERYONE, so looking forward to our calendar of events for 2019, its a busy one but one I am sure we will all enjoy. Our first event will be a car run and lunch out on **Sunday 20th Jan** which is being organized by Colin and Libby. Details will have been emailed to the Cornwall Triumphs Yahoo group. If you are not receiving these emails and would like too please get in touch. I am writing this before our Christmas party ! and club night for December, so the person who will be the A/O for 2019 has yet to be decided. I am happy to continue but can only do this with all your support, but I would be very happy if anyone else would like to take the reins or assist me as joint A/O I have put together the events lists for 2019 which will be sent out to the TSSC Area page ,Yahoo group email and Facebook, well I'll give it a try!

Onto some news from November three teams attended the Truro & District Motor Club car recognition quiz at the Plume of Feathers, Mitchell. This is an annual charity event for Macmillan Cancer Research which we have taken part in the past couple of years. Its a great event which we all enjoyed but boy you really had to know your cars, with over ninety cars to recognize in 1 hour it was quite a task. A total raised for the evening was £680 but a bucket to put all your small change into was on your way out. so I hope that the total would have raised a fair bit more.

As you will have seen in this edition our **Weekend Event in June has been booked, at a great site near Bude**. Camping available for tents, touring vans, static caravans to hire and B & B available. Please do book early to secure your pitch.

That's all the news for this month
Happy and Safe Motoring Everyone

Upcoming Events January

Thursday 10th Club Night Hawkins Arms Zelah 8pm
Sunday 20th Car Run and Lunch
Colin and Libby Organising

February

Thursday 14th Club Night Hawkins Arms Zelah 8pm
Sunday 24th Car Run and Lunch

Carol

COVENTRY

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Hi Folks. Well the years nearly over doesn't time fly by, the first trip for the "Smiffy Spitty" in November was to the Heart of England meet at Bulkington on Sunday 11th, a bit better turnout this month with 13 vehicles but still not as many as it should have been considering it was dry day. This was followed by their social evening at the Bulkington Club, instead of having their normal buffet dance this year they held a bowling and skittles night which was a good sociable evening with music supplied by Roger Perkin's Juke Box and Tommy and co put on a good spread of Faggots & Peas and Pork Batches there was a good contingent from the Coventry TSSC, 9 of us in total.

Sunday 18th was our Dalos Day Run planned by ourselves there were 13 of us in



6 classic cars and of course the weather was once again lovely and sunny for us. We started in Dunchuch on a circular route taking in some very narrow and bumpy lanes (some of which could be hardly described as a road) around the Daventry area before having lunch at The Boathouse in Braunston which turned out to be a good value for money venue. Another great day out in great cars and great company.

Sunday 2nd December it was off to the TSSC headquarters in Lubenham for their Christmas open day, we were joined by Paul & Joan with Rich & Shirley going a bit later, grabbed a couple of bargains from Bernie before spending a nice hour socialising with members from other areas.

Tuesday 4th December our monthly meeting at the Bull & Butcher which incorporated our Christmas Fayre meal, a terrific success, 31 of us sat down for an excellent meal, the service was first class, we must congratulate Ann and all the staff at the Bull & Butcher for giving us a fantastic experience, to serve that many people all together is no mean feat. Also a special thankyou to Ann for the donation of a super Hamper as a prize for our raffle. We must also congratulate everybody for entering the spirit of the night with some fantastic festive dress. A great night was had by all. The raffle after cost of prizes raised £41.93 for club funds.



December Dalos Day on Sunday 16th planned by Steve & Sharon we will meet in the layby on the A444 in-between Bedworth & Nuneaton just before Amid Palace at 12.15 ready to leave at 12.30pm must know numbers by Wednesday 12th MVPS New years day run we will meet in Morrisons carpark in Binley 10.30am to leave at 11.00am please let us know by email if you want to join us as we have to give a rough estimate on how many will be eating at the pub which by the way is the Old Smiffy Arms Church Lawford.

Please note our **January monthly meeting at The Bull &**

DERWENT VALLEY . . . DEVON



TSSC AREA NEWS

Butcher will take place on **WEDNESDAY** the 2nd normal time 7.30pm

We have booked the **Darts/Skittles/Quiz night** which is in association with the **ASOC Club** at The Queens Head Bretford for **Wednesday 20th March** there is a small increase for the evening which includes a hot buffet at £11 a head. Must know numbers and receive monies by our **March meeting of Tuesday 5th**.

Well that's all for now folks, a big thankyou for all your support over the past year here's looking forward to a busy 2019. Keep on driving

Phil & Lyn

Forthcoming Events :-

Tuesday 1st January MVPS New Years Day Run Meet in carpark of Morrisons in Binley, Coventry 10.30am ready to leave at 11.00am

Wednesday 2nd January our monthly meet at the Bull & Butcher, Corley Moor 7.30pm.

If you want to join us for a meal in the restaurant pre-meeting be there for 6.30pm

Sunday 13th HoE Meet at Bulkington from 11.00am

Sunday 20th January Dalos Day Run to be planned by Roger & Dot details to follow.

Wednesday March 20th Darts/Skittles/quiz night Queens Head, Bretford, includes hot buffet £11 a head need monies by our **March meeting on Tuesday 5th**.

DERWENT VALLEY Tel. 07970 619149

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e-mail: roger@derwentvalley-Tssc.org.uk

Firstly, thank you for re-electing Roger Buck and myself to be the Derwent Valley Area Organisers for 2019. It's nice to know that you continue to enjoy our meetings and events...or is it that no-one else is daft enough to volunteer? If you have any ideas for any events, shows, or activities you feel we should do then please speak to either of us.

The December Christmas 'Pizza and Chips' meeting was very well attended. The room was buzzing the noise of excited conversation. Four members of the Muschialli family also paid us a very pleasant surprise visit.

Nigel W had called in at the local Pizza takeaway two hours earlier to order the food for delivery and Paul was dispatched to fetch the chips in the hope that they would arrive together. We almost achieved it, just a few minutes apart but no one seemed to mind as they were already stuffing their faces. Thanks guys very much appreciated. The 5 family sized bags of chips, twelve 12" pizzas, 3 boxes of spicy mushrooms and 90 spicy chicken wings where spread on the table for everyone to help themselves.

We had produced a Christmas themed quiz for the occasion which required you to find the title of a Christmas song from a single line in the song. Not as easy as you might think, but everyone gave it their best shot. Surprisingly it was one of the younger teams who were victorious with a score of 14 out of 22. They of course observed the Derwent Valley tradition of sharing the prize of 'out of date' Quality Street with everyone.

We also had our plant pot marble challenge with the winner from each round receiving some Christmas treats. Some rounds were more competitive than other with a little cheating going on whilst backs were turned (Adrian and Nigel H).

After all were well and truly stuffed we drew our 'Everyone's A Winner' Christmas Raffle where you draw a ticket for a random unknown gift with most choosing to take them home to place under the Christmas Tree to open on the big day. Once again Angie, Kim and Julie had shopped and wrapped over forty gifts – thank you guys.

IMPORTANT NOTE

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

As the evening drew to a close we lit candles on birthday cakes to celebrate the birthdays of Julie and Andy (which were a day or two earlier) plus the forthcoming 50th birthday of Lisa.

Roger and I would like to wish you all a Very Merry Christmas and a Prosperous, Healthy, Triumph...ant and Happy New Year.

Dates for your diary:

6th January 2019 – Annual New Year Run. Meet at Sainsburys in Ripley (DE5 3QP) from 10am to head off at 10:30am. If you're crazy enough why not dress up in **YELLOW** to support our chosen charity the RNLI. All welcome. No need to pre-book, just turn up on the day. Entry fee just £5 per car. Carvery lunch available at the end of the run.

8th January 2019 – a week later than usual is our monthly meeting from 7:30pm. Smalley Common Ex-Serviceman's Club, DE7 6FY.

5th February 2019 – Our monthly meeting from 7:30pm. Smalley Common Ex-Serviceman's Club, DE7 6FY.

Regards

Colin

DEVON

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or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

I celebrated a very large birthday in the company of TSSC members at the Claycutters back in November – well it was our scheduled AGM! What a fantastic bunch of members – it makes what we do a real pleasure. After, or was it before, eating cake and drinking wine (chauffeur that night), we did the business bit, with the confirmation of yours truly and Nigel K in post as AOs for the coming year, a short report on the past year's activities and a resume of the Club bank account.

Having already arranged our **January run for Sunday 6 January to the Smugglers Inn at Dawlish** organised as usual by Jackie & Allan, we confirmed that Brian at the Claycutters is happy to have us for another year's meetings. Steve Woollett has kindly offered to arrange a **Triumph Twelve Tors Tour of Dartmoor on Sunday 3 March** which sounds good and he assures us that we will not have to climb the tors on foot. We are planning a joint **Devon, North Devon and Cornwall meeting for Drive it Day on Sunday 28 April**, when we hope to visit the Dingles Heritage Fairground at Lifton to bring out the inner child in all of us. The beginning of May of course sees Devon invade the **Isle of Wight** and, if you'd like to come along with us, you'll need to contact Cherry at Appuldurcombe Holiday Park to book. We are planning to support the Lyn Valley show in June which is apparently spectacular but may be an early start for some!

We have loads planned for the year, but if you have anywhere you'd particularly like to go with the cars, do let us know.

The Inter Club skittles versus the Stag Owners and the Dolomite Club was again organised by Claire Purser. Around 45 of us assembled at the Waie Inn and semi serious competition took place on the two alleys. With Claire and Irene



TSSC AREA NEWS

DEVON . . . DEVON NORTH

Devon Continues

scoring, and Mike H doing the bulk of the picking up, along with young Robbie, we all had a great time. There were some high and some low scores, in my case from the same person, and our own Maurice Glover was the men's high scorer. Despite both Robbie and 2 year old Ruby being very competitive, it was Matthew from the Dolomite Club who took the Junior trophy for the second year. When Irene had averaged (yes you read that right) the scores to get the varying team sizes sorted, it was once again the Stag Owners who were victorious, with TSSC second and the Dolly Club bringing up the rear.

The very beginning of December saw 39 of us, plus young Ruby in her high chair, at the Dartmoor Lodge Hotel at Ashburton for our Christmas meal. We have been there now several times and they never let us down. A lovely meal followed by the annual Devon raffle, and this year we are hoping that members will agree that we can spend the bulk of the funds on some rather special Devon flags to advertise our presence at shows. This year, we filled 5 bedrooms at the hotel, to make the evening a true mini break, and the breakfast kept us going the following day.

COMING UP IN DEVON

Sunday 6 January – meet at 12 noon at Chudleigh Car Park to leave at 12.30 for our annual run to the ever popular Smugglers Inn at Dawlish. If you have not already booked, please ring Allan & Jackie on 01626 852448 asap as the pub is always very busy and we are booked to eat at 2.30 pm.

Club Night at the Claycutters Arms at Chudleigh Knighton is Wednesday 16 January and as always you will be made very welcome if you have not been before. Food, cars in the car park if the weather is kind and chat about our cars – what's not to like?

We are planning a run on **Sunday 3 February**, but more details via email shortly – in other words we don't know where we are going yet!

Really exciting news about our national show this year, TSSC are joining up with the TR Register at Stratford upon Avon racecourse for a big event in the middle of August. Back to the summer hols which lots of people have asked for, plenty to do on site including we believe an autotest, near to the town just in case the whole family may not be so interested and good camping facilities on site, with lots of other accommodation nearby. Booking will be open soon, so watch out for the ads in the Courier and online. The show will specially celebrate the 60th anniversary of the launch of the Herald and the 50th of the TR6.

Come and join us with or without your Triumph at any of our events in 2019 – we are a friendly bunch who enjoy our cars, the company and good food!!

Finally – did you find this year's windscreen sticker in the wrapping of the Courier? Not too late to search the bin!

DEVON DIARY

Thursday 3 January North Devon Meeting at the Crealock Arms, Littleham

Sunday 6 January Meet 12 noon Chudleigh car park – lunch at Smugglers Dawlish

Wednesday 16 January Christmas Club Night at the Claycutters TQ13 0EY

Sunday 3 February Run and lunch to be arranged

Sunday 3 March Triumph 12 Tors Run

Sunday 28 April National Drive it Day

May 3 – 5 Isle of Wight weekend

July 12 – 14 Powderham Historic Vehicle Gathering

August 16 – 18 TriumFest with TR International at Stratford Racecourse

Sue & John

DEVON NORTH Tel. 07806 351499

e-mail: darren@tssc-devon.org.uk

Website: www.tssc-devon.org.uk

FB: www.facebook.com/groups/134271493433942/

Date: Thursday 6th December

Venue: Crealock Arms, Littleham. EX39 5HN.

I can't quite believe it was the final North Devon Club night of 2018, where has that year gone. It only seems like yesterday we were all looking forward to the coming events and now Christmas and New Year are only a few weeks away.

On a wet and wintery night it was not a surprise that my little Herald was the sole Triumph in the car park for the evening, but thankfully the North Devon faithful made it along in there other cars. As is the norm now I was the first to arrive, but Alan & Janet pulled up just after me, though I had to do a double take as they arrived in a uniquely styled Peugeot 206....definitely not their usual choice of transport, so I knew their ongoing saga of trying to reject a new Ford Focus was continuing. Seems that between Vospers of Exeter and Ford Finance they are now close to a resolution. This has been quite an eye opening experience for Alan & Janet, but well done to them for persevering and not being bullied into accepting a car that clearly wasn't right. The experience has clearly had a big effect on Janet and she couldn't face a dessert, we were all very concerned.

Our regular southerner Mike Hadley arrived next, Mike often provides the evening's entertainment with his unique humour, Club Nights are never quite the same when he's not joined us. Bob Mellor came along, he'd recently attended the classic car event at Barnstaple Pannier Market which is run by the North Devon Sports & Classic Car Club. I've yet to attend this event, but the NDSCCC always have a varied and interesting selection of cars. Whilst there he chatted to Stag owner Tom Adamson and his partner Debbie and invited them along to our club night, so it was a really nice to see them take up his offer and come along. Tom & Debbie run a company called Evoke Tours who specialise in luxury breaks aimed at the car enthusiast. Tom is currently trying to sell his Stag, though he's looking to stay in the Triumph family as he's keen to buy a GT6 to replace it.

Geoff and Dawn wheeler came along as did Andy Luckhurst. Andy was able to report some progress on the TR4 as he's now done more of the electrics. The exciting news though is that Andy has put himself forward to be Joint Area Organiser, which is great news for me. Whilst North Devon is quite a small area, my time is limited so I can't always give it the focus it deserves. Being able to share the role means the area can go from strength to strength, so I'm expecting 2019 to be the best year yet for us.

Last to arrive was Malcolm & Mandy Huxtable. It's always lovely to see Mandy, but we know we only get the pleasure of her company when both the children are not at home....we don't mind being second best. Malcolm once again provided the content for our new 'Show & Tell' feature, this month he brought along an empty ice cream carton and hand wash bottle glued together with some strategic cut-outs and holes made. After some very random guesses, we did decipher it was to direct the coolant if you want to remove the bottom radiator hose from your Spitfire.....we can't wait for next month.

Even though 2019 hasn't yet started, we have started planning some events. So time to pencil in the following.

28th April – Drive it Day Run to Dingles Steam Fair in Lifton. This is a joint event with TSSC Cornwall Area.

9th June – Lyn Valley Classic

ESSEX . . . GLOUCESTER

15th September – Triumph Day at the Lynton & Lynmouth Cliff Railway

More to follow I'm sure.
That's it for another month.

Date of next meeting: Thursday 3rd January 2019

Website: www.tssc-devon.org.uk

FB: www.facebook.com/groups/134271493433942/

ESSEX

e-mail: awjannaway@hotmail.com

Facebook: Triumph Sports Six Club Essex Area

**Tel. 01375 672072
07934 027704**

We hope everyone had a happy Christmas and a very happy triumph new year. December will seem long gone now as we hit January and the cold weather. Still no excuse for some of us and our Triumph will be out roof up or down.

Club day on 11th November was a bit different for me, Janet was up in London marching at the cenotaph with the veterans (Wrens) so I had to wing it. It did feel very weird being on my own. We had a nice round number of people and cars in the car park, good to see Brian and Jean. I did manage to finalise the Christmas dinner for the following month by getting all deposits in to Michelle at the garden centre.

Report in January as it was December 9th and missed deadline. Janet M has been unwell and in hospital and you were missed Janet, hopefully Steve gave you our love and best wishes. There was lots of chat about the following weekend and the exclusive Christmas bash with final arrangement put into place.

Janet says the marching was awesome, scary (after so many years) and cold. Soon warmed up with Princess Anne taking the salute at Horse Guards Parade and the pub meal after. She will be applying again, if only to get chatted up by the Gurkhas in the row next to the Wrens.

Exclusive weekend. Friday night saw a few of us meet up for dinner just over the road from the hotel at Grand Central American Diner, and some eating elsewhere. Great to see Andy Walton's GT6 all the way from Exeter and Russell with Michelle from just over the road. A varied mix of travellers. Back to the hotel for a noddin and natter until closing. The next morning saw us all meet up for coffee with the cars ready in the carpark for the off. A road trip of the German market up the road at Meadow Croft garden centre. A few Triumphs and a few modern cars for this one. The German market was an excellent find, everyone bought something and some spent a lot more than others you know who you are. Andy GT6 got a bargain with a cake. After that on to Battlesbridge for lunch at the Old Mill, bit of a climb but well worth the view to spot the Triumph in the car park. The rest of the day was your own, most spent the afternoon looking round the antique centre a few bagged a bargain. Again, Andy GT6 got a lovely little bargain in the shape of a steam engine. Later on, that night all spruced up for the Christmas dinner at the hotel, a table top quiz exercised the brains. With feelie bags to end with afterwards. They produced a laugh the quiz was won by Stewart and Kerrie despite a valiant effort by Andy GT6 in a team of his own. Mike Titchen had brought the friendship glasses and out came a very nice whisky we all had some, at the time and later on a few of us had rather a lot more. We got locked in the bar after hours and as we were all residents this was quite legal the whisky went down very well. Next morning no sore heads surprisingly. A later start off to Hanningfield reservoir for a walk for some to blow the cobwebs away. Followed by meeting up at the club garden centre for a goodbye lunch. Andy GT6 had a long way to go, thanks so much for coming Andy. There was too many of us to sit

TSSC AREA NEWS



together on our usual table so we spread out and the garden centre did us proud as usual with the food. Andy GT6 is the furthest travelled he reports he got home ok, by the way did we mention Andy GT6 was at the exclusive weekend. (bit of a joke as he said he never gets mentioned) we all went home don't know about anyone else but we both unpacked and fell asleep in the chair exhausted. Thanks everyone great weekend.

The following weekend saw us head out to Rochester Christmas market (yes another Christmas do) this was in the end just us but we had a great day and enjoyed sampling the sausages and cheese and drinking coffee, meeting Santa and having a wander round the craft stalls.

December 1st saw us heading up to Market Harborough for the Christmas meet on the Sunday at HQ. we set off early and on arrival headed out to our usual coffee shop where we had the squirrel latte and the gingerbread latte with breakfast. A great little shop round all the shops and later heading to the Premier inn at Langton's for our usual overnight stop, a wind down a meal and a not so early start the next day. This also means not too much travelling and if you book far enough in advance a very cheap room. The girl on the desk was from my home town of Basildon and a long chat ensued. A very small world.

Next morning a lazy breakfast and off to HQ where we were one of the first to arrive. So I bagged all the bargains in Bernie's bargain basement. We were eating lunch when we met Fred Nicklin who used to be a factory pit crew and le mans endurance tester he showed us his photos displayed on the wall above where we were sitting from 1964. Wow! Fantastic. Thanks for an excellent lunch as usual Angie, the chilli was great and kept us going on the way home. We had lots of chats from old friends not seen in a while and all too soon it was time to leave for home. We got home and again unpacked and fell asleep in the chair.

Retirement date is definitely the 31st January, and Thameside Triumph Services will be open for business from the 1st February.

Up and coming **30th white webbs mooch round the auto jumble, 1st January Brooklands auto day, possible run out to blow cobwebs away, club day 13th January, Stoneleigh 8-10th February** some of us already booked for the weekend.

Birthdays Linda on the 28th Kerrie on the 29th

Allan & Janet

GLOUCESTER

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Happy New Year.....

Thank you for all voting me back in as the AO..... I'll try and see if I can get the hang of it and try to do a good job.

Big THANKS goes to Andy who has officially stood down as scribe after years & years so I have to do it myself now, we'll see how I get on!

The 2019 Triumph Sports Six Club Gloucester Area Calendar is now out and on sale, so if you haven't picked your copy up please give me a call, yet again a beautifully produced work of art..... with plenty of the area cars featured and all the important dates for next year as well.

Things are a bit quieter on the run/activity front during the winter months so we haven't all been out an about for a while,



GLOUCESTER HERTS & BEDS . . . ISLE OF WIGHT

TSSC AREA NEWS

Gloucester Continues

there have been odd breakfast mornings the final Prescott Breakfast morning was a great trip out, lovely cars, perfect setting & weather held out also. The Classic Motor Show at the NEC was very busy with bus loads coming up from the area, (you all tried to get a bus up to compensate for the extortionate parking fees there) I caught up with a lot of you over the two days I was there. It is now a very large show and difficult to get round it in one day, but I did see plenty of bulging carrier bags & empty pockets so I assume they were all bargains. It was nice to see a good few Gloucester members at the TSSC Christmas Open Day, amazing how many of you that rush over there with the promise of Chilli and 10% off the Club shop goodies it was a lovely atmosphere there and I know a few bargains were bagged and imported back into the County.

New Years Day there is a meet hosted by the Cotswold Classic Car Club at the Frogmill it is on from 12 noon until 3pm So it will be a really nice opportunity to fill the carpark with Triumphs and catch up with those of you that are allowed out. Hot Food and Drinks available.

BIG news on the street is that now the sun has disappeared for a few months Richard has finally got his Vitesse back from having a few little jobs done ! So we can all look forward to seeing that out and about and being used with enthusiasm. Well worth the wait Mr D. it looks amazing, check it out should be there on New Years Day.

The other big news is Dan should have finally got his GT6 Convertible back from the 'go faster' boys and I for one am looking forward to seeing how that goes, hope it is worth the wait and the investment, I'm sure the kids understood when you told them there was no money left for their presents!

I know there is a lot of effort going on behind the scenes to get projects started, finished, fixed, sold or bought. When working on a project it is always good to set a deadline, so 2019 everybody's deadline appears to be the Isle of Wight Weekend John will have finished his Herald by then, Karen's going to have the Mk1 Spitfire ready by then, Paul's going to have his red Bond (affectionately known as 'the Hot Flush') ready for then also, no doubt JV will have one of his fleet of restorations finished for then as well. So there you are the challenge is set, good luck everybody - should I alert the breakdown services?

There have been a few cars change hands over the last couple of months, Paul selling both GT6 Mk2 and Mk3 Spitfire - both gone locally so we can see the progress as they evolve into real cars.

If you haven't been to a meeting yet please come along, you will meet a great bunch of people and may just get that advice or spare part that you have been hunting for.

Jane

Enjoy 2019 and get your Triumph along to one of these events in January.

Tuesday 1st New Years Day Run Frogmill with CCCC
Sunday 6th Bicester Heritage Sunday Scramble

(book in advance)

Sunday 20th Filling Station Breakfast Meet Malvern
9am - 12noon

Monday 21st Club Meeting @ The Aviator

Sunday 27th Malvern Drive in Classic Car & Bike Auto Jumble Malvern 10 - 3pm

Sunday 27th Sunday lunch Pub Run - details to follow

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Hi Folks, don't let the weather stop you airing the cars its only winter, summers on its way!! Not much news this month the Christmas dinner went well all 40 were fed and watered at the Raven, Christine managed some remarkable raffle prizes for the FREE Raffle.

Our local AGM was held November 26th and I have been sworn in once more as Area Organiser and Viv voted in as our trusty Treasurer

My helpful committee remain as Jill Lewis, Geoff Brace, Ray Peet, Paul Gulliver, John and Christine Cartwright, Barry Huffer, Christine Anthony, they have all contributed to the routes events and activities throughout the season and have been a great help to me.

There will be a calendar of outings arranged though March to October with a Run each month, we will issue this once Christmas and new year have passed and we have had time to consolidate all the ideas into a working program

So all the best for the New Year and a good driving season for 2019

Best regards

Pete
and the Team

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Happy New Year! Well, it looks like Elaine and I have been voted in again for another year as your Area Organisers. We would like to thank you for all your support over the last year and hope you continue to enjoy the drives out, we are trying our best to visit all the local establishments on the Island - any suggestions you have for those we haven't tried would be very welcome.

Our last brunch to the Garlic Farm was very well attended and it looked as though we had a mostly Spitfire club - it was nice to meet Andrew who has owned his Mark 3 for many years. Pinky brought his TR so we did have a big Triumph too, we would like to wish Tors all the best and let her know that we are thinking of her.

By the time you read this, Christmas will have been and gone as well as our Christmas do which was at the Propeller in Bembridge.

We hope to hand out some diary dates for 2019 at the next brunch run which will be on **Sunday 13th January** where we will meet at Coppins Bridge car park as usual.

If you would like to come along to one of our meetings with or without your family or your classic car, you would be most welcome - you will find us on **Facebook at the Isle of Wight Triumph Sports Six Club or you can email us at tsscior@hotmail.com** or give us a call - the numbers are in the Courier.

Happy Motoring!

Tracy & Elaine

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

WEST KENT . . . LEICS & RUTLAND LINCOLNSHIRE

WEST KENT

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Hiya Due to a family loss this week, I haven't had the chance to publish our report. Will do next month. I'm your disorganiser for next year, hope Christmas went well, and catch-up **Jan 29th 30th**.

Colin

LEICS & RUTLAND Tel. 07530 307371

So that's it, 2018 is now history and 2019 is here. Personally 2018 was a horrible year and that reflected on my ability to be AO. Surprisingly though the guys and galls of our area didn't give up on me and here I am again as AO for 2019.

As an area we have suffered from the same problems that seem to be affecting most areas especially the number of people attending monthly meetings. People seem less interested in the actual classic Triumph car aspect of the club and we only get a few cars in attendance on club nights now.

At our Christmas meal we only made 14 people and I was worried about this but on the evening it was one of the best Christmas meals we have ever had. Most people said it was "cosy" "warm and friendly" and more "personal and relaxed." The meal was good too, as was the service and they even laid on the skittles for us. Well done to the Red Lion and staff and thank you to everyone who came along.

In 2018 we managed to raise £600 for charity and this was split between air ambulance and Rainbows childrens hospice.

Our Sunshine Rally was very successful, and our 2019 **Sunshine Rally planning is well under way. The date is, as always, the first weekend in August, Friday 2nd to Sunday 4th** with Thursday and Sunday nights as options as we will be there.

We won't be changing much, just the odd tweak here and there and full details will be in the courier soon.

I've recently been helping out a little at Mike Mayfield place after his awful year with his fleet!

His Daihatsu fourtrack was stolen and used in a ram raid, his Dolly blew up just before the docks when travelling to Le-Mann and his camper van suffered a smashed gearbox in France. We found a TR7 engine in early November and we have rebuilt that and fitting in to the Dolly as we speak. His camper van is nearly finished too.

Gary & Becky surprised us all by buying a rather nice GT6.

My 2500S came second at the 2000/2500 club national though that will probably be sold by the time this goes to press. My Ferrari (heavily disguised as a rover metro convertible) has been renovated and is now in hibernation for the winter waiting for sunnier times ahead. I may wake it up for the new year run with Derby-Notts.

We have 6 cars booked for the Laon Historique in June, and I am in the process of finalising a list of events for the year though with events constantly being added this list will change.



TSSC AREA NEWS



Our Area Trophies this year went to;
The Bent Conrod award. Mike Mayfield.
Club member of the year. Dave & Rosemary Parrot.
Area car of the year. Howard Davies TR6.
Show car of the year. Chris Edmonds GT6.

This year I am relinquishing the responsibility of choosing the winners of these awards and getting all members to vote. Thats all for now folks,
Keep running on 4/6/8.

Neil

LINCOLNSHIRE Tel. 07841 450715 www.lincstssc.co.uk

Mark Twain, the author, once had cause to write "The report of my death was an exaggeration" and given the prolonged silence from Lincolnshire in the Area News Reviews we thought we should similarly clarify that we are indeed still alive and kicking and meeting every first Wednesday of the month down at the Swanholme pub on Doddington Road in Lincoln. A significant factor in our low profile has been that we found ourselves becoming a regional area with hardly any cars on the road. It has always been something of a challenge to get many to our meetings given the geographical size of the county and when you add that into the mix it's not been the best climate for an active area. All at the same time we ended up with Matt's GT6 having an engine rebuild, his Mk 1 2000 undergoing various works, Simon's 2000 undergoing surgery, the level of which would make Ivana Trump jealous, my Herald having a diff and rear suspension rebuild, my Renown having an engine rebuild, Will's Mk 1V Spitfire loitering in a million pieces in my garage and garden shed and Carl's Herald gently mouldering away outside his house waiting for it's tango orange engine to be rebuilt.

There is good news on the horizon however as both the 2000s, the Renown and the GT6 are back on the road. We even managed to complete the Club Triumph Round Britain Reliability Run in Simon's 2000 despite having to run it in for the first few hundred miles. The tale of that trip is one to tell over a pint or two rather than in these pages but the important thing is that we can now look forward to taking part in some proper Triumph based activities again. In addition we have been able to welcome some new faces to our meetings, in particular Phil with his GT6, Darren with another 2000 and most recently another Matt with a Mk 1V Spitfire (which may serve as a useful reference guide for rebuilding Will's).

As Triumph owners of all models and allegiances are thinly spread throughout the county we have for some time arranged our TSSC club night to coincide with that of the 2000 owners and invited members of other clubs to join with us. Where we have collaborated with others to attend events etc we have done this under the informal title of "Lincolnshire Triumphs" which is not a separate club but simply a loose banner to bring members of the various clubs together.

We look forward to getting back to organising our own events in 2019 and taking part in some of those that we have attended in previous years. Who knows, we may even see the return of the Lincolnshire camping weekend next year!

Phil

IMPORTANT NOTE

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

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Happy New Year one and all and off we go into 2019. Let's hope it's as good a year as the last one. Speaking of which, our monthly meetings started up again in November after a summer lay off. It was well attended with the added bonus of 2 Triumphs in the car park. Phil's Stag was present and Brian and Jean's Vitesse was out for the first time in ages. The paintwork has been sorted



out and more importantly it's now running properly. It's still for sale, so if anyone's interested, Brian's your man. Incidentally, The Wharf in Dartford is going to be our



permanent home for monthly meetings from now on as I've given up trying to find a suitable venue on my side of the river. The traditional Crimbo open day at TSSC HQ was held back at the beginning of December. Myself, Donna, Malc n Lesley headed up for the festivities and decided to make a weekend of it. We stayed in a lovely hotel, The Angel, right in the heart of Market Harborough. The meal there Saturday night was excellent, the breakfast was huge and the staff were great. I only booked this on the off chance but if you're ever up this way we can definitely recommend staying here. On Sunday morning, before descending on HQ we had the added bonus of the Christmas Market in town. We finally made it to the club around lunchtime, just in time to frequent the Herald Bar. A lot of our time was spent in the Club Shop where we spent loads. I went with no real intention of buying much but before I knew it I'd amassed a pile of stuff. We kept the girls happy by buying them new jackets, well that's Christmas sorted ha ha. And the girls really enjoyed sitting in the back with the Herald's new gearbox tunnel cover between them all the way home ha ha. It was good to meet up with peeps from other areas and a lot of chat was about events for next year.



The Northants Area are organising a 'Cops and Robbers' themed weekend which sounds really good. Details for that and all other events are on our Facebook page.

More info will be added as time goes on. So, a cracking weekend to round off the year and thanks to Malc for doing all the driving.

Well, I don't know how you are all getting on with your various winter projects but I've actually got my finger out this year and got stuck into my 'to do' list. The steering wheel has

been stripped, stained, re-lacquered and polished. I must say it has come up well, just got to put it back on without damaging it. The engine fan has received a new coat of bright yellow which means I have to bring the rest of the engine bay up to the same standard. And wait for it, I'm finally going to fit my new carpet set after buying it about three years ago ha ha. So, that's it for me, but what about others. Well, Chris is replacing the sump gasket and a few other bits on his Vitesse. Not sure if it can be done in situ or if it's an engine out jobby. Good luck with that one matey.

Looking forward a bit, if you're thinking of going on any of the big events ie Silverstone, Laon etc, it's probably time to start thinking about getting them booked. 2019's gonna be a scream and we want everyone along for the ride. Well, that's it for me - be seeing you -

John

**January Events -
Sunday 27th - Monthly Meeting**
Other possibilities if we think of anything

MANCHESTER

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Hi everyone hopefully you should receive this Courier magazine over the Christmas holidays so I would like to take this opportunity to wish each and everyone of you a very Merry Christmas and New Year from all of us in the Manchester area group, hope to see some of you around and about in 2019 !

Unfortunately we didn't hold a December meeting as I came down with flu and had to cancel at the last minute, so this article will be fairly short as not much to discuss.

Some of our members attended the Manchester Christmas markets and had a jolly old time as



can be seen in the photos.

A couple pics of Paul's welding work to his



Spitfire floor, that he did in December

We are also planning a

New Year drive out once all the Christmas celebrations have finished to see in the 2019 year, we are planning the drive out to be held on Sunday 13th January 2019 with a nice drive out (weather dependant) and visiting a museum, a few ideas were discussed at the November meeting and we will agree the route and museum at our January meeting.

As we normally meet on the first Tuesday of each month, the first Tuesday in January is New Year's day, so we will hold it a week later on **Tuesday 8th January**, what we plan to do at that meeting is discuss a plan of action for our 2019 diary of events, so if anybody has any ideas for events/ shows etc we can attend or ideas of how we can shake things up a bit, then please put them forward at the meeting so we can all discuss them and formulate a plan.

Please check the website news for updates on our forthcoming events on www.tssc.org.uk/tssc/areanews.asp

Also please look at our Facebook page

www.facebook.com/groups/tsscmanchesterarea

Well that's all from me for this month

Cheers

Mark K

NEWBURY . . . NORFOLK

NEWBURY

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Hi Everyone, by the time you read this we will have enjoyed our Christmas meal at the Cottage Inn on the 12th December 2018 with a Christmas jumper theme.

Happy New Year to you all and lets hope for another good summer to get lots of use from our classic cars.

Our first meeting this month was on Wed 14th Nov at the Cottage Inn. In attendance were Ian, Robin, Eric, Nigel and Helen, Dave and Mary, Josie and Malc, Andy.

We secured a nice area to sit in and enjoyed a chat and a drink. Ian has the new Uniroyal rainmaster tyres fitted on his TR7. When they took the old tyres off the Alloy wheels had tubes fitted and Ian soon found out why as the next day his new tyres had deflated. Back to the tyre company, a clean up of the rims and some sealant so all seems well. The grip is much better as the car now goes where he points it. Ian also handed out girl and boy labels to each of us ready to stick on our secret Santa gifts.

Robin is making progress on the Herald as the car is back together and the welding finished. Nigel has taken his Fiat 127 Sport for spraying, see photo of his TR7 towing the Fiat. Nigel said that his Fiat will be tucked away in a garage until June when it becomes MoT exempt. After a debate the opinion was that it is still worth getting a car MoT'd even after it has become exempt. Dave has been busy teaching his radio students and coaching them ready for exams. Dave and Mary have enjoyed a lovely holiday in Norfolk visiting lots of craft fairs so hopefully some interesting gifts for the secret Santa. Everyone enjoyed the raffle as we have not held one for a while with Eric, Nigel, Helen and Ian taking the prizes. We are debating future meeting places for 2019 and will be trying out the Downgate again as well as the Fox & Hounds at Donnington.

It is with great pleasure that we welcome a new member Andy Knight to our club. Andy owns a MK3 Spitfire which looks very nice in the picture. Andy is currently looking for a garage in the Wallingford area to check the car over and carry out remedial work. We hope to meet you soon Andy and look forward to seeing your car in the summer.

Our next meet was a casual lunchtime meet at the Cottage Inn, Bucklebury on Sat 24th Nov. Upon driving in we saw an old TR7 had been dumped in the field behind the pub, excited to have found a field find we went to investigate but later found out that it belonged to Ian. Well done Ian for being the only one to bring a classic car to the meeting or maybe you just wanted to test those new tyres. Most of us now have our classics wrapped up for winter although I had to use my TR7 the other day as my Zafira was in the garage for some work to be done. I recently started my son's camper van after buying a new battery for it. Eric advised everyone to keep your car batteries topped up with a trickle charge. With the cars not being used and the cold weather the batteries soon flatten and this does them no good. I will be starting the VW, GT6 and the TR7 weekly throughout the winter and bring the engines up to temperature. I find if I leave the GT6 for any length of time it takes a lot of cranking to get the fuel through. Mary and Dave were at the meeting along with some of our friends from the West Berks car club.

Our last meeting of the month was at the Fox and Hounds, Donnington on Wed 28th Nov 2018. A lovely pub but far too popular for our meetings as Mary and Dave, Ian, Eric and Nigel had to wait outside. When Josie and I arrived they were stood inside by the bar and managed to find a bar stool for Josie to sit on. Eventually later on in the evening a table

TSSC AREA NEWS



became free so with a bit rearranging we all managed to sit round it. Needless to say we won't be meeting at the Fox & Hounds in the future so the Downgate looks favourite for our second meeting in the month.

Upcoming dates.

Wednesday 9th January 2019. 07.30pm at the Cottage Inn, Bucklebury.

Wednesday 23rd January 2019. 07.30pm at the Downgate, Hungerford.

Dave will confirm via facebook or e mail.

Saturday 26th January 2019. 12.00 noon onwards at the Cottage Inn, Bucklebury. Ray will confirm via e mail.

Best Regards

Malcolm

NORFOLK

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Hi everyone, apologies for the lack of a report last month but I was away on holiday and I had no access to a computer. That said there was not a great deal of activity within the club to report so not a bad month to miss a report. The Weather in October however continued to be Classic friendly and although mine were in early hibernation due to being various states of disrepair I did manage to use the trusty MX5 on most days top down too which was a bonus. Hopefully you also got plenty of use out of your classics before the onset of the winter weather too.

October was also the month that I added another Vitesse to the fleet. Slight accident damage but a very solid and rust free Triumph that runs very well and as my daughter has booked it for her wedding next year the repairs are underway. On my way back from the purchase I called in to see Paul Girling's 2.5 estate that is undergoing major body repairs. A rotisserie has made welding so much easier and I'm sure that when completed it will look every bit as good as his 2 Litre Herald.

The AGM in November was poorly attended but fruitful. The election of officials was deferred to the December meet as more people are due to attend so watch this space for potential new names.

It has been a good year overall with very well attended Fish n Chip and Broads runs and the last meet at Norwich was astounding with over a dozen cars in the car park. It really felt like days gone by. Unfortunately the foray into West Norfolk's meeting venue in October only produced a turnout of four members with no new faces. Disappointing but we shall continue to try to attract members from further afield with some roving meets during the year.

Whilst I missed one of my favourite events the NEC Classic show in November due to me being on holiday, December started well with a visit to the HQ open day at Lubenham on December 2nd. Ian Fox travelled with me and thoroughly enjoyed his first visit to HQ and was especially pleased to see the Le Man Spitfire sporting all its race patina. Did I say we picked up some bargains too? Quality Vitesse front pads for a fiver can't be bad and as Ian said the 10% discount on the day more than paid for his purchase of an all weather cover for his Spitfire. Next time there is an Open Day it would be well worth a visit in fact if your just passing by a warm welcome awaits you and probably a cuppa too.



NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

Norfolk Continues

Next year is already being planned with a **Norfolk Coast Breakfast meet in February, the usual Fish 'n Chip and Breads Runs and the long awaited return of a Norfolk Camping weekend** that has constantly been requested from those who miss the MOT and Totally Triumph events. Keep checking your emails, the main club site, the Courier and our TSSC Norfolk Facebook page for details.

If you do not receive my monthly ramblings by email then drop me an email at mike.carroll01@btinternet.com and I will add you to the list.

Hoping that you had a wonderful Christmas and a Triumphant New Year.
Regards.
Mike.

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Festive greetings to all, I hope you all had a enjoyable Christmas and a Sober'ish new year.

January's meetings are usually very quiet affairs after the festive season, I will be at the Traveller's Rest, on Sunday the 6Th January if anyone feels the need to pop along and keep me company.

22 of us are having our Xmas meal at the Traveller's again this year so i will give you all the gossip in next month news report.

Some of our members went down to the NEC to the Classic Car show, I got a last minute invitation from Kevan to go along with him, a long but enjoyable day looking at all types of vehicles, I just wish Kevan would make his mind up for what car he wants, all day he kept saying if I sell the Stag/TR I could afford that one or this one, he was even considering a motorbike at one point, I eventually found the one that I wanted, but would have to sell my house to be able to afford it, (see attached Photo) wonder if the wife would notice. not a great deal happening during the winter months , but the weather will soon start to brighten up, so get on with those jobs that need doing, I really must get started on mine.



Geoff

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Hope you had a great Christmas and Happy New Year to you all. In December some of us visited HQ and met up with a few friends and also picked up some bargains from the club shop. I bought car mats for a car that isn't even painted yet ? Moving into the new year we now have a date venue and

theme for our camping weekend and in January we should have pricing when the campsite set there pitch fees for the year. With a "TV cops and robbers" theme there is plenty of scope for the fancy dress or plain clothes if you prefer. For more details see our advert in this magazine.

Silverstone Classic have now confirmed their date as **26-29th of July** so don't forget to use the code in the advert in this magazine to get your display package discount. With the events calendar already starting to look busy I hope to see you at some point in 2019.

Cheers

Nigel

NORTHERN IRELAND

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Just received my Courier this evening, Thurs 6 th Dec; to see that the Jan; 2019 monthly report was to in by today, so I have already missed the deadline – by default. Hopefully I will have received some dispensation and it will be accepted – late. If that is the case, I wish you all a Happy and Prosperous New Year and that you had a great Festive Season and that all your wishes came true. With the fact that the reports were to be in early you might have received your Courier in time to remind you of our monthly meeting on Wed 2 nd Jan; 2019. Our Nov run was cobbled together at the last minute due to unforeseen circumstances and was poorly attended with just four cars. Worse still only two were Triumphs, Alan and Pam and Heather and I, while the others were a VW with John and Billy with Simon taking up the rear in his Mini Cooper S (JCW). I'm not sure yet if he's got over the shock of the wheel coming off and the gearbox giving up, and I haven't either, as I had to pay the bill from Chic in Scotland. Well what are parents for! All we need now is for Nicholas to get his GT6 back on the road again too! Meeting once again at the car park at Dunsilly roundabout and eating plans sorted we took off along the tried and trusty A26 towards Ballymena this time taking to a few backroads that once again wiped the oil off the sump as we criss-crossed the main railway between Antrim and Ballymena with what could only be described as, a few near misses. Passing through the areas of Kellswater and Slaght (not a great area for trains) we took to the side roads between the Toome and Ahoghill main roads. We then made our way cross country to the Garvaghy Hill and Craigs area on roads I'd never been on before, even being a "blow in local" before a quick spurt to the Dunminning locality and then on to Glarryford for our afternoon lunch/tea stop at the Creamery Can. We had tried to call here before, but it was always too busy to accommodate us but this time, with fewer numbers, we were fine. I've said it before, you should always watch the tray bakes, as it can spoil your evening meal. I keep saying it, but it doesn't make a blind bit of difference! After lunch we took a little trip down the A26 towards Ballymena before taking to our favoured side roads as we took to the Doury Road and Springmount areas before passing along the side of the well know Lissanoure Castle, in the trees, as we then made our way towards Armoyn, still a distance away on our chosen route. We skirted this area on the Ballymoney side as we headed towards Ballycastle and our next stop. To add a little variety to the run we took to the aptly named, Hillside Road on our right, as we left the A44. This was quite an inter-



esting piece of roadway and would certainly be better seen in good weather. Here we travelled through the Capecastle area and this would certainly be worth a return visit. Having been "persuaded" by a nearby passenger that we needed another stop we drove through Ballycastle to a local car park so that several of us could avail of some retail therapy or, at least, as it turned out thankfully, some window shopping. After a further stop at the bottom of the town we headed back towards Ballymena for a well-earned evening meal. (Photo 3 here)



The run "home" was quite straightforward but, again, would have been much better in good weather and not the dusk that was now upon us. This route brought us through the Glenshesk river valley to Magherahoney through



Loughguile to Corkey and then on to Clough. Rather than going direct to the Countryman for our meal we made our way to the main Cushendall Road, via Cloughwater, just to make the return route that little bit different from the past. As usual we had a good meal at the Countryman that was up to its usual standard of service and cost. Since there weren't that many on this run, I just might repeat it in 2019! Blimey that sounds like a threat.

Speaking of 2019 we had our monthly meeting/AGM on Wed 5th Dec. I must say that it was very well attended as AGM's go and thank you to all who attended and those who offered the apologies. The night started with a noggin and natter getting news on what was planned within the area. A programme has been basically finalised and will be forwarded to all and possibly amended throughout the year. When there is a change to the programme there will be a date at the top so as members will be able to see which version is applicable. It was decided that Nathan (M) would look after the web site and other related matters that a far beyond us older folk and take the "odd" photograph. Michael (K) has, once again, kindly agreed to continue in the role of Treasurer. A big thank you to Michael who managed our finances well and, although we spent more than we earned, this was due to an extraordinary spend on the refurbishment of the club trailer. A big thank you also goes to Alan (For) for his help on this and Nathan, in the future painting of same.

Just as a matter of interest I was "stitched", once again, as the Area Organiser for Northern Ireland. **The area dinner will provisionally be on Sat 23rd Feb at Corrs Corner with our first run on Sat 23rd Mar in the North Antrim area with the Trunion Oiling on 6th April at the Rinkha and our weekend run will be on 25/27th May to Wooden Bridge, Arklow, Co Wicklow.** Ten rooms have been booked on a first come first served basis and I know that there is a great interest this year. Just ring the hotel and book your room and mention the TSSC car club.

Have a great start to 2019.

Douglas.

NOTTS

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Why not come and join us at the Sandy Pates football ground on Quarry Lane Mansfield. There is a good mixture of classics even in the winter months.

Join us on the Derwent and Notts blow the cobwebs away annual **New Years Run. On Sunday 6th January 2019.** Great run around the Derbyshire dales then in the afternoon join us for a Carvery (Doesn't have to be a classic car) to do the run in.

All you need is £5 to enter, wear colour yellow or dress up car yellow, money for a raffle and a hungry appetite for the carvery for afters. (there will be a separate charge at the time of the event).

We are looking shortly at up and coming events in 2019 around the local areas and we will discuss and post the list through the courier, social media etc.

Next meeting will be on **Wednesday 16th January 2019.** Look on our notts Facebook page for up dates on events and on the Notts Triumph (**FACEBOOK Notts TSSC**)

Hope to see you at one of our monthly catch ups.

Cheers

Nigel and Di.

OXFORD

Tom Tel. 07972 039532

Tom email: impo64@yahoo.co.uk

Oxford Area Group November meeting held at our usual venue The Dukes Head in Clifton. The pub was unusually empty, but still warm and inviting, we had a good turnout of members. There were no Triumphs in the car park,

However this month the prize goes to the member who turned up in a lovely Jaguar XJS. There were two Alfa Romeos though. Well done to them.

We had at most 11 members round the table who enjoyed the good pub fare and conversations. The topics covered were to many to record.

Tom asked for ideas for the group's second camping weekend next year. Ideas can come from any group of course, not just ours! Contact details in the Courier.

One of our members has bought the green Triumph Dolomite that appeared in the Johnny English strikes again film that was released in October of this year. It broke down! But on the bright side it was driven by Rowan Atkinson so has some history. We look forward to hearing more in due course.

The TR7 that was burnt while being repaired should be restored to its owner next week-hopefully in good condition. I think my TR7 is now in the garage for the winter.

Don't forget the **January 7th Scramble at Bicester Heritage.** We have not organised a club stand for this one but hopefully will for the next in April.

Tom has carried out another agreed value for a spitfire near Witney. He has also been approached by the local Humber owners about joint meetings as their branch seems to have folded, this can only be a good idea, as we are all classic car enthusiasts after all. The more interaction between clubs the better in my humble opinion.

Next meeting 18th December. AO election time again.

Tom & Nick

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



PETERBOROUGH . . . SCOTLAND NORTH EAST

TSSC AREA NEWS

PETERBOROUGH

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<http://www.tssc-peterborough.webs.com>

We were away for the early December Club open day at Lubenham and talking with Bernard since, there were quite a few people visiting and spending monies on the day. Thank you for those who were able to get across to HQ and support the Club, the Staff and Helpers.

The Area celebrated a very successful year with 30 of us sitting down together for a Christmas dinner at the Blue Bell at Helpston on Monday the 10th of December. I believe everyone enjoyed the evening and what's more I don't think there was any grumble from any quarter about the food. Well done to Lesley and all the staff at the Blue Bell for a superb meal. There were of course special thanks to Lesley and Rachel. Lucy from the Blue Bell ran a quick and impromptu pass the parcel competition which involved a lot of concentration and hilarity – and everybody got a prize! Phil's partner Rachel stood up to give us a Christmas Song which involved us all joining in with the chorus. Super voice, Rachel. Once again thanks to Rachel and Lesley. Colin and Jane gave both Paul and myself a bottle each to say 'Thank you' for the years work. Well - 'Thank you' Colin and Jane.

With raffle prizes donated by everybody we are very pleased to advise that we raised the sum of £105.80 on the night - which as in previous years will be donated to the Sue Ryder Thorpe Hall Hospice. Steve Abbot has now banked it ready for an opportunity for a photo shoot with a cheque presentation in early spring.

My GT6 had a change of gearbox and clutch assembly very recently - with Steve Abbott's very kind help and a lot of heaving and grunting. I think Steve did the heaving and I did the grunting. Many thanks Steve – much appreciated. It just needs all putting together again!!! How come Triumph made that such a 'Goddam' difficult job!!! Steve lives in the next village to me and now advises he is considering buying a house in John O'Groats!!!

Peter Howard has spent a few hours 'relaxing' under the Vitesse replacing the UJ's and bolts on the propshaft. He advises whilst just driving it backwards and forwards on the drive that it appears his 'clunk' has now gone. Well done, 'clunk free' Peter.

Our next **Club night is on Monday the 14th of January 2019 at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm and we look forward to welcoming TSSC Members – old, new and prospective alike. Kick start the New Year and come and join in with the raffle to fund Matt's superb buffet and a natter and of course that regular friendly exchange of experiences – and now and again some pretty good advice in the bargain too! Come and help us plan



the year ahead. I know we have some apologies for the January meeting – but if you have ideas for 2019 please forward them to us before you go away.

Hope the pride and joy in your garage was appreciative of all the investment (Christmas Gifts!) that were bestowed upon it from under 'The Tree'.

How about a New Year's Resolution to photograph your pride and joy in unusual places – probably we could use them in a competition at the end of the year?

Both Paul and myself thank you for your support during the last year and we hope you will enjoy an eventful and successful 2019 and beyond.

Here's to a Happy New Year to you all!

Doug

SCOTLAND NORTH EAST

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www.brmmbrmm.com/club/grampiantr/4.htm

Hi, I hope everyone had a good Christmas and have a Happy New Year when it comes around. We are on the count down now for the 2019 Classic season.

Our first meeting of 2019 will be on Thursday 31st January, this will be our planning meeting for our events calendar and will be held at the **Four Mile Inn, Kingswells**. I would welcome any input you have for runs, meetings and get togethers. Some pre-planning has already been done with a decision taken along with the other Triumph Clubs to have our summer run to the Helensburgh/Rhu area. We have not been to this part of the country before so it will be a new adventure for us. Any interested please let me know and I will pass on your details to Graham who is doing the organisation this year.

Following on from the success of the national Scotland Triumph Day which was held at Bo'ness in early September it is again planned for this year. I have already booked my accommodation, it will be good to meet up with Triumph Clubs from other parts of Scotland. Currently here in the North East we already 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 www.facebook.com/groups/GrampianTriumph/ and the TSSC Scotland page at

www.facebook.com/groups/TSSCScotland/

Updates/new additions to our Events notification flyer are posted on the Grampian Triumphs Facebook page.

On occasions we do have to change the meeting venue so before travelling do check out the "Stop Press" page of the website for up to date information

<http://www.brmmbrmm.com/club/grampiantr/6.htm>

A few weeks ago I received an email from Rye Livingstone of the Triumph Travelers Sports Car Club in Northern California. His group are trying to arrange for all Triumph owners to get their cars out on the 10th February and photograph them to celebrate Sir John Black's birthday.

The photos can then be sent to Rye driveyourtriumphday@gmail.com and he will post them on a website <https://driveyourtriumphday.shutterfly.com>

John Black was the person who organised Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

Rye's full email and further information has been posted on

SOMERSET SOUTHERN . . . NORTH STAFFS



TSSC AREA NEWS

the Grampian Triumphs Facebook page.

It is quite early in the year to have our cars out on the roads of NE Scotland but last year I got mine out into the driveway and took some photos for Rye's website. It seems to me to be a good idea to celebrate Sir John Black's birthday.

I am looking forward to an early spring so I can get my cars out. I need to get stuck in to some maintenance on the cars if it's not too cold in the garage.

That's all for this month.

Danny

NEW AO! NEW AO! NEW AO!

SOMERSET Tel. 07850 273823
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Hi All! I trust you've all had a fantastic Christmas and are looking forward to the year ahead.

December was a bit of a quiet month, as you can imagine there are not many events on during this time of the year. Most recently a few of our members attended a very drizzly restoration show at the Bath and West Showground, where there was a decent turnout of cars, a bit of autojumble and a restoration demonstration of an E-Type Jag from Haynes Motor Museum.

We had a quiet but productive meet at the Puriton Inn where we planned our January AGM and also began planning the schedule for the upcoming year.

We have one new regular attendee Roy who is in the process of recommissioning a red TR7 which we will hopefully be joining us at our future shows.

By the time you read this we will of probably had our AGM at the Apple Tree Inn in West Pennard and hopefully of decided upon the format of our future meets. For those of you who were unable to attend I will be in touch to keep you updated on our future meetings.

All the best,

Harry

SOUTHERN Tel. 01252 722432
<http://triumphsouth.20m.com>

Hi Folks By the time you read this the silly season will have passed. So here's wishing you a Happy and Prosperous New Year. I would like to thank all the club members for their support during the year. In the course of that time we have had a good influx of new members, let's hope it continues. If you have any suggestions on club activities please let's hear them. On reflection of the year's activities, it would be nice to see the roaming meets getting a bit more support. I do appreciate we are not all retired, some have to work. That said thanks for the support at club meetings, we had the best attendance ever last year. Keep on coming. I really appreciate the help I have from certain members, no names mentioned, but you know who you are, thank you once again. Without your support I would not be doing this job. I ask myself why am I? Thanks to all the people who donate prizes for the raffle and to all of you who support it so well.

Having just received this year's club calendar with the front cover picture of Queen Elizabeth and all our cars lined in alongside, reminds me to give a big Thank you to Dick for making this happen.

PS Last but not least thanks to Vanessa for deciphering my

scribble and sending it on.

Mike

P PS NONE of you know just how hard it is to decipher! Vanessa

We certainly packed the Seven Stars out for our Christmas dinner. There were a few absentees and for them I can tell you there are club calendars waiting for you in the New Year. As per the norm Neil F had done a great job organizing the event. The secret Santa gave us all a few laughs especially mine " the Haynes manual on retirement " and what I had to look forward to.

As usual Mike G has been given the dubious honour of being our AO. A job like leprosy, no one wants and you can't get rid of, but he has done a sterling job over the years.

I would like to thank those who have sent me photos for the calendar, but please, don't stop sending them and also to Vanessa for passing on Mike's whitherings.

In February we will be deciding which pubs we will be using for our roaming meetings on the third Thursdays of the month, so if you have any suggestions for this , please let us know.

Also ideas for the front cover of the 2020 Southern calendar. I know there's not much that could top the back drop of HMS Queen Elizabeth, unless we were all lined up on the flight deck.

Our first regular meeting of 2019 is Tuesday 1st of January, as the Seven Stars will most likely be closed we have decided to combine the meeting with the **New Years Day classic car meet at the Elsted Inn**. So be there for around noon as the car park there can get busy.

Up and Coming Events

January 1st, Classic car meeting @ The Elsted Inn, GU29 0JT and Southern area Regular meet 20th Sunday Lunch meet, The Golden Lion, Winchester. SO23 0JZ

February 5th, Regular meeting . The Seven Stars, GU32 3PG

17th Sunday Lunch meet, The Half Moon, Petersfield GU31 4BE

March 5th Regular meet, The Seven stars GU32 3PG 17th Sunday Lunch meet, The Hen and Chicken, Upper froyle, GU34 4JH

That's all for now folks, except to wish you all a very Happy New Year

Take care

Mark

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Happy New Year everyone, I hope you all had a great Christmas and looking forward to all the forthcoming activities in the new year.

It seems a little strange writing this as we have yet to have our Christmas meal, I'm hoping it all goes well and we start the new year off with a few more members joining us on some of the events throughout the year.



NORTH STAFFS SUFFOLK . . . THAMES . . . NORTH WALES

TSSC AREA NEWS

North Staffs Continues

I did have some of the dates for 2019 at the November meeting including the **Triumph Weekend on August 16th -18th**, so let's all try and get to this weekend and support the club for its efforts in getting other clubs to do joint events.

By the time you read this, I hope to have most of the dates for drives shows and other events throughout the year and posted it on the club website.

However, as I said last month it's your club so let me have any ideas on what you want to do over the new year.

Some early events in 2019.

Race Retro Stoneleigh park 22 – 24 February 2019

British Motor Museum 12 January Open Day Plus the

Car SOS Exhibition is open until the end of February

Restoration Show 22-24th March NEC

Our first show will probably be on Easter 21-22nd

April choice of show TBA.

Have a Happy New Year with your Triumph.

Dave

SUFFOLK

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10 members turned out for our December meeting and there were 2 Triumphs and an MGB-GT in the car park.

There was a new face, in Glyn who has recently bought a 1973 MKIV Spitfire, re-kindling the memories of the one he had 30 years ago. This one is slightly unusual, in that it's been fitted with a MK1 GT6 fibreglass bonnet and bumper, giving the car a unique look. From the pictures it looks to have been done well and the car looked good in its dark green paint and newly fitted white hood. Glyn has recently had a complete new manifold and exhaust fitted by Demand Engineering at Stonham Aspal. He says it fits really well and I've seen their work before, they really do create a work of art. He's now looking to refurbish the dashboard and was after advice on the best way to do it.

Last month's new face, Jacob returned with tales of his new car. The MK2 Spitfire has gone and been replaced by a '69 MK3 Spitfire. I know he was talking about getting a GT6, but decided that he would miss the top down motoring and changed his mind. First impressions are it drives much better than the MK2, helped by the overdrive giving it better cruising ability.

Brian arrived in Lightning, always impressed that he uses that car all year round, although he did have a starting issue before coming round, probably due to a faulty solenoid. His Vitesse saloon had sat unloved for a couple of years, but he has that up and running and it's even been to its first show for a while.

Colin has been working on getting the newly rebuilt 2.5 engine in his friend Dave's 2000 started for the first time. It wasn't exactly straightforward, with the list of ailments including oil leaks from oil filter, timing cover and a missing bolt on the head. Then some very poor running was down to a push rod having popped out of place. However, it sounds like it's getting there. He also brought along some carb needles from the RBRR 2000, which could explain its lack of power. One was quite bent and the carb gaskets had the air-bleed holes punched in by hand.

News in Brief: Mike's Vitesse body tub is still at the bodyshop

in Bressingham, he's going to chase them in the new year. Chris has his TR3 running and he's moved it around on the drive sitting on a stool. His daughter is getting married in August, so that's the deadline for getting the car completed. Lindsay's TR4 is in Brian's paintshop being prepped.

Which just leaves me to wish all Suffolk members and any others reading this report, a very Happy New Year. **Our next meeting will be on the 8th January 2019** rather than New Year's Day, so hope to see you at the **Sorrel Horse**.

Russell

THAMES

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Happy New Year too you all, **Our new years meal is on the 6th of January** (hopefully before you are reading this) at the **Thames Court at Shepperton**. If you wish to join us get in touch and we will try to squeeze you in. This replaces the Thursday meeting at the Fairmile (this month only). Well it looks like Julie & I are your AO's for another season. We both would like to thank you all for your support over the past year. **SOCIAL EVENINGS - 1st NOVEMBER @ THE FAIRMILE INN, COBHAM.**

It's a cold wet night and both of our Triumphs are in their cosy garages. So in Julie's rice burner we head to the meeting. Keeping us company are George B & Martin F who is in his Triumph 2000. We have a pleasant evening chatting and enjoying a meal. Martins Mk2 2000 now has the ultimate accessory, a 80's Sprite Caravan, which they used recently at a local caravan site.

15th NOVEMBER @ THE GEORGE INN, WRAYSBURY.

It's a warmer evening and we brave the Vitesse (roof down). There we are greeted by Chris C, Richard, George B, Jay, Eric, Richard E & Doug. Keeping our Vitesse company is Chris C's Spitfire Mk3. Work on our Triumphs has been, Eric got his Spitfire engine re built and fitted but not run up yet Jay has got a bonnet support to fit to his Spitfire. Doug is upgrading his GT6 fuse box to 10 fuses instead of the normal 2. A lovely meeting with great company

Our next meetings are now: -

**1st Thursday of the month at The Fairmile Inn
Cobham. (But not in January. see above)**

**3rd Thursday of the month at The George Inn
Wraysbury.**

If in doubt or more info please call me on 07773623807

UPCOMING SHOWS

January 2019

1st New Year's Day Meet Brooklands

1st Classic Car meet The Elstead Inn

February

10th Triumph spares day Stoneleigh

17th Winter classic breakfast Brooklands

Mickey & Julie

NORTH WALES

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Hello, everyone. Tuesday 6th November was our meeting night at the Trevor Arms, and was not so well attended as many of our group, like last month, were either on holiday or under the weather, so M.G. Pete stood in for Richard and together with Helena the past month's events were gone over,

but not much coming up now that we are at the end of the season, with the year drawing to a close. Pete and Alison then sorted the raffle, selling tickets and doing the draw:- as normal there were some very good prizes, and it's always a good laugh. Alan took orders for the 2019 calendars and, as usual, once the printing has been paid for any profit will go into the group's funds. So, although the number of people at the meeting was down it was still a very entertaining evening.

Our monthly OFFAL was held on Thursday 22nd., as it had been decided to bring it forward a week because of the Christmas dinner on the 1st December. Julia and Alan organised this OFFAL, and thirty-three of our Chester & Wrexham friends met at the Grosvenor Garden Centre in Chirk for the morning teas and coffees, so Alan was busy handing out the calendars. Roger was just getting over a bad cold, so Helena went along on her own, but M.G. Brenda stepped into the breach acting as navigator to Helena, and what a great job she did! However, since planning the route there had been rain, and tractors and trailers were in and out of fields, so on part of the run there was mud everywhere. Obviously this was not the case when Julia and Alan had planned the route, which was really lovely in spite of the mud, taking us along different roads we had not travelled before. We arrived at the Poachers in Chirk, as the route had taken us round in a huge circle to end up where we had started off, as this pub is almost opposite the Moreton Garden Centre. The pre-booked lunches were thoroughly enjoyed, and enhanced by a bottle of Prosecco on each table which Julia had arranged with the management of the pub to set the festivities off. Another great day in great company.

That's about it for now, but do remember that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month** at 8.00 p.m. Come and see us, and ladies are welcome as well as the men. Take care on the roads in these winter months.

Forthcoming events:-

January

8th January:- Monthly meeting at the Trevor Arms, Marford.

29th January:- OFFAL.

February

1st February:- Our annual skittles night at the Bickerton Poacher, nr. Cholmondeley.

5th February:- Monthly meeting at the Trevor Arms, Marford.

26th February:- OFFAL.

Very best wishes for 2019,

Helena and Roger.

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com

e-mail: alan.gourley@hotmail.co.uk

Welcome to South Wales 2019

The club enjoyed a great Christmas Party at the Lighthouse followed by carols in the car park to allow the effects of the mountains of sprouts to die down before Crazy George reaped havoc in his Father Christmas outfit. AO AI was master of ceremonies for the evening and the big club prizes for the year went to Gwyn Evans for Club Car of the Year



for his superb 1500 Dolomite and Crazy George Lazarou for Club Best Restoration for his Wedgewood blue Herald 13/60 convertible. Thanks were bestowed to all for making 2018 a very successful year for the club and looking forward to 2019 and lots of new runs venues and most of all new members and good weather. Hopefully by the time you are reading this Christmas will be a distant memory and we will be all having the Happy New Year we were promised, if not and Harry Rednap is prime minister all we can do is make the most of our lot ignore Brexit and get the Cars Ready for the New 2019 season.

AI

Classic Car Resto Show Shepton Mallet Sun 4th Nov 2018

Having over exerted myself the previous day by attempting a single handed levitation of my Spartan project using myself as a trolley jack I simply could not get in or out of the Spit so borrowed my daughters modern for the day for the soft seats and ease of access. It was forecast for rain most of the day so I arrived at Cardiff gate not expecting too many club adventurers for the trip to Shepton Mallet's Resto Show. Then Eddy arrived with son Kevin in his 13/60 saloon and we made our way to Magor services to meet up with Paul G in his Vitesse convertible and Mike the Cake and Emma in the Blue Oval pocket rocket. Bern had phoned to ask if I knew of a good plumber as his nose would not stop running and he would give it a miss to nurse his cold. We headed off through the constant rain and arrived at Shepton Mallet more or less at opening time.

You had to take pity on some of the auto jumblers who were already set up outside with rain soaking all their already rusty wares and not much prospect for good sales. We got some coffee organised and then went to seek refuge from the rain in the display and exhibition halls. A lot of interesting classics, kit cars and modern classics were on display and a good scattering of classic parts and tools. Triumph parts seemed to be sparse which is a common theme at shows these days. While enjoying a slightly damp jumbo Cornish Pasty I had a walk around the classic car park to have a chat to some of the equally damp owners. An optimistic owner of an Austin Maxi which was for sale had the ultimate indignity of a complete rear side suspension collapse half way across the car park much to the amusement of the attending masses.

Mike and Emma decided to leave early and I remembered that I needed to replace a few of my tools which had either been lost or broken in my recent heavy use on other people's Triumphs so I returned to the show halls for another lap and rummage.

It's strange how you see lots of items you were looking for a year or more ago but none of the items you need or are looking for today! Or is it just me? Most of the tools offered are inferior quality and mostly metric. I was in luck and found a very good quality 1/2" ratchet for my spare socket set. You cannot have too many spare sockets especially when the tool twilight zone is always nearby where the socket or spanner you were just using disappears into the workshop parallel universe. The knowledge of some of the sales folk could be better when you have to explain that Wellseal is not a cure for flipper rot or eating too much herring. I did find some of the stainless screws I was looking for but no seals. I was clear the rain was not going to let up so we decided to head for home before the river of rust from the classic car park became impassable. Paul very kindly provided Eddy with a jump start and we were ready to go.

To be honest driving classics on dark winter days on modern motorways is a bit hairy at times so heading for home before



SOUTH WALES WESSEX . . . WEST YORKS

TSSC AREA NEWS

South Wales Continues

dark was a good call.

"Well what Eddy lacked in battery charge was certainly made up for by the charge of £8 to display your own car" said Paul "here, here" said a random Bentley owner as he headed home to his country estate.

Thanks to all those for braving the cold and rain and making it a great day out.....

Al

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

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Happy New Year to all our members, a new year, a fresh start. Saying that, a fresh start to what? As of this moment, we are not quite sure what is planned for this year, definitely a case of watch this space (or check your emails!) **The New forest Run is down for the 12th May**, this is later than normal, due to Easter and the school holidays. This year we will be tweaking the format to fit the changing times. It will start as always from Ringwood car park. The change will be, we will finish at the Tank Museum, Bovington. As they say, "we are a causality of our own success", in that due to the numbers that we now attract (200 cars, PLUS!) we have outgrown our usual venues. Also the amount of visitors to the New Forest & surrounding areas has now made it not quite that relaxing, enjoyable experience it used to be. So this year, we will be

including some of the New Forest and then spreading out to the wider Dorset countryside. You will see in our advertising, that we are sorry to say, that dogs will not be allowed on Tank Museum property, this is out of our hands and is a problem we have had to overcome in previous years. Quite a few places now are not dog friendly, especially if children use the same facilities.

Silverstone Classic the code for tickets was in last months Courier. The next deadline is the end of March. The dates being **26th – 28th July**. Not sure who is going at the moment, no firm decisions have yet been made. It has been left up to individuals to make their own arrangements about getting tickets and which days they wish to attend.

Next meeting will be at the Tyrrells Ford, Thursday 31st January

Martin

WEST YORKS

Tel.07944 909823

www.tssc.org.uk/westyorks

Hi All I hope you all have had a very good Christmas and very happy New Year, I would like to thank you all that came to our November meeting with a full house and food ETC

Our New years meal out this year will be at **Heathfield Farm Restaurant Birkenshaw BD11 2HW** please meet at 6.30 for eats at 7.00pm on the **19th January 2019**.

DRIVE IT DAY is on 28th April 2019 IT is now booked AT **Eden Camp North Yorkshire YO17 6RT** this is an open invite to all classic cars. More information at a later date, this is a very good venue with 40s food all day in the Bunker café / officers mess

The Dales Run this year is on the last week end in **June 22nd/23rd** Booking forms will be in next Courier

Alan

West Mids New Years Bash will take place at:

Toby in the Park, Sutton Park, Sutton Coldfield West Midlands B74 2YT

12th January 2019 at 7pm

Entry by ticket only available from Phil Tabberer

Chris Allen cheques or paypal to

heraldhabitat@hotmail.com

BOOK BEFORE END OF FEBRUARY TO BENEFIT YOUR CLUB**



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CLASSIC CAR
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SPRING'S BEST CLASSIC CAR SHOW

22-24 MARCH 2019 • NEC BIRMINGHAM

1000 classic cars on display | Over 160 classic vehicle clubs | Live restoration demonstrations

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Lancaster Insurance Ride of Ownership | Classic cars for sale with leading dealers

Classic Car Auctions two-day sale | Practical Classics live stage with Discovery | Carole Nash Barn Find display

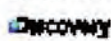
The Workshop, sponsored by Skill Shack | Sporting Bears Dream Rides Carcade

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[illegible]

• **Globalization** is the process of increasing interconnectedness and interdependence between countries, cultures, and economies.



*Club dues are applicable to members starting Adult or Family classes and will be \$100.00 on Thursday 21 March 2019. After applying the club dues you will be able to view your bill at 616.630.0223 and will need to send Family dues and 616.630.0223 on the following. The dues will be used to help maintain the club membership. *Book is due 28/2/2019. If you are having any club issues or need additional support and information, then by phone, call 616.630.0223. Call us at 616.630.0223. All billing statements are sent to you at the end of the month. To be able to view your bill, call 616.630.0223. Information on the club dues is available at www.clubdues.com.

WESSEX AREA PRESENTS



27TH ALL TRIUMPH RUN

Sunday 12th May 2019

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 12th May 2019. It will be the usual leisurely drive through part of the New Forest and Dorset countryside in the company of other Triumph cars and their owners.

As last year there will not be a halfway halt. Instead there will be a Run of approximately 2 hours length which will end at Bovington Tank Museum.

(sorry, dogs not allowed on Tank Museum premises!)

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.

Also discounted entry to the museum available.

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 where you will find an entry form to download.

The closing date for entries is 22nd April 2019 or could be sooner, if oversubscribed.

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

STANDARD



TRIUMPH



PICNIC & HOG ROAST 2019

Sun 19th May - Wroxall Abbey, Warwick.

Hosted by the Pre-1940 Triumph Motor Club

FREE ENTRY - ALL Triumphs & Clubs Welcome

The format is simple - turn up in your Triumph (10am to 4pm) with a picnic and marvel at the range of Standard and Triumph cars assembled on the lawns of this historic venue. Dating back to the 12th Century and once the country seat of Sir Christopher Wren, Wroxall Abbey is not only a beautiful country house hotel in Warwickshire, but one of the most historic. For those without

a

picnic there will be food available including a hog roast.

Wroxall Abbey Hotel & Estate





TSSC Northants Area

are proud to present our...

"TV COPS & ROBBERS" CAMPING WEEKEND

Friday 12th July – Sunday 14th July 2019

At Top End Farm Campsite,
Colmerworth Road, Little Staughton NN144 2BY

Friday – Welcome, Chat & Chill
Saturday – Run Out, BBQ and Evening Quiz & Games
Sunday – Raffle and Park 'n' Posa Peoples Charity Awards

All camping / BBQ prices will be confirmed shortly.

But for now...pop it in your diary...it would be criminal not to!

Fancy Dress Optional! – Go on, you know you want to!

For all booking enquiries please email
nlge@johnhowes@gmail.com

No classic? No worries. All welcome!



Silverstone Classic
26/27/28 JULY 2019

THE CARS ARE THE STARS
AT THE CLASSIC

www.silverstoneclassic.com
Our club's exclusive Car Club Display Package code is
CCD0022019



Leicestershire and Rutland Area

You are cordially invited to the

34th SUNSHINE RALLY

2nd – 4th August 2019

We will be at our 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 2nd & Saturday 3rd 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 6-11.

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 6-11.

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