

# THE INTERNATIONAL MG & TRIUMPH SPARES DAY

SUNDAY 10TH FEBRUARY '19



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THE COURIER NUMBER 464 FEBRUARY 2019 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 464 FEBRUARY 2019

**Herald**  
60<sup>th</sup> Anniversary



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Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - Director



Tom Hartley - Co-opted



Jane Rowley - Director



Neville Wright - Director



**TSSC HQ** TEL. 01858 434424

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



Shop Team. Martyn Sankey - [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)



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



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Dave Gleed. John & Pam Griffiths. Leon Guyot.  
Pip Flegel. Michael Hancock. John Macartney.  
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Frank Spencer. Paul Swanson. Peter Williams.



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# THE February 2019 COURIER

Price £3.50 Free to Club Members.

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PICTURE JERRY WOODWARD

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Editor. Bernard Robinson

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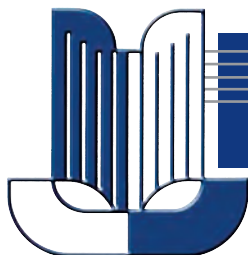
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## THE GET OUT

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# TSSC HQ Services

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

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

## TSSC MEMBERSHIP & RENEWALS

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## TSSC MEMBERSHIP ENQUIRIES

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

## INSURANCE VALUATION SERVICE -

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

Or POST/e-mail Form To:

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

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

TEL: 01858 434424 Fax: 01858 431936

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### LANCASTER INSURANCE

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### CLASSICLINE INSURANCE

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## TSSC ACCOUNTS

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## COUNCIL OF MANAGEMENT 2019 meetings:

**24th 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](mailto:chairman@tssc.org.uk)**

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

# Inter Club Triumph Weekend

I recently had to attend a meeting to discuss arrangements for the Inter Club Triumph Weekend which will take place at Stratford on Avon racecourse from 16th-18th August. The meeting was near Stratford and I had intended to get there using the directions given by the "Maps" app on my phone. Unfortunately my phone completely died

the evening before, so I ended up relying on a twelve year old road atlas. Not only did it get me there but I was the first to arrive and it also got me safely home - though I did end up driv-

ing three times round Chipping Campden. No doubt Chipping Campden is a most picturesque Cotswold town but it was dark so I could see little of its attractions and after my third trip round its market place I was just trying to find a way out.

The above is intended as a reminder that preparations for the Inter Club Triumph Weekend are progressing and tickets should shortly be on sale. This is one of number of events on the calendar for this year, which will start with the International Triumph and MG Spares Day at Stoneleigh on 10th February - always a show worth visiting to get all those parts you need, plus a good few that you don't. However the episode also reminded me that it is possible to get by without modern technology and it occurred to me that this applies equally to cars as to maps. Although I used my modern car to get to the meeting (and as a result had a tedious drive) I do try to use my Club car on local trips throughout the winter. I do have to avoid the worst of the weather, and particularly those occasions when there is salt on the roads, but regular usage is beneficial for the car as well as being more fun than driving a modern vehicle (if you ignore the draughts and the poor heating and ventilation system). Since almost all our cars now qualify for free road tax there is little extra expense in keeping them available for use all year round.

That said, February remains a depressing month so I am looking forward to summer and the shows and events it will bring. I just hope not to end up in Chipping Campden again.



**DO MORE WITH YOUR TRIUMPH!**

**BY NEVILLE WRIGHT**

**TSSC COUNCIL OF MANAGEMENT**



# EVENTS CALENDAR

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

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

## TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

PLEASE SEND ANY 2019 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

### May 2019

FRI SAT SUN MON 3/4/5/6 MAY 2019  
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FRI SAT SUN MON 17 18 19 20 MAY 2019

### SPA CLASSIC

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SUN 12 MAY 2019

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CONTACT TREVOR 01425 475376

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

### June 2019

FRI SAT SUN MON 7 8 9 10 JUNE 2019

### TSSC TRIP TO LAON HISTORIQUE

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[www.sceniccartours.com/laon](http://www.sceniccartours.com/laon)

FRI SAT SUN 21 22 23 JUNE 2019

### 3RD NEW DALES RUN

CONTACT RICHARD 0776 635 4449

FRI SAT SUN 28 29 30 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](mailto:nigeljohnhawes@gmail.com)

### August 2019

FRI SAT SUN 2 3 4 AUGUST 2019

### TSSC LEICS & RUTLAND

### 34TH SUNSHINE RALLY

BOOKING FORMS JAN 07799 804415

[J.MUSCHIALLI@NTLWORLD.COM](mailto:J.MUSCHIALLI@NTLWORLD.COM)

NEIL 07530 307371

[TRIUMPH20002500STAG@GMAIL.COM](mailto:TRIUMPH20002500STAG@GMAIL.COM)

FRI SAT SUN 16 17 18 AUGUST 2019

### INTER-CLUB TRIUMPH WEEKEND

### STRATFORD - UPON - AVON RACE COURSE

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

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

### September 2019

THURS FRI SAT SUN MON 12 13 14 15 16 SEPT

### TSSC TRAVEL CLUB TRIP TO THE ISLE OF MAN

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[www.sceniccartours.com/isleofman](http://www.sceniccartours.com/isleofman)

## CLASSIC CAR SHOWS (CLUB INVITED)

### February 2019

SUN 10 FEBRUARY 2019

### INTERNATIONAL TRIUMPH & MG SPARES DAY

NAC STONELEIGH WARKS

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

### March 2019

FRI SAT SUN 22 23 24 MARCH 2019

### PRACTICAL CLASSICS CLASSIC CAR & RESTORATION SHOW WITH DISCOVERY

NEC BIRMINGHAM

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

Tickets Discount Code: C7889RS19

### May 2019

SUN 19 MAY 2019

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### July 2019

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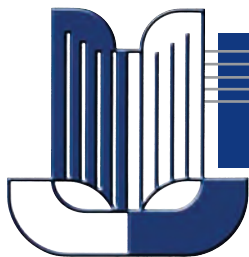
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## TSSC ANNUAL GENERAL MEETING 2019

**Notice is hereby given** that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 14th April 2019** at TSSC HQ in Lubenham.

### Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two current TSSC members.

These should be forwarded to myself (TSSC Chairman) to be received by **1st March 2019**. Any item received after this date will be regarded as null and void.

### Questions for the Agenda

Any questions also need to be with myself (TSSC Chairman) by 1st March 2019 to be guaranteed

an answer at the meeting. Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

### General Issues

General issues can, of course, be raised at anytime through myself (TSSC Chairman), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Road Show, to be held in the morning prior to the AGM; please see your Area Organiser.

### Council of Management Elections

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets six times per

year at HQ in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club Management e.g. HR, Business management, Finance, Tech Support etc.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact details below).

The deadline for nominations is **1st March** by which time a signed nomination form and paragraph describing what you can bring to the Club need to be submitted (the nomination form requires a proposer and seconder who are current Club members)

Any enquiries regarding any of the above should be addressed directly to me;

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

**Chris Gunby. The New Room,  
Church St, South Witham. Lincs.  
NG33 5PJ**



## OFFER for February 2019

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## Estate Progress & Change

I introduced Martin Spiers' 13/60 Estate last month and progress is ongoing, although it has been one step backwards in the chassis department. It turned out to be a bit rustier than originally thought, in particular where the front outriggers join the main rails (photo 1). It's the old story that plating repairs in the past have been done directly over the old rusty metal with nothing much having been cut out first. Still, it is being done properly this time by the ACPW Bodyshop in Silverstone, Northants. Work has also progressed on the body sections where old repairs have been cut out and replaced. I hope to be covering this work into the future but feeding the information via the North Devon Area organiser (see All Change, below).

**"Triumph World has published an article on LED headlamps and came to pretty much the same conclusion as I did"**

### Vindication

I was pleased to note that then latest issue of Triumph World has published an article on LED headlamps and came to pretty



**Pic.1. Too much Iron Oxide**

much the same conclusion as I did. It's good to get things right sometimes. They were lucky enough to obtain a trial pair of lamps from Better Car Lighting and tested them successfully.

### All Change

This may come as a surprise, but I am changing Register. No, not speaking in a squeaky voice, but handing over the reins of the 13/60 Register to **Darren Groves** (aforementioned North Devon AO) while I transfer to the Stag franchise in place of **Martin Morrison**.

As you may have noticed, I effectively wrote the December and January Stag articles for Martin anyway and he has asked a couple of times if I would like to take over from him as he doesn't have a lot of time to devote to the task. It is quite appropriate anyway as,

for the second time, I have written 70 Herald articles in successive months (May 2013 to February 2019 inclusive). By coincidence, that is exactly the same number that I wrote during my first stint in the 1990s (January 1993 to October 1998). After a while it does become harder to think of something different to write about the good old 13/60, whereas I have quite a lot of potential Stag material. I aim to continue to run my lovely old 13/60 estate car, which is very much part of the family, and I may even treat it to an engine rebuild this year, possibly refurbishing its original unit which has been lurking in the garage for several years.

I have enjoyed my time(s) in this post and hope that I have provided good advice to anyone who asked for assistance.



**Pic.2. Where I came in - January 93**

The Stag is a much more complicated beast but, along with my previous ownership of a 2500S Estate which had many similar or even identical components, I



**Pic.3. The car that started it all**

have built up quite a bit of useful knowledge of the car. As the Club email system has already swapped us over, all messages to [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk) now go to Darren. If you want to contact me then please use the [stag@tssc.org.uk](mailto:stag@tssc.org.uk) address.

ably the smallest – the Austin/Morris Mini, with the Ford 105E Anglia also turning many a head and becoming a best seller. The Herald had already been announced several weeks previously but it was my favourite from day 1. I even remember my school friend, Christopher Colley, telling me when his dad bought one and I couldn't wait to see it. I bought my first one in 1971. It was a 13/60 Valencia Blue Convertible that was only about two years old. It was written off a couple of years later but I hadn't seen the last of the small chassis Triumphs. Around 1981 I bought a Mk IV Spitfire, superseded by my current Estate that I bought in 1985. I also bought a 1967 Herald 12/50 at some point. The small chassis cars are in the blood, especially when they are so brilliantly simple to work on.

So, good luck to Darren, who will introduce himself to you next month. Please also read my Stag articles as I intend to introduce you to this frequently, but unjustifiably, maligned car. Maybe, just maybe, you could be tempted when you know a bit more about them.

**Best wishes to all 13/60 owners and keep running on all 4 (but keep 6's and 8's in your mind as well!!).**

*Phil*

I shall miss writing about the Herald. I've been a fan ever since I first saw them at the October 1959 Earls Court Motor Show when aged just 8. Of course, the real game changer launched at that particular show was proba-



*Herald*

948/1200/1250

COLIN LINDSAY [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

## It was the Summer of '59...

Last month, I mentioned the unveiling of the Triumph Herald in 1959, alongside a few other models from different manufacturers such as the Mini, and the Daimler Dart. It was whilst researching these other models that I realised just what similarities there are with our beloved Heralds. We tend to think of the Herald in isolation, but it was facing quite a number of competitors, and some of these had amazingly similar lives and features. Did you know you could buy a Standard Anglia?

**"quite familiar to early Herald owners, both in shape and colour."**

The Ford Anglia 105e was unveiled in September 1959 and was available in two saloon forms, Standard and De Luxe, starting at £589 with the De Luxe at £610 – the Herald cost £702. The very first car (pic 1) was a competition prize and was rolled off the production line with the registration 1KF; as usually happens, the new owner couldn't drive and sold the car on. You had a wide range of colours – far more than Heralds – including Ming Yellow or Morocco Beige. The paint continued inside the car with an all-metal dashboard with a sin-



Pic.1.

gle instrument cluster, heater controls in the centre around a small drop-down ashtray, and a

Note the grey steering wheel and switchgear (pic 2) – quite familiar to early Herald owners,



Pic.2.

cubby box on the other side, matching the instrument cluster so that drive could be switched to either side during the production process.

both in shape and colour.

The De Luxe is the most common survivor these days, and we're all used to the full-width front grille, but the Standard

model (pic 3) had a smaller grille and no chrome side-strips, and was almost as sparsely finished as the Herald 'S', with no passenger sun visor, no carpets, temperature gauge or glove box lid. In both cars a heater was an optional extra.

Both cars were two-door, with headlamp cowls and rear fins; the Anglia has the entire rear light unit built into the fin whilst the Herald merely has the reflector inside the 'V' with the lights below. The Anglia had no overriders, and the bootlid is shallower giving a higher lip over which to lift shopping. The petrol cap is in the rear panel and tank capacity is 7 gallons.

The biggest innovation of the car when released was the rearward sloping rear window (pic 4); based on American styling

**Pic.3.**



the rear seat passengers were so pampered, space for the Anglia driver was limited and reviews of the day advocated drilling new mounting holes in order to move the front seats rearwards; the floor pans were

flat and so the driver's legs tended to hit against the steering wheel.

The engine was 997cc, so 49cc ahead of the Herald, with a top speed of 75 mph. The engine itself was the excellent 'Kent' and so suitable for all sorts of modification and upgrades, particularly in rallying. Brakes were drums all round and the rear suspension was a single axle, so no independent Hardy-Spicer halfshafts as in the Herald. The diff ratio was 4.125:1, very close to the Herald's 4.11:1. Road Reviews of the day claimed that it was quite easy to 'throw the rear of the car out' at speed, and noted

**Pic.4.**



of the day, it gave tall rear seat passengers the ability to sit upright without their heads touching glass, and whilst the overhanging roof acted as a sunshade for passengers the sloping glass also reduced reflections and dazzling. I remember being fascinated by this when I used to sit in the back of my neighbour's Anglia as a child. It also meant they could slope the roof downwards towards the rear, whereas the Herald is slightly higher. Whilst

**Pic.5.**



both understeer and body roll. The Anglia had recirculating ball steering compared to the excellent Herald's rack and pinion setup, and of course nowhere near that famous turning circle.

In April 1961 the Herald was upgraded to 1147cc and an Estate car was added to the range; Ford followed suit and created the Anglia Estate in September of that year, although it was nowhere near as pretty as the Herald version ([pic 5 previous page](#)). Where they really scored was the creation of the Thames van, which far outsold The Courier.

The following year, 1962, Ford again mirrored the Herald and uprated the Anglia to 1198cc. As in the Herald range, interior switchgear and controls changed from grey



alternator conversions, five-speed gearbox upgrades, disc brake conversions and other mods; just like ourselves.

Some Anglia owners have gone the whole hog and added not only padded dashboard surrounds but also wooden dashboards, which looks amazingly like our own familiar setup ([pic 7](#)).

One final similarity lies in the car's lifetime; both our 1200 and the Anglia 105e continued until 1967, but where our cars morphed into the 13/60 or continued as a saloon version only, the Anglia was dropped completely in favour of the new Escort.

Even here the story twists yet again: a potential successor, the Anglia Torino ([pic 8](#)), was designed by a certain **Giovanni Michelotti**, and bears more



to black – it was seen as more modern and businesslike – and some models gained a side-stripe.

There was never an Anglia convertible although some were made by owners or conversion companies. These are quite a pretty car and once that rear window has gone, again it looks quite like a Herald ([pic 6](#)).

It really is uncanny to visit some of the Anglia Owners' on-line forums and read articles on

than a passing resemblance to a certain Triumph 1300, which in turn was intended to replace the Herald...

So next time you're at a show, have a look at some of our competitor's cars, and it may amaze you to realise just how much in common that



we all have.  
See you next month!

Colin



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Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

## In the beginning...

**As I promised last month, long-time TSSC Member, Albert Bishop, is going to tell the story of his Mk3 Spitfire in several episodes so here's the first part telling how he found the car.**

*"I joined the TSSC in 1989 after purchasing a Triumph Herald 1200 saloon and finding an old copy of the Courier in the vehicle. Over the next four years I purchased 23 other assorted Heralds, mainly for spares as some were not in a very good condition, some were as*

*cheap as £5 others £200. All these cars were completely dismantled and any good parts were stored in a barn (many years later most of these parts were given to a well-known local restorer who would be more likely to make use of them in his restorations of Triumph cars).*

*In 1992 I decided I wanted a MK3 spitfire so I set about trying to find a good one, not an easy task in 1992, there was a lot of rubbish out there in those days. One appeared for sale in Portsmouth so I rang about it and on speaking to the owner I travelled from Burford, Oxford-*

*shire to Cowplain, Portsmouth in my Herald.*

*When I arrived the owner took me to his garage and on opening the garage door there it was, a totally original, 39,000 miles, one owner Signal red Mk3 Spitfire.*

*The car had been garaged for 8 years, not used except for periodically started and reversed back and forth on the drive, this had*



*completely worn out the clutch to such a state you could go through all gears without the car moving.*

*I purchased the car for agreed price £950, left a cheque for the full price and said I would return to pick up the car when the cheque had cleared. On arrival back at home I decided to ring the seller and told him not to bank the cheque as I would return the next day with the cash and a trailer to pick up the car.*

*The next day I travelled back to pick up the car, after loading onto the trailer the owner asked if I wanted any of the other stuff he had in his garage all related to another Mk3 spitfire he had dismantled several years before, this stuff consisted of FD engine, o/d gearbox, front suspension, rear axle and all the ancillaries all cleaned and painted in hammerite, all stored in two 45 gallon barrels (I couldn't believe it). This was all loaded into the back of the pickup, he didn't want any money for it he just wanted it gone, I shook him firmly by the hand and left to drive back to Burford a very, very happy man, I had been looking for nearly a year for a good Mk3, finally I had one..."*

**To be continued.**



Also following on from last month is the second instalment check this time that this car



of the Belisha card set, this time illustrating Covent Garden and the Great North Road at Wetherby, together with two cautionary tales about the importance of taking notice of road signs – and policemen and children in the middle of the road!

Harking back to the summer Guy spotted a Spitfire we

hadn't seen before at the Milton Keynes museum classic car show sporting what I believe is the Ashley fastback body kit and a Le Mans style bonnet with its cowed headlights, finished in an eye-catching two-tone grey paint finish. Not having come across this car before, does it belong to someone in the Club? And before it starts looking like I'm poaching Andy' GT6s again, I did

**"I did check this time that this car doesn't have the GT6 bonnet engine bulge,"**

gine bulge, and a quick check on the DVLA website told me that although it started as a 1966 Mk2, it now has a 1493cc engine so presumably for a 1500 Spitfire.

And finally, a **Triumphantly Simple Pie** we spotted on the



supermarket shelves a short while back.

*Suzie*



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B post mounting bracket 703625/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£40.00
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Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£38.00
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Wheel arch/bulkhead seal 704033	£4.00
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Door hinges 807824	£21.00 each
Boot hinges	£43.50 pair
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Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£25.00
Caliper repair kit inc pistons type 14	£22.50
Caliper repair kit inc pistons type 16P/16PB	£32.50
Recon exchange caliper type 12	£55.00
Recon exchange caliper type 14	£45.00
Recon exchange caliper type 16P/16PB	£62.50
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
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Herald 3 Synco (exchange gearbox)	£425.00
Vitesse (exchange gearbox)	£425.00
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Vitesse 2 Litre clutch kit	£80.00
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Boot catch 611225	£19.50

### TR7

Early type bonnet (single bulge) WKC170	£155.00
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Doors FHC WKC5286 LH	£450.00
Door skins YKC74/75	£80.00
LH rear wing Coupe, original	£400.00
Late type boot lid KXC3854	£180.00
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Radiator grille R/H convertible WKC3674	£80.00
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Petrol tank	£250.00
Petrol tank sender TKC3408	£35.50
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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
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
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	£225.00
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
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£225.00
Recon rear hub assy (exchange)	£140.00
Recon Brake Callipers (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
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Recon drive shaft assy (exchange)	£225.00
Recon rear hub assy (exchange)	£140.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

### SPIRIT MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£14.00 each
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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 halogen 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 Synco (exchange)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50

Recon Exchange Diff	£450.00
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Recon exchange brake caliper type 12	£55.00
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Original hand gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

## SPITFIRE MK IV & 1500

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
Rear wing non O.E.	£195.00
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	£57.50
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
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
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox exchange	£425.00
Recon exchange D Type O/D Mk IV	£450.00
Recon exchange J Type O/D Mk IV	£450.00
Recon exchange J Type O/D 1500	£450.00
Recon Exchange Diff	£450.00
Recon Exchange Diff (NCW&P)	£550.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£92.50
Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£45.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£60.00
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£60.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£55.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
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## GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,400.00
Front wings Mk II 908113/4	£140.00
Front wings Mk III 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
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
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

## TRIUMPH 2000/2.5 PI/2500

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Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
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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
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 7017/711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£185.00
Recon manual steering rack (exchange)	£60.00
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
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Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Sprint gearbox (exchange)	£450.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£425.00
Gearbox exchange 18/50 3 rail	£425.00
CV joint 1500 F.W.D. 158093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157659	£42.50
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£35.00
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Dolo recon exchange caliper	£50.00
Brake pads Dolo/Toledo	£14.00
Brake pads Sprint	£17.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
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## Fuel Hose & Clip Check

To kick off the year I have an article from Roy Blunt who wrote to me towards the end of last year after a trip to the Brecon's. I'll let him explain in his own words what happened;

### Fuel pipe spring clip issue on Spitfire 1500

It was a nice day so I decided to take the Spitfire out for a run. Filled her up with petrol and headed out towards Brecon and the Beacons. My wife was with me (she loves being in our 1966 Imp but isn't so keen on the Spitfire and this outing hasn't helped – read on!).

Everything seemed fine. After a couple of miles we went over a quite vicious dip in the road (not a pothole as such – more a depression in the surface) and there was a sudden smell of petrol. I didn't think much about it as I had a full tank and the smell disappeared almost straight away. Again everything seemed fine for a few miles – then the smell of petrol returned and got stronger and stronger. I immediately looked for a place to stop, pulled over into it, and stopped the engine. On getting out of the car I could see a pool of petrol under the o/s front of the car. I told my wife to get clear of the car and pushed it backwards so that the hot engine & exhaust was no longer over the pool of petrol - then grabbed the fire extinguisher from the boot (in

case) and carefully opened the bonnet.

The cause of the problem was immediately obvious – the short rubber fuel pipe leading to the front carburettor had come right away from the carburettor (see orange arrow in photo). The spring pipe clip was still in place on the loose pipe and the clip that retains the metal petrol pipe linking the two carbs (green arrow)

**" Phewwww – that was a close shave and could have been really nasty "**

had also come out of the side of the air cleaner so that the rubber pipe was free to move at least an inch away from the carburettor – spraying petrol everywhere (including close to the exhaust manifold). I hastily pushed the rubber pipe back onto the carburettor with the spring clip still in place (at this stage petrol had stopped coming out of the pipe) and allowed time for the fumes to disperse. As a temporary measure I used (yellow) insulation

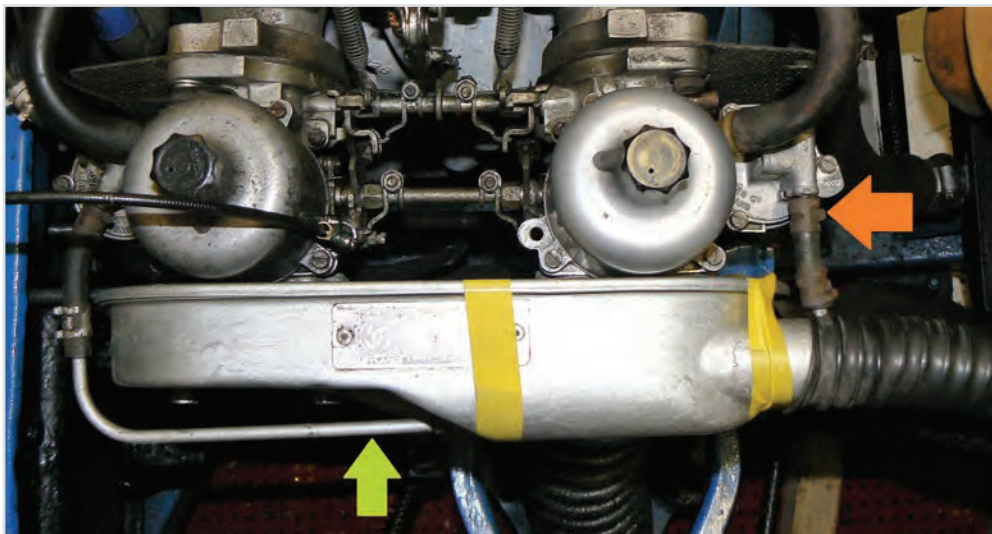


**Original Clips & Hose**

tape to hold the metal pipe securely in place in the retaining clip on the air cleaner (the photo shows the situation after I had done all this).

Restarted the engine and carefully checked for petrol leaks – all OK now. Phewwww – that was a close shave and could have been really nasty – the car could easily have gone up in flames. Persuaded my wife back into the car and drove very gently home – leaving the car in the open air on the drive in front of the house for the rest of the day whilst we made the trip to Brecon in our modern car.

On investigating the problem later I found that the spring pipe clip (orange arrow) on the rubber fuel pipe was obviously much weaker than the other similar clips (I suspect that they are all original fitments and thus 38 years old – my son and I have owned the car for the



### The offending clips and Fuel Pipes (after securing to Filter Box with Tape)

last 21 years and have never changed them). I can only assume that the vicious bump in the road had loosened the pipe somehow and then vibration and the weak clip had allowed it to come off completely. I've now replaced both the rubber fuel pipe and the fuel pipe spring clips with new items.

It might be a good idea to check the security of all your petrol pipe spring clips (believe this applies to all Triumphs – not just the Spitfire 1500)! Doubt whether ethanol in

petrol could have been a contributing factor but all new rubber petrol pipes should be an ethanol compatible grade – ethanol can attack rubber piping not intended for use with ethanol.

**Roy Blunt TSSC Member**

Thank you Roy. In a few months time as we start to wake the cars up from their winter slumber (for those of us who mothball our cars for the colder months) its a good idea to carefully check and if in doubt change any fuel pipes and 'clips'. I think Roy's comment about fitting ethanol compatible grade fuel pipe is a good one: although I'd be surprised if you can buy anything else but these days?

Please keep sending in your articles, specifically those related to any jobs that can (and should) be carried out over the winter months to ensure we can enjoy safe and trouble free motoring for the rest of the year.

*Steve*

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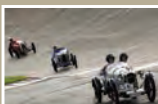
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# STAG

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

## Budget Leather Interior

**So I hope that everyone enjoyed the Christmas and New year festivities and I would like to thank Phil Willson for his recent articles.** As a result of these Phil had kindly offered to take over as Stag Register Secretary from me which I have gratefully accepted. As most of you know, Phil has been the Register Secretary for the 13/60 Herald for several years and he has now seen the light, so Phil will be continuing to write his very informative articles but now about Stags rather than Heralds.

I will be supporting Phil and you may still see some articles by me on Stags in the future.

So my last official piece is about leather seats. I always like leather seats in my cars and I had converted my Spitfire to MX 5 leather seats successfully in the past.

My existing seats on the Stag are the originals and are 42 years old, the vinyl is beginning to split, they sag and the foam is turning to dust so the time had come to do something about them. I costed up rebuilding the existing ones and to replace the covers, foams and rubber diaphragms it was going to cost up to £600 for just the front pair and if you want to go leather it is about £1000. So this got me thinking what were the options.... MGF seats come to mind but I didn't want the MG badge on the seats, Rover 200 seats were an option but I would need the front seat to move forward so you could get in the back so I would need seats from a 2 door Rover 200 which are not that common and were not cheap. Many people use Alfa Romeo seats but again they need to be sourced from a 2 door model. So I was looking through eBay as you do and I was looking at Hyundai Coupe seats and they looked good. They ticked a lot of the boxes, they were from a 2 door car they were leather, albeit with red stitching, they were 4 seaters so there may be an opportunity for replacing the rear seats too and they were in my price range. I found a pair on eBay local to me with pick up only



**"Looking through e-bay as you do and I was looking at Hyundai Coupe seats and they looked good."**

so that caught my eye, no postage and it may put people off having to go and collect them but the up side was if they were rubbish I could just



before he changed his mind. You can see from the photo all the bits I got and looking at the driver's seat it looked salvageable and worse case was if I fitted the seat in and it worked I could get a better seat and replace it. I also looked at the rear seats and they didn't look like they had been used and they were wider than the Stag rear seat so there may be an opportunity to modify the rear Hyundai seats to fit too..

walk away. So I put in a silly bid of £20 and thought that if I tried them in the car and they didn't fit I could relist them on eBay and get my money back.

To cut a long story short I won them for £16 for the pair. So I was pleased with this. I went and picked them up one dark evening and managed to find the guy. He seemed to be worse for wear when I turned up but the seats were outside his house. They looked good to me so I gave him the money expecting an issue but all he said was I'll go and get the other bits! Not sure what he was talking about so I began to load the seats and then he came out with the pair of rear seats, the door cards both front and rear. So I actually paid £16 for four leather car seats which wasn't bad! I managed to squeeze it all in my euro box

decided to use the passenger seat as there was more access and there was no steering wheel in the way. On dropping the Hyundai seat in and the seat belt runners lined up with the raised Stag seat mounts! I had a double take on this, the runners on the Hyundai seats lined up with the Stag mounts..... I could even re-use the front runner holes as they lined up with the existing holes... At the rear the seats had what I call a foot welded on to the runners and this made them too long but if I cut them off they would fit. So out came the grinder and with a bit of effort they came off. The metal seems quite hard and it did cause my grinder to overheat and catch light!

I then checked the runners against the holes in the stag

floor and they still lined up. I couldn't believe this.... So then all I had to do was to drill the rear mount runners to match the rear existing holes on the floor pan and then I could re-



use the existing mounts. This meant that in the future I could go back to the Stag seats if I wanted to. So I marked up a hole 40mm from the end of the rear of runner and centre punched it and triple checked it before drilling then (see photo). Again I found the steel of the seat runner quite tough to drill and I ended up drilling a smaller hole and successively opening it up. I even managed to re-use the Stag Seat mounting bolts.

So how do they compare? The Hyundai seats have a lot more adjustment with the drivers one even having a lumbar adjust-

## Stag seat compared



tre arm rest which I miss from my Spitfire.

Any down sides? The Hyundai seats are slightly wider and they are very close to the top seat belt mounts so you have to be a bit careful if you fully slide back the seats but apart from that they are very good. It is not so noticeable from the photos but the seats do have red stitching but my plan is to dye this black so it is not as obvious. I will look into altering the rear seat to fit

ment. They are a lot firmer but that may be due to the Stag seats being soft and squidgy

the Hyundai seats being slightly tipped back which I actual prefer. The Hyundai seats don't

in the Stag but what I want to do is to retain the ability to return to the Stag seats in the future.... This will be a bit more involved. The Hyundai seats do have built in side airbags which I have just disconnected. Looking at eBay it looks like the seats come in black half leather and full leather and also a deep red colour too.

Obviously this conversion would not meet with every Stag owners approval but it is a good way to get four leather seats for £16 and that is without selling on the old Stag seats, which I won't be doing....

All that leaves me to do is to wish Phil Willson all the best in taking over the Register role and thanks also to Bernard for his support in writing these Register articles.

*Martin*

*I'm sure all you Stag owners will join with me in wishing Martin all the very best and I bet he will be supplying articles to Phil in future magazines. Thanks again Martin.*

*Bernard - Ed.*



## The Finished item

due to being worn out. The Stag seats were more flatter but

overhang the prop shaft tunnel so there is now room for a cen-

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# Vitesse 1600, Mk 1&2

DAVE RUMENS [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## The early Vitesse 6, plus So Swing

Hi folks, February is now with us and Spring should be just around the corner. If you have tucked your Vitesse away for the winter months don't forget to keep an eye on its condition over these cold and damp days. It's a good idea to run the engine every now and again to ensure the engine oil is still covering vulnerable parts within the engine and it will also put some charge into the battery. But ensure you run the engine up to full temperature otherwise you may create condensation and also gasket problems. I normally give a warning about the possibility of mice building a nest away from the winter weather in your Vitesse and eating bits of your car. Yes, it could happen so have a good look around the car, including under the seats. For more information on this subject you should consult the Hitch Hiker's Guide to the Galaxy.

Moving on to a subject that is often forgotten: that there were a number of differences in the



Pic.1.

early Vitesse 6, [Picture 1](#), to later versions of that model. From when the model was launched in May 1962 it was over the following 20 months that many changes took place.

**"One area is a general lack of fuses apart from a fuse in the Headlight flasher circuit"**

It's just as if the designers were finding their way because after late 1963 early 1964 things started to settle down. One area is general lack of fuses, that is apart from a fuse in the Headlight flasher circuit, [Picture 2](#), no other fuses were present. As an aside this was later copied in the 13/60. I often



Pic.2.

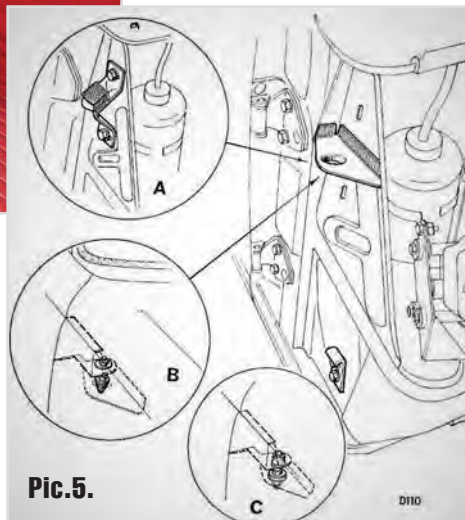


**Pic.3.**

wondered if Standard Triumph coincided the 13/60 as a replacement for the Vitesse 6 in some way as the chassis was also the same. By 1963 a standard Lucas fuse box had been fitted. Another area that altered was the change from the single dial dash, [Picture 3](#), to the four-dial dash, which was more in keeping with the market the Vitesse 6 was aimed at. I am not too sure at what commission number the fuse box was introduced but it may have been when the four-dial dash,

HB16302. This mirrored the same work carried out on the 2 Litre engine before it was fitted into the Triumph 2000. During this time the accelerators pumps were also removed from the Solex Carburettors. Before things settled down as we went into 1964 the final change took place to the bonnet. The original bonnets,

but is mounted to the bonnet. Finally, [Picture 5 C](#) shows the long-term arrangement where the rubber cone is fitted to the bulkhead, this can be found in all subsequent Vitesse models, [Picture 6](#).



**Pic.5.**



**Pic.6.**

A lot of changes within the first 20 months of production, after that there were of course a number of small changes but it wasn't until late 1965 that we see a more substantial change with the Stromberg carburetors replacing the Solex types at engine number HB27986. I have covered a lot of this in the past but thought it good to point out that most of the



**Pic.4.**

[Picture 4](#), was introduced at HB15001.

The cylinder head combustion chambers were also reworked to improve the burn in late 1963 at engine number

1962, had the same bonnet stop armament as the early Heralds. [See Picture 5 A](#). This then was changed to what we see in [Picture 5 B](#) which now has the familiar rubber cone,

changes to the Vitesse 6 occurred during the first 20 months of production and to me this makes it interesting looking at the very early cars. Due to the Data Protection Act the Club is now limited on the information it can retain and give out concerning our cars so it is now difficult to state which is the oldest known Vitesse 6 still in existence.

But if you have a Vitesse with the bonnet stop given in [Picture 5 A](#) then it will be one of the earliest produced.

Next on to the topic of the rear

suspension, the Vitesse 6 and 2 Litre (Mk1) models used the swing axle, [Picture 7](#). Only the 2 Litre Mk2 model had the Rotoflex lower wishbone rear suspension [Picture 8](#). The rear swing axle set-up has had some bad press over the years, but back in the 1960's anybody who was having difficulties driving Herald based cars around bends



**Pic.7.**



**Pic.8.**



**Pic.9.**

was told to go back to basic driving techniques. That is getting your line and speed right as you enter the bend and then accelerate through and out. Under normal day to day driving the swing axle works well and if driven correctly is not dangerous as some parts of the motoring press would have us believe. Most cars require the suspension to be modified for

**Pic.10.**



fast driving found in rallies or track events. Back in the 1960's the Triumph tuning company SAH, [Picture 9](#), offered stronger rear springs with a negative camber. Also the US Triumph Competition Department, headed by Kas Kastner, produced the Camber Compensator part number V170 which was attached to the lower end of the rear upright, [Picture 10](#), and pivoted on the back axle, [Picture 11](#). I have used the Camber Compen-

sator and found it worked well, but it did reduce the ground clearance due to the pivot mounting on the lower section of the back axles.

As far as Swing is concerned I like Benny Goodman, Artie Shaw, Woody Herman. Axel Stordah also produced some excellent numbers sung by Frank Sinatra. So I guess I like Swing Axels. Sorry I digress.

Finally, if you are looking for a Vitesse keep your options open. Don't dismiss the 1600 or the 2 Litre (Mk1) out of hand, have a very close look at both before rushing out and buying a 2 Litre Mk2 model.

**Pic.11.**



That's my stuff for now.  
See you all next month.  
*Safe Driving & Keep Running  
On All Six*

*Dave*



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## Ethanol in Fuel

Under EU law Petrol companies are allowed to add up to 5% ethanol to unleaded fuel without actually advertising it and can add up to 10% ethanol in petrol advertised as E10 fuel. In the UK we don't have E10 fuel yet but most of the fuel sold has ethanol added (below the 5% limit). In modern engines actually designed for fuel containing ethanol it burns more cleanly and is better for the environment. Probably most importantly to the Petrol companies though is that ethanol is cheaper than petrol so "watering down" petrol with ethanol saves them costs and increases their profits!

There is also a recent consultation from the Government where the proposal is to allow up to 10% ethanol in standard unleaded fuel. Super unleaded would still be a maximum of 5% ethanol but the consultation also includes a proposal to phase out super unleaded petrol. Although this is only a consultation, it is particularly worrying.

For our cars fuel with ethanol it's not such a good story.

To start with the burning characteristics of ethanol are different, it burns hotter so your car's cooling system may struggle and you may experience overheating and pinking which may need the timing retarding and the mixture richening up. All but the late Mk3 GT6s were designed to run on 5 star fuel so we had already lost



### SAEJ30R6 unleaded petrol pipe - not suitable for ethanol

some efficiency in the downgrade to 4 star and now unleaded, Ethanol in fuel makes this even worse.

The other issue is that Ethanol melts rubber components in our fuel systems. The obvious issue is with the fuel hoses

bers, you may find little bits of black rubber sediment which have broken off from inside the hoses softened by ethanol.

The good news is that the hoses can be replaced with an ethanol compatible specification of hose, more about this later.

Ethanol can also lead to early failure of fuel pumps as the valves have a rubber part which gets attacked by ethanol. This is not easy to resolve as even replacement pumps for our cars have rubber valve parts that are not ethanol resistant so I guess we'll just need to get used to having to replace fuel pumps more frequently unless suppliers start making fuel pumps with ethanol suitable components.

Just about all the fuel compa-

**"most of the fuel sold has Ethanol added to it (at present below the 5% limit)."**

which as standard cannot withstand ethanol. Over time the ethanol starts to break down the inside of the hose, if you are suffering with leaking carbs and misfires check your float cham-

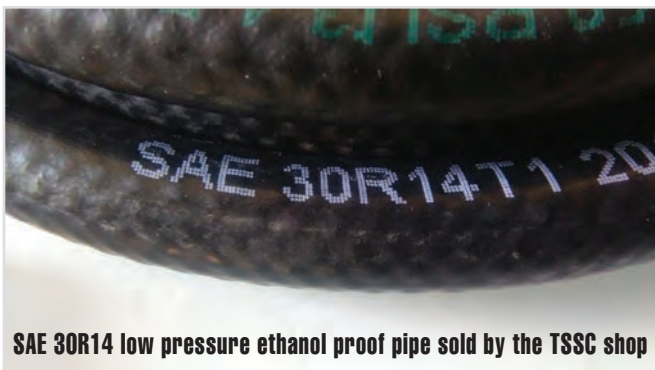
nies add ethanol now and they tend to be a bit cagey about publishing which if any of their fuels are ethanol free as they can add up to 5% without mentioning it. I did see recently that Esso Fuels for instance are ethanol free in their super unleaded from certain refineries only but not nationally.

### **Hose standards**

Reputable quality Fuel Hose will have a standard printed on it which identifies the specification used.

**SAE J30R6, 7, and 8** is suitable for normal unleaded fuel, **but it's not suitable for fuel with ethanol**. Unfortunately many retailers, including some of the well known and normally reputable classic car specialists are in particular still selling SAE J30R6 hose for our cars which is worrying to say the least. No longer suitable for our cars.

**SAE J30R9** is suitable for fuel with ethanol content up to 5%, it's also suitable for high pres-



**SAE 30R14 low pressure ethanol proof pipe sold by the TSSC shop**

standard fuel pumps on our cars only run at around 2psi. I understand from a member that recently bought fuel hose through the Club Shop that this is what the club supplies. Suitable for Carburettor versions of our cars so all standard GT6s. If you have modified with fuel injection from a 2.5pi or TR then make sure you use **SAE J30R9**.

The above are the standards to look out for, there are a few other standards of fuel hose, some aimed at diesel vehicles,

If you have unmarked or hose that is not SAE J30R9 or SAE J30R14 or if your fuel pipes show any sign of cracking up then I'd suggest you replace your hoses as soon as possible. As well as risking fuel leaks and rubber sediment in the system you are also at risk of the vehicle catching fire, look back at the news review on page 7 of the July 2018 Courier and you'll see a Herald that caught fire where the fire brigade advised was probably started due to a perished fuel pipe.

### **GT6 Fuel Pipe arrangement**

GT6s have a mixture of metal and rubber hoses in the fuel supply system.

The original metal hoses are steel, but many have replaced with copper or

cupronickel, particularly using Automec fuel kits.

The rubber pipes are used to provide joints between the lengths of metal pipework and some flexibility.

Pipes between the Petrol Tank and the Fuel pump are 5/16" diameter (outside diameter for the metal pipes or inside for the rubber pipes).

Pipes between the fuel pump



### **SAE J30R9 Fuel injection ethanol resistant pipe**

sure fuel injection systems. Suitable for our cars.

**SAE J30R14 (or SAE 30R14)** is also suitable for fuel with ethanol content up to 5%, although not able to withstand such a high pressure as SAE J30R9 it can withstand 50psi at the diameters used in our cars which is well adequate as the

some aimed at applications where the hose is submerged in a tank, some to be used for venting or return pipes etc.

Even with the ethanol suitable fuel hose the hoses still break down over time so it should be part of your regular servicing schedule to check the condition of the hoses.



**Carburettor Joining  
T piece pipe assembly,  
Triumph part number  
138388**

and carburetors are 1/4" diameter (outside diameter for the metal pipes or inside for the rubber pipes).

Rubber pipe inside diameters can be substituted for the nearest metric sizes, ie 5.6mm or 6mm for 1/4 inch and 8mm or 7.6mm for 5/16.

If you are replacing the rubber pipes then 1/2 metre of 5/16" ID and 1/2 metre of 1/4" ID



**Olive and Tube Nut  
arrangement on 1/4"  
copper fuel pipe.**

should be plenty, in fact the Club Shop now sell a kit with



**Original later Clip**



**Best Clip to use**

half a metre of each which is just right if your car is standard and still on carbs.

There is a T piece pipe assembly used between the two carburetors, originally in steel but available from the Club Shop and other suppliers in copper.

The connections to the Fuel tank and the Fuel pump use threaded compression joints with olives and tube nuts. New olives and Tube nuts are available from Triumph suppliers, ebay or sometimes even good local plumbers merchants. Sizes below are useful if you are buying on ebay or from a plumbers merchants

Tube nut size for the 5/16 fuel pump inlet is 1/2" x 24TPI (Triumph Part 60142) with a 5/16" id" olive TL8

Tube nut size for the 1/4 fuel

pump outlet is 7/16" x 24TPI (Triumph Part 60176) with a 1/4" id olive TL7

It's always worth replacing the hose clips when you replace the hoses. The best type are the style above rather than normal jubilee clips.

Some of the later triumphs have a spring type hose clip, these are OK but a bit awkward to fit and undo so I personally prefer the screw fitting type.

**From the Archives.**

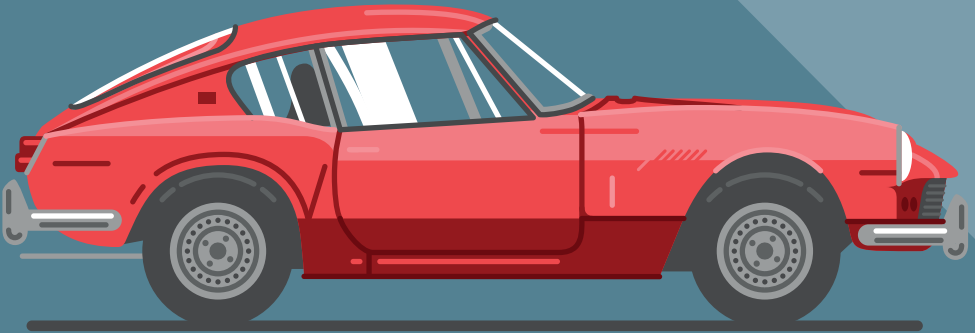
Staying on the Fuel Pipe subject. The picture below is from the early 90s taken at a TSSC M25 Orbital meet at Epsom Downs. It features Matt Hollingsworth trying to repair a leaky rubber fuel hose beneath the tank on his White GT6 MK3.

*Andy*



**Matt fixes his GT6 fuel pipe on Epsom Downs at the  
TSSC M25 Orbital meet.**

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# TR7-8

## ALL MODELS

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

## Quiz of the Year!

First of all a belated Happy New Year, I must apologise for the lack of articles over the run up to Christmas. A lot has been happening but away from the Triumph front and my focus has had to be elsewhere.

Now that 2019 has started then it's time to get back to the task in hand and start spreading the word about the last of the TR line.

This month I thought I would put a few quiz questions together to get the old grey matter working after hours of Xmas TV. The quiz is designed to be fun and informative, so here goes.

3. What are the correct tyre pressures?

4. What year was the TR7 launched in the USA?

5. What TV programme saw Joanne Lumley drive a yellow TR7?

6. What year did the TR7 cease production?

7. Name the American limited addition convertible named after an Arachnid?

8. In 1978 a drinks company and jeans manufacturer commissioned a limited edition model for four competition prizes, name the companies?

9. What are the cold valve clearances on the 2.0 litre engine?

10. What's the firing order of the TR8 engine?

11. What 3 factories was the TR7 built?

12. Name the paint code for Russet Brown?

13. Name the trim code for Tartan Red?

14. What was the project name for the TR7?

15. What was the name given to the 2+2 version of the TR7 that was under development?

16. Name the famous TR7 V8 rally driver Tony \*\*\*\*?



### TR7/8 QUIZ

1. How old will the British Leyland designer Harris Mann (who designed the TR7) be this year?

2. What tyre size is fitted to the TR7 4 speed models?

17. Approximately how many TR7 were made?

18. What is the registration of the Inca yellow TR7 driven by Lance in the Detectorists TV series?

19. What was the name of the white steel wheels fitted to the Victory Edition?

20. Name the designer of the alloy wheels fitted to the TR7/8?





I hope that you all did well with the quiz and that you are all now more informed. Hopefully you are busy in the garage now and fixing the little jobs ready for the start of the driving season.

I have a lot of events planned for the year ahead and also a full restoration on my early TR7.

Paul



21. What's the part number for the early specification single bulge bonnet?

22. What feature did the 1976 Southern Skies edition of the TR7 in the USA have?

23. During the advertising campaign, what was the slogan?

24. During the 1980 advertising campaign, how much could you save on a new car?

25. On an early TR7 how many fuses are in the fuse box in the glove compartment?

26. What was the name of the aftermarket removable hard top that was available for the TR7 convertible?

27. Who made the fuel injection system for the TR8?

28. Who was the chief development engineer for the TR7?

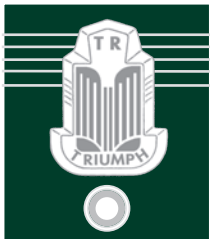
29. Scalextric made a model with a super hero on the bonnet, who was he?

30. What was the original top speed of the 4 speed UK car?

31. Who now owns the Triumph brand?



- Answers:**
1. 81 Years Old in April
  2. 175/70 SR13
  3. Front 25psi Rear 28psi
  4. 1975
  5. New Avengers
  6. 1981
  7. Spyder
  8. Coca Cola and Levi Strauss
  9. Inlet, 0.008in. (0.20mm.), exhaust, 0.018in. (0.46mm.).
  10. TR8: 1-8-4-3-6-5-7-2
  11. Spike, Canley and Cowley
  12. AAE
  13. CAC
  14. Bullet
  15. Lynx
  16. Pond
  17. 115,000
  18. WGJ22R
  19. Spoker
  20. David Keepax
  21. WKC170
  22. Tinted glass sunroof
  23. The shape of things to come
  24. £28,000
  25. Four
  26. Lenham
  27. Bosch L Jetronic with a Lucas ECU
  28. Tony Lee
  29. Spiderman
  30. 108mph
  31. BMW



MK4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

## My TR4A on Amber's Run

Ambers' run has become one of the main single day runs on the S.Wales TSSC calendar. It celebrates Amber Rowland's birthday who is now 19 and is a great way of getting together for what is usually the last run of the year and to help fill the "gap" between Christmas and the New Year.

It is always well attended by the S. Wales "Stalwarts" and this year was no exception.

December 27th 2018, I go into my garage to check my TR over prior to the next day's run, tyre pressures – okay, Carb dash-pots – top up with 3 in 1 oil, radiator coolant level – okay, engine oil – still halfway between lower and upper level, lights – all working, windscreen wipers – no need to check, I won't be leaving Wales. Then a phone call from Crazy George's wife Saint Elaine, George is in A & E! After establishing that he was okay but couldn't make Ambers' run the next day I decided that I had better stay home and wait by the phone in case George needed anything, so I sent a txt to Ambers' dad Ant to let him know that I would not be attending the run.

December 28th 9:40 am, Crazy George calls me to say that he is fine, but is staying home in



**Happy Birthday Amber!**

bed, by the time the call ends it is 10:02 am, 2 minutes after the club was due to leave the first meeting point at Nantgarw 11 miles away, even a TR is not that fast, so hoping that the club hadn't yet left Nantgarw I called Ant and luckily they were only just about to leave so I told him that I would catch them up at Llangorse lake. I grabbed my coat, drove the TR out of my garage and stopped off for petrol (should have topped up the tank the day before). I then took a route along some unmapped private roads that only a few know of in S. Wales, topping the ton twice and averaging 85mph before I had to turn onto the public roads. The TR was absolutely purring along, switching in and out of overdrive for the tight bends and steep hills through the beautiful and picturesque Brecon Bea-

**"what a car a TR is, I never get tired of it, the torque is amazing, the handling for a near 52 year old car is unbelievable"**

cons, what a car a TR is, I never get tired of it, the torque is amazing, the handling for a near 52 year old car is unbelievable, what a job TRIUMPH did to produce cars like these in the 60's! I made a quick stop en route to take a photo of my car in a lay bye just past the Storey Arms and called Rob to find out where the club was as Rob has "hands free" in his 13/60, "trundling along the A40 at 60mph" was the reply, "Catchingthemuptastic" I thought! I jumped (alright, wriggled) back



### A quick stop by the Storey arms

into my TR and again took a private road to Llangorse Lake, putting the TR through its paces but never reaching its limits.

I pulled into Llangorse Lake just behind the rest of the club. It was another great turn out for the S. Wales' last run of the year (15 members and Babs with an 11 day old hip!), no snow like last year unfortunately, but then again the Gritting lorries don't work the private roads so probably just as well for me! After feeding the ducks the club left for destination Brecon town, some taking the short route, but Magpie in his absolutely immaculate Spitfire MKIV (honestly the best I have ever seen since its paint job at Lazarus Cars) and myself followed Gwyn in his beautiful and very well sorted 1500 Spitfire along some of the best roads in Wales, long sweeping bends, steep hills, hairpin bends and long fast straights and keeping up with Gwyn in his Tom Cruise "Top Gun" mode was an absolute joy, yes it is great to be out

were intended to be! The three of us arrived in the Brecon car park to find the others waiting for us and after our hunger for food was satisfied we said our goodbyes and left for home. I followed Magpie as he led us through the Brecon Beacons then onto the dual carriageway past Pontypridd etc. Magpie gave me a wave as he turned off at the Pentyrch exit and I continued on to the private road that leads to the area where I live and where I took my TR past the ton for the third time of the day, but sadly probably the last one of 2018.

Thanks to TSSC S. Wales for yet another great day out.

*Whether 6 cylinders or 4, any TRIUMPH is much much more !*

*Bern*

Regular Contributor **John Williams** sent me the following article (thanks John) detailing a solution he has devised to prevent the vinyl Surrey top from detaching itself from the windscreen fitting. This has happened once on my TR4A (admittedly I was on a private road in windy weather and travelling at 100mph) and is not a pleasant experience). As there is the same type of fitting on early Spitfires I was wondering if anyone else has devised a similar (or entirely different) solution, and now in John's own words.....

### SECURING SURREY TOP VINYL ON A TR4

*One nasty trait my 1964 TR4 is developing is the habit of removing the front vinyl from under the windscreen frame. I decided to do something about it. The vinyl fits perfectly well, and I don't feel inclined to attempt any further windscreen frame adjustment. Solution - obtain button headed bolts and use domed nuts to improve the appearance inside the cockpit. I found that I could only obtain the correct length of bolts in metric, although I had to cut them down slightly.*

in a group of various model Triumphs, it is also great to be out on your own, travelling at the rate that gives you that "feel good" factor, but for me personally it takes a lot to beat a small group of TRIUMPH sports cars being driven as they

Materials:

- 2 x domed head flange chromium plated bolts M8 x 60mm [10mm spanner size]
- 2 x M8 domed nuts [13mm spanner size]
- 2 x M8 [5/16 UNF] flat washers
- 2 x rubber washers
- 2 x rubber spacer [use fuel hose] cut to desired length
- 5mm drill bit for pilot holes
- 8mm drill bit

1. Decide where you want to drill the holes through the windscreen frame and also the bright capping

2. Drill pilot holes then drill out to 8mm

3. Press bolt through the vinyl with rubber washer to waterproof the hole and pass through the spacer and then the windscreen frame. Then screw on the domed nut and flat washer inside the cockpit. [Hole next to the domed nut is for the bolt to hold the hardtop in place when fitted]. Repeat for other side.



**Bolt & rubber washer**



**Hole drilled through windscreen frame**



**Rubber spacer [ringed]**



**Pilot hole through vinyl**



**Domed nut in place**

4. If further problems are encountered, I will add a third bolt to the centre of the vinyl.

5. I will pluck up courage to insert eyelets to the vinyl to tidy things up.



**8mm hole made in vinyl**



**Eyelet kit!**



# BOND EQUIPE

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

## Opening the Gap

Well it's Rap – well I gather that's the music from LevelZ: Dave Stitwell's 4s (previously featured in my Bond register article) was used in their video for one of their songs, 'Warning Call', and is featured in a YouTube video at:

<https://youtube/K5OCbbpyZgw> - it's nice to see the car playing a starring role (at least



**Pics Courtesy YouTube & Level Z**



**" The solution was perhaps a bit radical, I cut through the inner frame on the B post to allow the B post to move"**

during the last quarter of the video). Personally I think the car's 4 cylinder soundtrack might be better than that on the music – there is of course no accounting for taste!

that the drivers B post has moved out at the top – this also linked to the fact that the bottom of the door was sticking out a bit.

I have now started stripping my 2 litre convertible ready for re-spraying, and of course need to address some of the problems with the car that I have been putting off for some time, the main one being that over the last few years the boot lid has been rubbing on the wing on the driver's side. Having considered the reason for this I think



**Stripping down the car**



**Cut through B post**

The solution was perhaps a bit radical, I cut through the inner frame on the B post to allow the B post to move and then, using a ratchet strap, pulled the top of the B post towards the centre of the car – this allowed the rear wing to pivot over the rear wheel and opened up the boot lid gap. Once I was happy with the boot lid gap, and checking that the door alignment was OK I then welded up the cut in the inner frame and



**Ratchet strap pulling B post in**



**Weld Up Cut**



**Boot lid no longer touching rearwing**

fortunately everything stayed in place. In fact this is not the first time I have had to do this – 30 or so years ago when I rebuilt the car, I had the whole rear of the car repaired – rear of the rear footwells and under the rear seat etc – this was done by a mobile welder (before I learned that art!) and during the work the B posts had moved out. At that time Jasper Bacon a previous GT6 Reg secretary and friend of mine came to the rescue and welded up the cuts I had made to realign the car.

In fact given the time which has passed the original repairs have held up surprisingly well. There are a couple of holes to deal with under the rear seat when the patches meet the original car, otherwise all looks OK. These days, if starting from where I was 30 years ago, I would probably look for a new or better rear floorpan but here and now letting some new steel in will do the job.

The next problem is that the driver's door is rather a tight fit so will have to try and get that sorted out before the car goes in for painting.

Hopefully I will be able to report an improvement in this by next month as the car is due

to go in for painting on 9th February – just as we are getting ready for the Triumph and MG Spares Day at Stoneleigh. Hope to see some of you at there – I have started my shopping list!.

*Guy*



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## Caveat Emptor

Every so often I'm asked what a Herald-based kit car is worth. Some people seem to think that the mere fact of a car being built from a kit, usually by an amateur artisan, will affect its value, but does it?

It seems to me it can sometimes, but not always.

On one hand, a genuine AC Cobra will be worth more than even the best built, fully specked Cobra replica, probably by a factor of ten, but on the other hand a well finished Westfield might fetch more than an average condition Caterham Seven.

Genuine historical heritage (is that tautology?) will always attract a premium, even more so when combined with scarcity, and even even more when fashion swings in a car's favour. Going back to kit cars and specials - plucky automobilists started to build cars in their sheds pretty soon after the first production cars rolled out of the factories of companies like Benz and Daimler in the 1880s, so any early home built cars still around today have plenty of their own heritage.

What about our family of Triumph-related kit cars and specials? From my view of the marketplace, gathered over many years of taking an interest, I can summarise in just one word, **"condition"**.

Simply, currently, the range of values for cars like the Gentry,



the Marlin, the Moss range, Burlingtons and such is exactly the same as the range of values for Heralds, Vitesse, Spitfires and GT6s.

**" automobilists started to build cars in their sheds pretty soon after the first production cars rolled out "**

Ok, specification will have an effect; a good Vitesse will out-sell a good Herald, and a good convertible has a premium over a good saloon, but condition is key.

I'm going to describe three examples, all recently on the market, of one particular marque;

that marque is the Gentry. I've written a lot about the RMB (as it was originally badged) Gentry over the years. One thing I always say is that the Gentry has a more complex construction than most of the other Herald-based kit cars. This complexity is double-edged: on the one side the finished vehicles have an extra "solidity" about them; on the other side the build process is a bit more difficult than some other kits.

**Example One** requires you to refer back to my piece in November's (2018) mag. You will see that I told you about the red Gentry (STN81F) that was due to be auctioned. It was in the sale held by Anglia Car Auctions on 3rd November, and if you visit the results page



on their web site you will see it sold for £5,618 including seller's premium.

This was the top end of the pre-sale estimate. With just the catalogue photos to go on I reckon this seems a fair price, for seller and buyer.

**Example Two** is going down the condition scale, to almost as far as you can go, not in the "heap of rust" category, rather, "box of bits". The seller's description on dear old EBay is written without any capital letters or punctuation, this is my re-write:

*"Triumph Gentry/Special project as per photo. Solid chassis, nice body. 15-inch MGA wheels with adapters/new hub caps. A few other chrome items, door handles, rear lights, side lights, door hinges. Front grille looks new. No V5 paper work etc. No other parts, no engine, no gearbox. Ideal if you have a rotten Herald or Vitesse etc. Build your own special? Body only put on*

*loose for photos. Aluminium bonnet and sides with louvers, fibreglass wings etc. Can split complete body £600, rolling chassis £500. Complete £1000, sorry no offers."*

Would I pay £1,000 for this little lot? In a way the sum of the

have the right PCD, just about the only period 15-inch wheel that does). Not that you could really break up the parts; the chassis looks rather too modified to be used to save a rusty Herald or Vitesse and there is only one use for that set of



parts may be worth it, MGA 15-inch steel wheels alone are a bit of a rarity (they are useful for us Herald kit car builders as they

body panels. You know, as I look again at the photos, I have a thought that it might not be a Gentry kit at all, it could be a



based MGTF look-alike I would rather look for a complete Gentry or Douglas that may not have been road-worthy for a period, but had been on the road as Gentry/Douglas at some point.

Such cars do surface every so often; still some time and money would be required to get a really nice one, but that's definitely the way I'd go.

**For Gentry number three,** we go **"top end"**. I've seen a few Herald kits for sale with

Douglas – can't be sure.

Either way, there is a lot of work to turn this bundle into a working, road legal car, and more money to be spent. The engineering work would, I'm sure, be quite enjoyable, and the end result...

asking prices up around £20,000, but not sure I've got any evidence of any being sold for that sort of money. The green car here is for sale in Italy, advertised by Subito, with an asking price of £19,500 Euros.

## Example Two Chassis



I do worry a little about the **"no V5"** bit; but I hope the good people at DVLA and DVSA would cooperate with the builder and sort out the **"administration"** needed to make it legal for the road.

If I had £1,000 and I wanted to buy the body and chassis of a Herald-





The description is, of course, written in Italian; as my Italian is limited to just two words,

*try UK on a Triumph Herald basis. Year 1960, 1250 engine and Triumph mechanics.*

*We evaluate exchanges to my liking."*

Not a lot there to justify such an asking price.

The photos on the site are quite low resolution too, unfortunately. I do applaud the original builder for fixing a Triumph world badge on the grille, rather than that 8-sided thing you usually see, nice, but not unique. I don't suppose I'll ever know if someone actually paid the 19,500 Euros asking price.

Is it worth it?

I'd need to see it,

but I can't imagine it has enough qualities to make it worth over three times as much as Gentry number one, above.

As my old Dad used to say, **"You pays your money and you takes your choice"**

*Trevor*



"espresso" and "Gina Lollobrigida", I rely on Google translate, I leave you to interpret:

*"Triumph sports English licence plate with a strictly right hand drive. This is a Kit Car with bodywork of the MG TF, performed by Gentry of Coven-*

*Unique with Triumph logo and crests and with English documents called Triumph Sports. Registered with ACI CSAI and with ASI historical certificate - new tyre - no defect - electrical system completely redone - revision already carried out.*



# INTERNATIONAL LIAISON

DAVE & JO BEARDSLEY [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk)

## Member Distribution

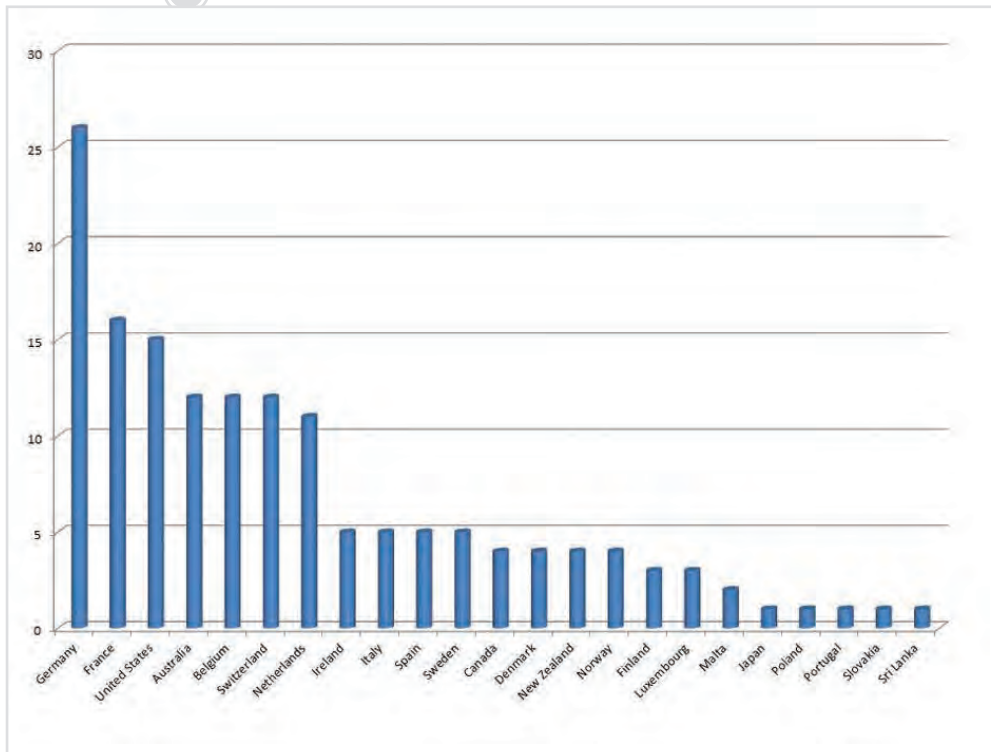
**Shortly after taking on the role of International Liaison Secretaries back in 2016, we looked at the distribution of the overseas members.**

all membership figure is reducing.

In 2016 the TSSC was represented in 25 countries, this has now reduced to 23 with some

taken by France (7) and Spain has climbed to #10 (19), perhaps an indicator of UK ex-pats in both of those countries?

To close this month, we have



Three years later, we thought it would be interesting to look again and see what has changed - if anything.

Overall our international membership has remained constant at around 150 members. This is both surprising and encouraging at a time when the over-

all membership figure is reducing. For comparison, the figures for 2016 are shown in brackets.

Germany remains our biggest overseas territory by quite a margin, with the USA consistent at #3. Our previous #2, Switzerland, has been over-

taken by France (7) and Spain has climbed to #10 (19), perhaps an indicator of UK ex-pats in both of those countries? To close this month, we have two pictures of a 1500 Spitfire taken in Santa Barbara, California at the end of November 2018. We don't know who owns the car, which we chanced upon at the roadside, but the front licence plate holder is from the San Diego Triumph Club, so the owner is



clearly a Triumph enthusiast. the US cars - it looks like a set of  
Still can't get used to the look of large bumpers with a Triumph

**Santa Barbara Spitfire**



Spitfire attached!  
That's all for now.  
If there are any overseas events you would like to promote via these pages, then please get in contact.  
Equally, we would love to see pictures of your cars - even those with over-sized bumpers.

*Dave & Jo*

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Andrew Burford [toledo@tssc.org.uk](mailto:toledo@tssc.org.uk)

## Whats in a Name?

Hi and welcome to the small saloon register. Well First of all Happy New Year well it was just as I'm writing this. I hope that in 2019 I shall be getting my cars more use and writing a few more articles.

So are you going to change to any new radical ways or continue in the same vein? On a serious note I firmly believe that cooperation between not only Triumph clubs but all classics and accepting them to shows (which I know some TSSC areas



do) is essential for the future.

Well thanks to our very own GT6 register Secretary I have a few pictures.

I don't have the story which is a shame but I guess the band were doing a photo shoot and used the Dolomite (should

have used a Toledo out to wider audience and helps increase value to.

Having done this sort of work in the past it's a great way of getting the cars out to wider audience and helps increase value to.

Just my thought here...a 50's



rock and roll band but their name is the Toledo's and Dolomite's so I'm going to have to ask why 70's cars...

So back in the Facebook world

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I'm seeing increasing more cars surfacing and values do continue to vary as always but I still think stable at the moment, its difficult to tell until we get to Spring.

Talking of which by the time you read this it will be the Stoneleigh event I guess.

I have some more news in the next instalment. Until next time, see you at the shows.

Safe Winter  
Motoring.

Andrew

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## A year of opportunities for our Triumph's

As a young person I have experienced the coming of the New Year, however as I get older I become more aware of the significance of bringing in the New Year. For many it is just another day on the calendar, nothing special or unique... it does happen every year so those people might have a slight point. However for many others, myself included, the New Year brings with it a multitude of possibilities.

A New Year brings with it opportunities, opportunities for conversation, for further learning, for experiences and for seeking deeper personal connections in a world which can, at times, be rather harsh. For us Triumph'ers a New Year brings with it numerous chances for us to do more with our cars, new shows to attend, new members to meet and new opportunities for us to show off our cars with the sense of pride they so rightly deserve.

I know that my local area (Central Scotland) have a full events calendar for this year, with a mixture of tried and tested shows and some new shows thrown in there too. I do try to attend as many shows as I can throughout the year and I particularly enjoy TriumFest which is a must do for my own family of Triumph enthusiasts. However for me the fun and friendship which I enjoy at these

**" Enjoy your  
Triumph's, attend  
the shows and meet  
the public. "**

shows is just as important to me as the cars are (pause for readers collective gasps). I have attended many a show which has fallen foul to the typically poor Scottish weather and whilst this causes me to put Harriets roof up, to pack away my picnic basket and huddle under our events shelter it never seems to occur to me or any of our other members to go home any earlier than originally planned.

Instead we stay dry under our shelter, we eat homemade shortbread (Thank you Alan), we work together to prepare food and snacks for the whole group, we talk, we listen and we laugh... the laughter seems to multiply at camping shows as the whisky bottles are opened and the world put to rights!

I thoroughly enjoy owning Harriet, her tired paintwork, leaky roof and soggy carpets have done nothing to quell my love and admiration for my old girl, she is still a stunning car in a world which appears to be made up of modern beige coloured cars (apologies to

anyone who owns a modern beige car – I am sure yours is lovely). Owning Harriet has shown me just how much I enjoy being part of this club, of looking forward to seeing my friends, I now consider many of those friends family. I will be forever grateful to my partner Ken for infecting me with the classic car bug and for buying me my first classic, I wouldn't want to be without Harriet now that I know how much enjoyment she can bring me, my family and the general public. I also would not want to be without this Club, each and every one of our TSSC members contributes something to this Club and those contributions make the TSSC the exciting and enjoyable Club that it is today.

So my message this month is simple..... Yes I understand how ironic that sentence is! Enjoy your Triumph's, attend the shows and meet the public.

But if the weather lets you down on car show day then don't be too disheartened, engage in conversation with the other members, share stories and remember that without the passion, enthusiasm and friendship of each of the members within the TSSC, classic car ownership would be a much lonelier endeavour.

Here's to another great year of



doing more with our Triumph's,  
and each other.

*Alyson*

**My partner's grandson Lee Jenkins – the most recent  
victim of the classic car bug!**

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*Herald*

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**GT6**

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**CARS WANTED**

**WANTED CONVERTIBLE.** Still looking for a convertible Vitesse or poss 13/60, sound car with M.O.T. more important than cosmetics. Thank you. Alan Lucking (Northampton) 01604 719435.

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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

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**SPITFIRE 1500** Pair of Headlamps, good condition. £25. Collection from Mold, Flintshire or will deliver within 15 mile radius. Nigel Pittman (Flintshire) 07976 269880.

**VITESSE MK2** Stainless Sports Exhaust System. Twin box including manifolds & fitting Kit. Unused Rimmer Part RV6116. New, unused bargain. Could Deliver Stoneleigh. £450. Martin Brown (Gloucester) 01453 890345.

**CAR ROLL-OVER RIG.** I have a car roll over rig for sale, used on my Vitesse for the last three months, direct fit for Vitesse or Herald, but could be used on other cars, may need small adaptations. Can deliver (max 60 miles) for cost of fuel. £120. Vic Donnelly (Denbigshire LL17 OPT) 01745 582687.

**LEATHER SEATS.** For sale 1 pair of dark Grey leather MX5 seats. They are in excellent condition, were fitted to a TR6, but will fit Most Triumphs. I can e-mail photos. £199. Gary Neidus (Essex) 07860 543119.

**VITESSE DOOR SHELL NEW.** Vitesse L/H Doorshell, complete. Brand New. Cost £300 Accept £175. Alan Noble (Kendal) 01539 725450.

**HERALD TOWBAR.** 1200 Herald Towbar Assembly. Rusty but serviceable. Can forward photos if you Text First. Iain Fender (Bath) 07977 907877.

**VITESSE MK1 1600 WHEELS & HUBCAPS.** Four steel wheels hub caps and rings for a Vitesse Mk1 1600 6 in fair condition cream

in colour no tyres collection only no postage. £50. Darron Withers (Banbury, Oxfordshire) 07956 119443.

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

# PARTS WANTED

**SPITFIRE 1500** Hood Frame Protective Covers. Wanted hood frame protective covers, my covers missing! These stop vinyl rubbing against frame. Also any new, serviceable spares parts for 1979 1500 restoration. Jon Low (Kent) 01634 301122.

**TOW BAR WANTED** for Triumph Herald. Paul Harris (Suffolk) 01359 231739.

**GT6 Mk3** Rear Wing Fuel Filler Recess. Long shot, I am looking for a GT6 Mk3 rear wing

LHS, or even better, a panel cut off of the fuel filler surround. Michael Gilbertson (Bristol) 07734 083059.

**RUBBER OVERBUMPERS WHITE** Triumph Herald Coupe : Wanted Rear Nearside & Centre Section Original Rubber Over Bumpers, White. In reasonable condition. Richard Mann (West Norfolk) 01553 829932.

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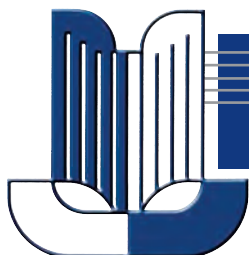
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## Triumph Sports Six Club

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

### HERALD 948/1200/1250

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

### HERALD 13/60

**Phil Willson**, 37 The Grove, Sidcup, Kent. DA14 5NG  
Tel: 020 8302 0059 e-mail: [herald1360@tssc.org.uk](mailto: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](mailto: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](mailto: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](mailto: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](mailto:gt6@tssc.org.uk)

### BOND

**Guy Singleton**, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
Tel: 01672 514241 e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

### SPECIALS

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

### BIG SALOONS

**Carl Swanson**, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.  
Tel: 07823 771811 e-mail: [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

### TOLEDO/DOLOMITE 1300/1500

**Andrew Burford**, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.  
Tel: 0116 267 1688 (Eves/Weekends) e-mail: [toledo@tssc.org.uk](mailto:toledo@tssc.org.uk)

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

### AMPHICAR

**David Chapman**, Tel: 01684 592985 e-mail: [david@amphicars.com](mailto:david@amphicars.com)

### INTERNATIONAL LIAISON SECRETARIES

**Dave & Jo Beardsley**, 4 Short Close, Warrington, Peterborough. PE8 6WG.  
e-mail: [international-liaison@tssc.org.uk](mailto: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](mailto:youngmembers@tssc.org.uk)

### TRIUMPH WEEKEND 2019

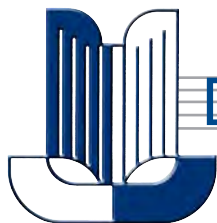
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### AREA LIAISON OFFICERS

**Di Allen & Nigel Hill**, 32 Hollyhill Road, Selston, Notts. NG16 6EF.  
Tel: 07976 163006 e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)

### PUBLIC RELATIONS OFFICER

**Vicky Dredge**, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.  
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February 2019

# AREA NEWS

## AREA Directory • News • Events

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# AREA DIRECTORY

Triumph Sports Six Club

## SCOTTISH AREAS

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

## NORTHERN AREAS

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

## MIDLAND AREAS

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

AREA DIRECTORY CONTINUES OVERPAGE

## MIDLAND AREAS Contd.

<b>NORTH STAFFS</b>	<b>David Woodward:</b> 07939 603061 <i>George &amp; Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
<b>WEST MIDLANDS</b>	<b>Chris Allen:</b> 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.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <i>The Nightingale</i> - Spetchley - WORCESTER. WR7 4QS	1ST MON. 7.30PM

## EASTERN AREAS

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

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Hart &amp; Magpies</i> - BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Looking for AO</b> Ring Nigel Hill for Details 07976 163006	
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Crooked Billet</i> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Raven</i> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 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.
<b>NEWBURY</b>	<b>(New AO) Dave Rumens:</b> 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
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07900 657176 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Lamb Inn</i> - PILTDOWN, NR UCKFIELD - TN22 3XL.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>George &amp; Dragon</i> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 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

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <b>The Bell</b> - WEYHILL. SP11 0PN	2ND THURS. 8PM
<b>AVON</b>	<b>David Stroud:</b> 07816 952524 <b>The Wishing Well</b> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 07979 464643 <b>Hawkins Arms</b> - ZELAH. TR4 9HU	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 Nigel Kenneison: 07804 731599 <b>Claycutters Arms</b> - CHUDLEIGH KNIGHTON. TQ13 0EY <b>Ring A.O. Details</b>	3RD WED. EVES. 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <b>Crealock Arms</b> - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <b>Red Lion</b> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <b>Aviator Inn</b> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
<b>SOMERSET</b>	<b>(New AO) Harrison Every:</b> 07850 273823 Puriton Inn - Puriton - BRIDGWATER. TA7 8AF.	2ND THURS. 8PM
<b>SWINDON</b>	<b>Looking for AO</b> Ring Nigel Hill for Details 07976 163006	
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <b>Tyrrells Ford</b> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

## WELSH AREAS

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

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Doug Hogg:</b> 07707 288233 <b>Nortel Social &amp; Athletic Club</b> NEWTOWNABBEY BT37 0EB	1st WED. 8PM.
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# International Contacts

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<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	<b>rislaw@bigpond.net.au</b>
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	<b>Stefan.vanendijk@purolator-afg.com</b>
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<b>GREECE</b>	<b>Soulis Papathanasiou</b>	<b>Soulisshellas@gmail.com</b>
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<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	<b>lomaxcreuse@gmail.com</b>
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<b>SWEDEN</b>	<b>Odd Hedberg</b>	<b>Odd@triumphclub.se</b>
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	<b>Robin.Labarre@Bluewin.ch</b>
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	<b>0041 79 347 1221</b>



## ALO REPORT . . . ANDOVER . . . AVON EAST BERKS

### TSSC AREA NEWS

#### AREA LIAISON OFFICERS

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

We think this is the first time whilst being Area liaison officers, we have had quick and great response to your registration forms, we are hoping this is a quicker and easier way of processing the area registration forms. Don't forget to put the date of **Sunday 14th April** as this is the AGM as usual we will have the area Organisers meeting first then full AGM in the afternoon. Times to be confirmed shortly.



We both would like to say Hellos to New Area organisers joining this year. So Hi to... **Harrison Every** of the Somerset area. **Derek Skates** of Canterbury area. **Dave Rumens** returns for the Newbury area. It is always a pleasure to read the organiser reports each month. Exciting times ahead with the joint international event in August 2019. We are looking for volunteers of anyone's time for an hour on the days of the event just to give a helping hand with some of the duties that will be happening, for example guiding spectators to the correct parking areas, camping areas etc.

I know we have busy times ahead again this year and it is so nice to keep our lovely cars rolling and enjoying events around the country and internationally. Ourselves we are attending **Laon** this year again which is a great well organised event if you yet haven't ventured over there to France it is a tick list off your triumph adventures. Events happening shortly is **Sunday 10th February is the Triumph and MG show at Stoneleigh** and in **March is the Practical classics show at the Birmingham NEC on Friday 22nd Saturday 23rd and Sunday 24th**. Hope to see you all soon.

*Nigel & Di*

#### ANDOVER

Tel. 01672 514241

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

#### IMPORTANT NOTE

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

#### AVON

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email: [avon@tssc.org.uk](mailto: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*

#### EAST BERKS

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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.

## SOUTH BUCKS . . . . CAMBRIDGE CANTERBURY



### 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*



cars and there were also Retro cars aplenty, some that perhaps needed a few more years to reach classic status and some for whom perhaps that accolade will never come.

We of course fielded some Triumphs, with a couple of Vitesses, Andy's Spitfire, Tim's TR5 and my Herald and there must have been four or five Stags dotted about. Barrington meetings normally only run in the summer evenings (first Fridays of the month) but on New Years Day there's a special get together at lunchtime on the wide village green. The next door Royal Oak pub lays on a barbecue and serves refreshments to those in need. It is a very civilised way to see in the new year and I heartily recommend it.

Our first meeting of 2019 had the Plough at Fen Ditton echoing to the roar of some Triumph exhausts. The entry form for the upcoming Snetterton track day for non-track-day people on Sunday the 24th of February was circulated with a few of us signed up. It caters for drivers of all abilities for only £100 and just a crash helmet needed, no roll cages or fire suppression kits, splitting them into two groups.

Toby was urged to move his heavy right foot and zippy 156BHP Zetec engined Hurricane from the pootling around parade lap group, group 2, into the put your foot down and see what she can do group, group 1.

Discussion wandered across all sorts of Triumph related issues and experiences including the need to keep your air intake cool by using the original air box and pipes to reduce power loss and poor idling when hot, the life and car preserving advantages to retro-fitting a hazard light circuit, the brightness and lower power of LED rear bulbs with the need to switch to an electronic flasher if you use them and quite how far you can tune an engine before it shortens its life expectancy too much. Excitement is building palpably, month on month, for the upcoming North West Coast 850 trip round the often single lane coast road of North Western Scotland and the Isle of Skye in late April.

Giles Tinkler shared his go-karting charity endurance race invitation but we weren't organised enough to get a team together to compete in this in early February, sadly. John was nudged to do more with his Triumph after he admitted that during the Christmas break the only work he did on his car was to put the Christmas Tree on top of it on twelfth night! Mike was commiserated with after his brake master cylinder leaked all its contents, stripping the paint from the bulkhead, and a plastic part failure on the replacement did the same, stripping the newly repainted paint off too! Rob reported that his car was now moving under her own power and that he had welded in a new panel to the floor after the accelerator pedal came away in his hands when he explored why it might be sticking.

**Our next meeting is Monday the 4th of February at the Plough in Fen Ditton. Sunday the 10th is the Stoneleigh spares day and Sunday the 24th of February is our track experience at Snetterton Circuit near Norwich.**

*Tom*

**SOUTH BUCKS** Tel. 07818 052276  
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Hello, hope you all are well. I am but my dad is not so this is why there won't be any recent car shows to report on because I haven't been to any, so I shall inform you about the Christmas meal (I know so last year!) however it was rather good with Dan and his brother Nicky (I hope that's how you spell it!), Elaine, Robin, Paul and Liz, Simon and Tracey and some of my family. It was a very nice meal and then we returned to the Harte and Maggies for the monthly meet this time Dan, Paul and Liz with Bonnie the sheep, Robin, Simon and me and my Dad. Robin who had issues with his Spitfire throughout the day so he was brave to bring it out again, this was the last car related thing I went to so I will tell you what shows are coming up.

**Wednesday 20th February is the area monthly meet at either the Harte and Maggies or the Squirrel but to be confirmed soon.**

**Sunday 24th February the meet at Pinewood nurseries SL3 6NB**

Hope you are all good and see you soon!

*Harry*

**CAMBRIDGE** Tel. 07795 436149  
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New Year's day on the green at Barrington just south of Cambridge was surprisingly sunny and this meant the eclectic mix of cars was packed to the seams with interesting four wheeled objects of love. Sat next to a US Military Police



Humvee that took part in the operation to liberate Kuwait was a mint white e-type jag; there were a group of Austin Healeys sitting shoulder to shoulder, one of the Ford Thunderbirds made famous by the Beachboys song, vintage Rolls and Alvis

**NEW AO! NEW AO! NEW AO!**

**CANTERBURY** Tel. 07932 179459

As I write this we have just finished ringing in the new. And with the Canterbury Area, not so much new as recycling. Derek has decided to end his term as AO for which we thank him for all his efforts and as there has not been any takers for the position as yet, I have stepped in on a temporary basis



## CANTERBURY . . . CHESHIRE CORNWALL

### TSSC AREA NEWS

## Canterbury Continues

rather than let the area fold.

Those around during the mid 2000's may remember me doing the same job.

Unfortunately, despite still retaining membership I haven't had a Triumph for many years, own a Toyota MR2 as a hobby car, not attended many meets and don't go to any shows at all. Not the best CV for an AO.

Having said that, I will do my best to be a stop gap until hopefully someone (or persons) come forward to move the area forward in time for the summer season. Please contact myself or Nigel Hill at HQ if you fancy the opportunity.

Hopefully more to report next month.

*Dell*

## CHESHIRE

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Welcome to the first report of 2019. There's been a little activity at Cast Iron World. The Branch Office bought one of those nice plastic gearbox tunnel covers for Heap the Vitesse, but it didn't fit! So the cardboard cover has once again been repaired with fibreglass, the soundproofing re-attached, and the plastic cover returned for a refund. Steve brought his overdrive gearbox to the Branch Office and the patent (I wish) overdrive test was performed, and the overdrive passed. I'd really like to know what's inside said gearbox as it has a 'fine spline' input shaft and the earlier overdrive adapter, so the mainshaft must be 'interesting'. Head Office have been making threats of engine and gearbox rebuilding and swapping, so we await news of progress on that front. Head Office have also apparently bought another gearbox.

On to meeting night. The forecast was for a cold evening (below zero anyway) and Heap the Vitesse is still not fully assembled, and his heater is usually fairly ineffective, so I elected to take the new modern thing with heated everything. Imagine my surprise and delight as I pulled into the car park to find a Bond Equipe convertible already there (containing Monty). Later, Paul turned up in his Bond, so we had the unusual sight of two Bond Equipes in the car park!



We talked about all sorts of things, including clutches that only release when your left foot is mashed into the carpet, the vexed subject of speedos when the gearbox and diff have been changed, fixing alternators, and how to get the bearing back onto the inner axle shaft (in my case, CIW tool 003, plate for drifting bearing, CIW tool 003a, pipe for drifting bearing, and a big (24oz) hammer). The official book shows a puller, so I might go and make one. A few minutes in the garage and we seem to have a puller (Cast Iron World tool 008).

Paul has reported that all his cars are back together and have all their wheels attached. The man from Crewe is in the process of re-covering the seats for the Herald Estate. Said seats are believed to have started life in a Sunbeam Alpine, but are in a sensible colour (black).

We also looked at upcoming events, including **Drive It Day** (suggestions please), **Tatton** (apply online), **Sandbach** (forms available), **TriumFest**, and **Lymm Historic** (probably too late to apply by the time you read this). I have received one suggestion for Drive It Day, but it involves a mystery destination.

It's the **Triumph and MG spares day at Stoneleigh** on

**Sunday February 10th.** It seems likely that this will be attended by some of our regulars. One regular may need to apply to his diary manager for permission.  
**Our next meeting is on Thursday 7th February at the Cock and Pheasant.**

*Henry*

## CORNWALL

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

Hi All, A good meeting was had in early December, a lot of us were having a good chat about the party of the year, our Christmas one at The Tregenna Castle. Claire and Malc have kindly put pen to paper for me and here is our Christmas tale. I am writing sitting happily in front of our new fire, lovely, didn't have one before . . . so it's been such a treat and a cosy Christmas! I am gazing at our Christmas tree knowing sadly it must come down very soon.

Thank you to All who were able to come to St Ives for the Christmas dinner and pre lunch gathering at The Lifeboat Inn, I don't know where you put it all?! We were very well looked after at lunchtime and there was a good number of us. We were pleased that Tony came down too, so soon after the sudden loss of Helen, not easy, especially at this time of year.

An enjoyable lunch was had and the party continued as I think most of you went on to try the local ales around the town. Malc and I unfortunately had to take some time out, living locally, we needed to check on Sparky Dog and go



walkies!

It was the first time to Tregenna for Cornwall Triumphs for a Party Night, it is held in a big room, so a lot of people to feed. I hope everyone enjoyed their



meal. A Big "Thank You" to Carol for all her organising of the evening and her extra special hand made place name decorations, impressive, added a lovely touch!

This year we had an extra group treat - Secret Santa which Helen would have loved! It was an idea that she had put forward at the start of preparations. Well done Carol you got it all sorted and we all donated gifts which were put in Carol's lovely Santa Sack and distributed after the meal. I received a photo frame . . . . .

Thank You Santa . . . . . it already had a picture in it too of Brad Pitt and sorry I didn't recognise the other gorgeous hunk! Dinner was followed by dancing, some of you though, must have eaten too much, where were you?!

Best Dancer of the Night goes to Trudy, bags of energy and flexibility, we were all envious! Infact Tristan you have some great hidden moves too, so what a great team! Must give a mention to John too, well done, I don't know how much coaxing Jane had to give you but you made it out for a short burst whilst looking very dapper!

I thought the photobox was a great idea, though I was not keen at first and it was a squeeze but we now have a lovely memento to look back on.

So sadly the festivities are over for another year, Best Wishes To You All but here is to another Year of Meet Ups and Motoring.

**Claire & Malc**

Many thanks you two, great write up. It was an amazing day

## COVENTRY . . . CUMBRIA

and evening, I had a lot of fun and I am sure others did too. Loved my Secret Santa. Our club night meeting in December was just after this weekend, a good night of planning events was had. I have posted out an email of the events for the whole of the year. If you fancy adding any others or have not received this email just let me know. Our next few events will be drive outs and Sunday lunches to somewhere stunning in Cornwall lets hope the weather will be kind to us all.

Happy and Safe Motoring Everyone

*Carol*

### Up Coming Events

#### February

**Thursday 14th Club Night at The Hawkins Arms Zelah**  
**Sunday 24th Lunch and Car Run**  
**Malc and Claire Organising**

#### March

**Thursday 14th Club Night at The Hawkins Arms Zelah**  
**Sunday 31st Lunch and Car Run**  
**Jo and Steve Organising**

#### April

**Thursday 12th Club Night at The Hawkins Arms Zelah**  
**Fri 19th-21st Lands End Trial and meal out at the**  
**Hawkins arms Zelah**

**Saturday 27th Trevithick Day Camborne**

**Sunday 28th "Drive it Day going to Dingles Fairground**  
**Heritage Centre along with Devon TSSC & other**  
**Triumph Clubs**

If interested in any of the above events please let either the organiser know or myself.

## COVENTRY

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Hi Folks. A Happy New Year to you all.

December was a very quiet month with only the Heart of England meet and our Dalos Day run to report on, at the Heart of England meet at Bulkington on Sunday 9th 15 vehicles turned out on a chilly but dry day, one of them being a very nice Vitesse Convertible which we hadn't seen before belonging to John O'Sullivan who has just moved to Bulkington, good to meet you John hope to see more of you in future.

On our Dalos Day Run on Sunday the 16th it was a matter of quality and not quantity as only Steve & Sharon who planned the route and ourselves took part, it was a nice dry day so it was down with the roofs on the Herald Convertible and the "Smiffy Spitty" for the whole of the run which was again an excellent planned route concluding at the Lord Nelson in Anslay for lunch where there was a good choice of menu and of a good standard, the real ales started at only £2.65p a pint so once again it was a matter of quality and not quantity. Another great day out in great cars and great company, well done Steve and Sharon.

We started the new year off in the "Smiffy Spitty" by joining the MVPS on their New Years Day



Run where we joined up with Rikk & Jeanette in their Vitesse Convertible, Paul & Joan Spitfire IV, Liz Rochford 2.5pi Saloon and Roger Guy from Hinckley in a very nice TR6. We arrived with hoods down but had to put them up quickly as it started to drizzle before we started the run.

There was about 30 classic vehicles in total and the run

## TSSC AREA NEWS



mainly on main roads took us through Brandon, Wolston, Dunchurch and Rugby before concluding at the Old Smithy Arms in Church Lawford where we enjoyed an excellent meal, considering there was over 70 of us for lunch they coped admirably, a great start to 2019.

Our monthly meeting at the Bull & Butcher took place on Wednesday the 2nd with 8 of us enjoying a meal pre meeting when we were joined by 4 more members, so little down in numbers to normal but of course not our normal night.

January Dalos Day Run on Sunday 20th January is being planned by Roger & Dot, we will meet in the car park of the Oak at Bagington at 12.15pm Ready to leave at 12.30pm. Must know numbers by Wednesday 16th.

**February Dalos Day Run on the 17th** is being planned by Rikk & Jeanette, we will meet in the car park of the **Corner Hose Pub Nuneaton Road Bulkington** 12.15pm Ready to leave at 12.30pm. Must know numbers by **Wednesday 13th**.

Have received Gemini Events calendar for 2019, which instead of Weston Park starts with **Motorfest 2019 at Chetwynd Deer Park just 10 miles from Weston Park on 21st April Easter Sunday.**

We will try and sort out the events for this coming year by our next meeting in February.

That's all for now folks, keep those Triumphs running throughout the winter. Regards

*Phil & Lyn*

### Forthcoming Events :-

**Tuesday 5th February** Our monthly meeting 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 10th February** HoE meet at Bulkington from 11.00am

**Sunday 17th February Dalos Day Run** Being planned by Rikk & Jeanette. Meet at the Corner House Pub, Nuneaton Road, Bulkington 12.15pm ready to leave at 12.30pm. Must know numbers by **Wednesday 13th**  
**Wednesday 20th March Darts/Skittles/Quiz Night with ASOC at the Queens Head, Bretford, £11 a head includes hot buffet, 6.30pm we start playing at 7.00pm. Must know numbers and received monies by our March meeting on the 5th.**

## CUMBRIA

Tel. 01229 474077

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Novembers meeting at the Pennington, Ravenglass, was well attended. This venue is popular with all of us as we have a large room away from the hotel in which we do not get disturbed. The food this time was a big improvement and there was a good varied choice.

Sunday 30th December we gathered at the Kell Bank, Gosforth. Numbers were down on attendance due to some having other commitments. The unusual Xmas raffle was held and most were in appropriate attire. The service was excellent and the carvery well worth the money compared to some of the prices we have been paying in the Lakes. Two classics in the car park, Nigel's and Ray's.

As most know Phil and Sue Evans are moving away from the Lakes to be nearer their daughters, who live in the south. Phil is Joint AO with myself. Tony Holiday has agreed to step into Phil's shoes and help with the running of the area. Some will know Tony as he has been an active member of the club for longer that I can remember. He was AO for a short time before I took over many years ago. Now that Tony has retired he has more time to help with the running of the area.

**A Scotland trip is planned for 9th September.** The Outer Hebrides. Oban to Isle of Barra, Isle of Eriskay (of whiskey galore fame), South Uist, Benbecula, North Uist, Berneray, Isle of Harris and Lewis. Finishing at Ullapool. Total length of stay will be around seven days. We may have to stay overnight on the way up to Oban as trying to do the trip in one go is asking too much of our classics. At present I have



## CUMBRIA . . . DERWENT VALLEY DEVON

### TSSC AREA NEWS

## Cumbria Continues

5 couples that are going and by the time you are reading this the ferry booking office should be open.

If you would like to go please let me know. The cost including Ferries and accommodation will be around eight hundred pounds per couple.

**Next meeting: Sunday 24th February. 12 noon at the Pennington, Ravenglass.**

Safe motoring

*Roy*

## DERWENT VALLEY Tel. 07970 619149

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WHAT A GREAT START TO 2019. Our joint event with the Notts Area was blessed with dry weather and some blinding sun. The New Year Run which was held on 6th January saw 27 classic cars and a few moderns embark on a 80 mile drive through Nottinghamshire before turning back to Derbyshire for our final destination and a belly busting carvery.

Thanks go to Nigel Hill and Roger Buck for planning the route and arranging the excellent venue. I must also thank myself for printing off a few run sheets and visiting the seaside on a couple of occasions to buy some 'yellow welly' themed prizes (Well someone had to do it). The great news is that we raised £261 for the RNLI lifeboat station in Appledore and someone might have to have a trip to the seaside to present the cheque. More news about the day's events, mishaps and highlights will hopefully be in a future edition of the Courier.

Tonight, a week later than usual is our monthly meeting, and at the time of writing I am preparing a really easy quiz to gently break everyone in after the Christmas and New Year festivities. I will let you know how everyone got on next month.

We are a little behind in the planning of this year's Peak Run. More information will be on our Website and Facebook pages by the end of January but in the meantime place the dates in your diary. **Camping from Thursday 27th June until Monday 1st July 2019 with the actual Peak Run on Sunday 30th June 2019.**

**More dates for your diary:**

**5th February 2019 – Monthly meeting at Smalley**

**Common Ex-Serviceman's Club. Starts at 7:30pm.**

**10th February 2019 – International Spares Day at Stoneleigh.**

**5th March 2019 – Monthly meeting at Smalley**

**Common Ex-Serviceman's Club. Starts at 7:30pm.**

Regards

*Colin*

## DEVON

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Facebook - TSSC Devon

### COMING UP IN DEVON

You will have seen in our regular emails (are you getting them? If not let us have your email address so that we can keep you completely up to date) and on the Facebook page TSSC Devon, that we have a **run and lunch on Sunday 3 February**. We will have lunch at noon at the very popular Sportsmans Arms at Capton on the way to Dartmouth, and this will be preceded by a run starting at the House of

Marbles at Bovey Tracey at 10 am. Still time to book in if you are quick!

**February Club Night at the Claycutters Arms at Chudleigh Knighton is Wednesday 20 February** 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?

On **Sunday 3 March**, Stephen W is organizing his **Triumph Twelve Tors Tour of Dartmoor**. He tells me we will start and probably finish at the Salmons Leap café – on the Buckfastleigh side of the A38 Dart Bridge. It has a big car park, friendly staff and offers a good range of breakfast, light (ish) lunch and afternoon tea options. And we won't need to pre-order so will not need to nail down numbers too tightly in advance. Leaving there at 10.30 – arriving back for lunch. (Obviously people can turn up earlier for breakfast or a cuppa). The Route will be around 45 miles so probably a couple of hours – including no doubt a stop to get some fresh air and admire the views. (Route will be something like Ashburton, Haytor, Manaton, Widecombe, just South of Lettaford, Two Bridges, Huccaby, Holne, Buckfastleigh). This sounds a really good run, but we could still do with an idea of numbers so that we do not completely overwhelm the place! More updates will be on our Facebook page TSSC Devon and in our emails.

### WHAT WE'VE DONE

'Twas the week before Christmas when we held our last Club night for 2018 at the Claycutters Arms. A good crowd including some festive jumpers turned out. Lots of chat as usual but we actually got some 'business' done. We decided to look into the purchase of a couple of new banner flags for the Area, which will have the updated Club logo on and, depending on price, we and Nigel will carry one each so that we can increase the visibility of Devon TSSC.

Much of the funding will come from the sales of the 2019 Fifty Shades of Triumph calendar – guess what – we do have one or two still available.

Andy W (GT6) has been on his travels to Essex TSSC but we won't reveal the details here!

We started 2019 with our annual run to the Smugglers Inn at Dawlish, once again organized by Jackie and Allan. A lovely route including

some parts we have never explored before. Up through Haldon Forest, where inconsiderate roadside parking for the Forest Park made life a little interesting, then via Ide and the Teign Valley, via Kingsteignton, through Stokeinteignhead and Coombeinteignhead. There we passed a very sad looking

'white' Stag, for sale at £3K with the verdigris presumably free. Then via Teignmouth to our destination. A good variety of Triumphs, 9 in all plus some euroboxes (what

will we call them after the end of March??) and Dan's Landy set off from Chudleigh. Tim and Dawn's Burlington along with Nigel in the Floozie were the only ones to go topless. We admired Simon's freshly painted hardtop for the Spitfire and it was good to see Bob's Vitesse back on the road and Dan's Acclaim this time driven by sister Jas with her boys and Mum Louise. Family Bewick were in their Vitesse and we were joined by Shaun & Rosemary with their twins. Not content with having Molly the Herald, Shaun is also national Chairman of the 105E Anglia Club and has a number of those! Mark & Jane joined us before jetting off to NZ to catch up with their daughter Bertie and family. Eric & Janet from South Chard also joined us there as did Ian and Karen. Not only are they newly engaged, Ian and Karen that is, (congratulations from all) but they came in their recently acquired Scimitar which has been added to their stable. My 13/60 was out for her first run since having some remedial work done



## DEVON NORTH . . . ESSEX

by Darren at Shebbear Car Body Repairs and I have renewed confidence in her after the troubles of 2018.

Loads to look forward to now the days are getting longer – look out for our lists of events, and when entering shows make sure that you put TSSC on your application form so that we can all park together.

You and your cars (whether ancient or modern) are always welcome at any of our events and, if we have not met before, let's make 2019 the year that we do.

### DEVON DIARY

**Sunday 3 February** Run and lunch 10 am start House of Marbles Bovey Tracey

**Thursday 7 February** North Devon Meeting at the Crealock Arms, Littleham

**Wednesday 20 February** Club Night at the Claycutters

**Sunday 3 March** Triumph 12 Tors Run – see above  
**Sunday 7 April** Run to be arranged

**Sunday 14 April** TSSC National AGM / Area Organisers meeting at HQ

**Sunday 28 April** National Drive it Day (to Dingles Heritage Fairground)

**May 3 – 5** Isle of Wight weekend

**July 12 – 14** Powderham Historic Vehicle Gathering

**August 16 – 18** TriumphFest with TR International at Stratford

*Sue & John*

## DEVON NORTH Tel. 07806 351499

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Although I have written one previous Area News article, this is my first as a joint Area Organiser and I am looking forward to assisting Darren in this role.

January Meeting. Thursday 3rd January, Bickford Arms, Brandis Corner

With the festive celebrations behind us, the evening of the tenth day of Christmas was crisp and cold enough for the gritting lorries. We nearly didn't meet at all - a chance conversation a few days before alerted Alan and Janet to the fact that the Crealock Arms might be shut on Club Night. Sure enough this was confirmed when Darren checked, and a new venue was swiftly organised.

And so it was that we met at the Bickford Arms in Brandis Corner. I arrived at around 7 PM, half expecting to find Darren sitting alone. It was therefore a pleasant surprise to find that I was a latecomer (despite living the closest to the venue), with a good number of regular and some less regular attendees already eating and chatting.

Alan and Janet had driven their Peugeot from Torrington, their recent Ford saga now thankfully behind them. Jonathan Charters arrived, Malcolm had joined us in the Smart, and Mike and Irene Hadley had joined us from the south along with Nigel Kenneison in his Spitfire.

We also welcomed Alan and Chris Oram, who had braved the weather in their TR4. They had escaped a houseful of guests who had been with them throughout Christmas so were making the most of their temporary respite!

Mick from Shebbear and David and Sue Whitehead also joined us, the venue being quite close to home for them. Mick continues to try and complete his garage so that he can finally bring his Triumph to Devon! Darren's friend and colleague Steve also joined us for a while having recently completed some bodywork on Sue Franklin's Herald.

One thing I love about Club Meetings is the sharing of knowledge and experience. Malcolm had a "Show and Tell" item in the form of a modified syringe which he has used very effectively for lubricating trunnions (much less messy than using an oil gun). I was experiencing a strange electrical issue with my TR4 and was reassured by advice from those present (the problem was swiftly resolved at the weekend and turned out to be nothing more than a broken spade terminal).

Overall feedback about the new venue was largely positive so we may consider using it again although the February meeting is still planned to be at the Crealock Arms.



## TSSC AREA NEWS

Here are some of the events planned for 2019. Do get in touch if you have suggestions for other events.

**April 28th – Drive It Day, Dingle**

**June 8/9th – Lyn Valley Classic** (Nigel organising – more to follow)

**July 13th and 14th – Powderham**

**July 14th – Sherborne**

**August (Date to be confirmed) – Luckhurst barbeque**

**September 15th – Lynton & Lynmouth**

**Date of next meeting: Thursday 7th February at the Crealock Arms**

See you next month!

*Andy*

## ESSEX

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Well who can believe its February almost the start of the season for Triumphing about in cars. Over Christmas and new year at first we thought it would be quiet but there were a few events that we managed to attend and then had some visitors from the Somerset area more about that later.

First of all, we had a great club Christmas dinner, seems a long time ago now, on our club day in December. The girls all looked great and there were a few Christmas jumpers, and even a couple of Triumphs in the car park. The garden centre did us proud once again with an excellent 3 course meal for a very good price. The lunch went on into the afternoon and soon we realised they were hoping to close so off we all went into the sunset ready for Christmas and all that.

After Christmas on the 29th December to be precise, we had an unexpected knock at the door at 8am in the morning! Bit unusual we thought, I opened the door to be met by Chewy and Tina all the way from Somerset, although not in the Triumph or special so it only took them just over the 3 hours. We had been planning to go to an American car event that Janet had spotted on the internet the night before and thought it would make a change plus it was just up the road, it seems they fancied it too. So, after coffee and Christmas cake off we went. It was at a garage called Fresh Farm they import American barn finds etc. the place was great, up by Battles bridge, we found it eventually. Us boys got a nice T shirt each and Chewy got a great sweatshirt at a very good knock down price. We had a coffee and a walk round, there was even a Triumph there parked up in the road but we missed seeing who it was as it left as we were looking round the workshop. After the garage we headed down to Southend for a mooch about. Tina and Chewy had decided to stay for the holiday and new year, great so more plans were made. They decided to make it a Somsex weekend.

On Sunday we headed out early to White webs Auto Jumble the regular new year bash. No one else was interested so we were there bright and early. Chewy and I got very good bargains (honest girls they were) we spent a great deal of time wandering about. Then we headed out to the vintage barns just up the road by the garden centre where we had parked, and had a good look round but there wasn't anything car related. After that lunch in the garden centre where we bumped into Kirk, Maisy, Jed and Vera coming in as we were coming out. A little light banter and happy new year. We then headed home. The girls nipped down the local shop for supplies and apparently ended up in the pub (run by Janet's godson would have been a shame not to they said) anyway they booked a meal for later while in there. When they got back surprise Linda and Mick popped in for a coffee as they had heard Somerset had landed.

The next day was a trip to Camden market and a pub grub again early start as we wanted to get back and not have to worry about the train for new years eve. We sat ate nibbles and watched dvd mainly car related of course.

We were up the following morning having advertised a break-



## ESSEX . . . HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LEICS & RUTLAND

**TSSC AREA NEWS**

### Essex Continues

fast run but apart from us no takers, all either hung over or all ready organised. You know who you are.

Tina and Chewy headed home after breakfast so our little quiet weekend became a busy one. And so back to work for all the next day. Next stop Stoneleigh.

**Up and Coming.**

**Sunday January 13th Club day first of the year.**  
**Sunday January 27th Museum of Power Coffee run – possible blow cobwebs away and breakfast.**

**Thursday January 31st my last day at work and retirement starts.**

**Stoneleigh February 8th to 10th some of us making a weekend of it. Club day some of us won't be there a possibility of dropping it back a week but need to check with the garden centre.**

**Friday 15th to 17th excel**

Birthdays 8th February Anna Tutty

*Allan & Janet*

### HERTS & BEDS Tel. 01582 750943

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Happy new year to everyone, short and sweet, 40 of us had a brilliant Christmas dinner at the Raven, with Ian's quiz and Christine's Raffle all went well. We are a bit behind at the plan for 2019 but we are under way, our first run /outing will be our Blow the Cobwebs run in March, there will be a full diary of events and outings announced very soon, we plan a run each month so its watch this space.

We do have a run to a **Shuttleworth Military flying display booked in July 7th and Drive it Day April 23rd will be to a private guided tour around the Battle of Britain Bunker**, both these need names to pre book spaces so let me know if you wish to join us.

So a plan WILL appear asap!  
Regards

*Peter*  
and Team

### ISLE OF WIGHT Tel. 07842 249591

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So that's January done and dusted, the evenings are a bit lighter and we have been on our first brunch run of the year to Bluebells at Bridesford Farm for a delicious breakfast and a blast out in the classics.

Our **February run will be on Saturday 16th** in the evening, a chance for you to enjoy a belated Valentine's dinner with a few of your closest friends!

We are getting a trickle of enquiries about our **Triumph Weekend in May**, hopefully by the time you read this, our entertainment booking form will be up and running for you. Meanwhile if you haven't already booked your accommodation or ferry, there are a few static caravans left, please contact Cherry at Appuldurcombe Holiday Park in Wroxall on **01983 852597** and mention the Triumph Club. For those who have already booked you will have received a booking form requesting a deposit, if not then please contact Cherry. The dates for your diary are **Friday-Monday 3-6 May**.

Look forward to seeing you all soon, by yourself or with friends and family in a classic or not, the choice is yours, everyone is welcome to join us.

Happy Motoring!

*Elaine & Tracy*

### WEST KENT

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Not the way I was hoping the year would end, lost a father, but have gained a garage, so Dolly is tucked away for the winter. So Nov. Quiet meetings, 6 at each venue, but great company, and pleased to see Del and pick up all his news. Just hope things pickup more this year.

We did have some excellent breakfast meetings at the Woodman, they're really taking off and great to see Ruth and Erminio at both. They can't make weekdays right now with Ruth commuting to Scotland.

I should think the Bodiam car park won't be full now so we'll stick there for now, and find a better option in the spring. The Woodman, great place, that stays.

Ken's TR4 is now done, that's a full strip, new chassis and a complete rebuild, can't wait to see that. Massive headache, but now possibly the best TR4 in the world. Colin's Spitfire 1500 now has its heritage certificate so nice yearly saving.

Did get my Spitfire out Christmas day down to my local, well had to be done, but that's it for a while. This year I'm intending to arrange more club stands at shows. Already got Detling on the 6th April booked.

A six car stand with more space than last year, so looking for 5 others to join me. Also this year will be the Bodiam and Bexhill 100 shows, but I'll look out for more, any suggestion welcome. Jason from the breakfast club is intending to have some runs out. So meet at the Woodman, breakfast, run out to another pub for lunch, excellent idea.

**So meetings, it's the 26th and 27th Feb**, hope to see you all there.

*Colin*

### LEICS & RUTLAND Tel. 07530 307371

Hi all. As always a quiet start to the year with the obvious exception of the Notts/Derwent Valley New Year Run. It was a nice dry and at times sunny day out with plenty of classic cars and classic people as company.

I held my breath most of the way round as I was using my Pi estate that hadn't been more than 20 miles before. It got round despite several wiring faults that have now been sorted. The usual carvery at the end was good as always. We didn't even get Mr & Mrs Plod demanding money at the start! Thanks to everyone involved in organising this.

The next day out is of course **Stoneleigh Park**. Most of us preferred this when the Triumphs and MG's were separate days but I see the economic sense in it. We usually get a good L&R turnout for this.

Other events that we have planned are a trip to the car museum at **Bourton-on-the-water in the Cotswolds on 23 June**. The little car park at the front of the museum is already booked up with 9 cars.

**Laon is in early June** and we have 6 cars booked for this. The continental car tours trip to **Isle-o-Mann** is generating some interest too.

Our **Sunshine Rally 2-4 August** is pretty well sorted with just the finer details to be ironed out.

A list of possible shows/days out and I get the feeling that this will be a good year.

**10 Feb. Sunday. MG & Triumph spares day, Stoneleigh. Live promotions events.**

**20/21 April. Easter. Stoneleigh park. Club stands and camping. Midlands Autofest.**

**21/22 April. Easter. Weston Park. Sunday & Monday. In by 11.00. £4.50. classicshows.org**

**28 April. Sunday. Drive-it-day. Nothing planned as yet but always a good choice.**

**I would prefer a decent drive.**

**DID first suggestion. Bicester Heritage Centre. A very large gathering I believe.**

**5 May. Sunday. Catton Hall, Alrewas, Derbys. DE12 8LN. Gemini events.**

## LINCOLNSHIRE M25 EAST . . . MANCHESTER



### TSSC AREA NEWS

- 16 May. Thursday.** Greetham Gathering.  
**17-20 May.** Spa classic.  
**19 May. Sunday.** Crich classic transport day. Driver free. Passengers £11.  
**19 May. Sunday.** Standard Triumph day at Wroxall Abbey Hotel & Estate. Picnic & Hog Roast. All Triumph clubs attending. Just turn up. CV35 7NB.  
**26/27 May. Sunday & Monday.** Ragley Hall, Alcester, Warwickshire. B49 5NJ. Gemini events  
**7-10 June.** For us it's **Thursday 6 to Tues 11 June.** Laon Historique. We have 6 cars going.  
**8/9 June.** Nottingham motor show. Wollaton Hall. NG8 2AE. Crowdpullers Motor Shows.  
**16 June. Sunday.** Fathers day. Trentham Gardens. Gemini events.  
**16 June.** Loughborough town centre car show. Think you just turn up.  
**20 June.** Thursday. Greetham gathering.  
**23 June. Sunday.** Cotswold day out to Bourton-on-the-Water. Parking at the Cotswold Motoring Museum and dinner on the way back. Definitely NOT in a wether-spoons! Room for 8 cars classics only on museum car park. Other parking available at British Legion. Car park now fully booked at museum.  
**24 June (Monday) – 30 (Sunday).** Triumph 2000 register national in Northumberland.  
**27 June-1st July.** The Peak Run.  
**7 July. Sunday.** Market Harborough Classic Car Show. #harboroughcarshow  
**12 July (fri) – 14th July (sun).** TSSC Northants area camping weekend. See separate flyer.  
**13-14 July.** Powderham Castle.  
**14 July. Sunday.** Walsall Arboretum. WS1 2QA. Gemini events.  
**18 July. Thursday.** Greetham Gathering.  
**28 July. Sunday.** Beaumanor Hall. Gemini events.  
**26/27/28 July.** Silverstone Classics.  
**2/3/4 August.** Weekend. Sunshine Rally.  
**11 August. Sunday.** Ilkerton Town Centre car show.  
**11 Aug. Sunday.** Oadby motorfest.  
**15 August. Thursday.** Greetham Gathering.  
**16-18 August.** TriumFest & TR International at Stratford-on-Avon racecourse.  
**15 Sep. Sunday.** Hinkley BID town centre car show.  
**19 Sep. Thursday.** Greetham Gathering.  
 Keep running on 4/6/8

*Neil.*

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Just a quick note to say that we have changed our meeting dates to be the **first THURSDAY of the month as of February**. The next meeting will be on the **7th February** at The Swanholme in Lincon.  
 Thanks,

*Simon*

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Hi Gang, another month nearer to summer and all those sunny days out. But for now you'll have to be content with some reports of things gone by.

Way back in December we held our Area Christmas Dinner. This year it was at a new venue - The Ingrebourne Links Golf and Country Club. It went spectacularly well with 26 members turning out. The



venue did us proud by seating us altogether on a massive horseshoe shaped table, Christmas Crackers were provided and they didn't hassle us into leaving after a set time. More importantly the food was good and the drinks pretty reasonably priced. Looks like we may be coming back for this years dinner. It was good to see a very varied array of Christmas jumpers and even a Christmas tie. Thanks go to Malc and Lesley, Chris and Anne for the pressies, alcohol is always welcome ha ha. Big thanks to Lesley once again for our Christmas Cake and as usual it was lovely. Just hope everyone got a bit. Afterwards it was all back to the Hill's for the rest of the evening for more drinks and nibbles. Thanks to all for turning out and making it a great day.

The next event was our monthly meeting but as it was only 2 days before Christmas Day I didn't think we'd get many takers. Well, the gang surprised me. Loads of peeps turned out, so much so that we had to commandeer more tables. I'm sure it was the fact that it was Laura's birthday that encouraged people to come out, Happy Birthday Laura !!

Our last event for 2018 was the annual trip up to the garden centres for post Xmas loot. We did originally do this in conjunction with the autojumble in Enfield but over the last few years they've got a bit greedy, charging £5 each just to get through the door to what is then mostly just a load of old junk. So, nowadays we've blown out the autojumble and it's full steam ahead straight to the Xmas stuff followed by lunch. 10 of us turned out for this one and blimey, didn't everyone go mad grabbing bargains. Looks like everyone'll have a proper sparkly Crimbo this year. The day was finished off with lunch in the Plough and the 'Snickerbocker Glory's' were blooming lovely!!

So, that was it, 2018 and Area of the Year done and dusted. Let's hope 2019 is a cracker as well. I did mention last month that Chris was changing the sump gasket on his Vitesse but it seems the boys gone potty and taken the head off, engine out, gearbox out, diff out, rear spring off - the list goes on. Hope he knows how to put it all back together ha ha. Kevin and Lisa are having some bits of paintwork sorted out on their new steed, so that should look tip top this summer. Malc has probably got some secret electronic gadgetry going on, we'll



have to wait and see. Me, well, the interior refit is still ongoing. The conservatory is full of seats, carpets, steering wheel and various items of trim, but it won't be there for much longer Donna... honest ha ha. I have had a bit of trouble with the new gearbox tunnel cover and I'll tell you all about it if you ask

but don't laugh too much ha ha. Anyway, that'll do for now. Be seeing you -

*John.*

**February Events - Sunday 24th - Monthly Meeting**

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

Hi all, Manchester area would like to wish you all a happy new year, hope all your 2019 planning is in full swing and look forward to seeing some of you over the following months ahead.

At our January meeting we had 14 members in attendance which is good for a winter month. We discussed ideas for events for us to attend this year, these discussions are ongoing, however when we have agreed a framework I will draw up a diary/calendar of events I can hand out at the next meet-

### Manchester Continues

ing or people can download it from our Facebook page. We have not had our New Year run out yet, but are planning on one on Sunday 27th January.

Some members booked onto the Lymm Historic Vehicle day to be held on Sunday 23rd June when the booking line opened at lunchtime on 3rd Jan, as usual the event booked up straight away, however there is a waiting list you can go on.

One of our main events we attend is the Tatton Park Classic car show to be held this year on 1st & 2nd June, I have requested a stand for 15 cars and already we have 11 spaces filled, if you would like to display your car then please let me know asap

One bit of sad news is that the 2019 show at Event City has been cancelled for the foreseeable future, organisers citing increased costs by the venue. Shame because it was a great indoor show and attended by many.

An update on some of our members vehicles, Paul is working very hard welding many new and makeshift panels in his Spitfire, see pics and I have resprayed and fitted a hard top for the winter as my soft top hard ripped in the windows.

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

Also please look at our Facebook page [www.facebook.com/groups/tsscmanchesterarea](https://www.facebook.com/groups/tsscmanchesterarea) Well that's all from me for this month Cheers

*Mark K*



tune while moving its legs up and down, freaky. I did not note all the Christmas jumpers. I sported a santa one complimented by a cap with stag horns. Josie wore a Ginglebells jumper as she likes Gin. I think Jackie had a hot air balloon on her jumper as Phil is a pilot.

I suspect he was flying in the Icicle meet at Donnington near Newbury, I noticed a lot of balloons flying over Thatcham. Ollie wore a jumper that boasted 'Santa does not need a sleigh he gets there quicker on a BSA. Yes Ollie does have a classic BSA. Well done everyone for a great show of Christmas jumpers. The food was delicious and soon devoured. Food over it was on to the Secret Santa with a diverse range of presents. Please donate any unwanted Christmas presents to the club raffle.

Saturday 29th December 2018 was a casual lunchtime meet at the Cottage Inn, Bucklebury, the last Saturday in each month. The cold dry weather tempted some of us to take our classics along. Josie and I in TR7, Ian in TR7, Two MGBs, A Jensen, A Lancia and a classic motorbike plus Mary and Dave in there VW Golf.

**Our next meetings will be**  
**Wed 13th February 2019 at the Cottage Inn, Bucklebury from 07.30 pm. Look out for facetime confirmation.**  
**Sat 23rd February 2019 at the Cottage Inn, Bucklebury from 12.00 pm lunchtime meet for all classics.**  
**Check with Ray, Classic Saturdays.**

**Wed 27th February 2019 at the Downgate, Hungerford from 07.30 pm Look out for facetime confirmation.**  
**Easter Monday 22nd April 2019 Spring vehicle meet at Newbury showground 10am to 4pm.**

That's all from me until next time, keep um rolling.

*Malc*



*Apologies to Malc as I managed to misplace the Pics above for LAST Months Report. Sorry all, Bern Ed.*

### NEWBURY

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**Tel.TBC**

Hello, I hope you all enjoyed Christmas and New Year. I wonder how many of you received car related gifts and cards. Dave told me he got a present of a new LED inspection lamp so he will be busy inspecting things.

Our build up to Christmas started on the 12th December 2018 which saw sixteen of us sit down for Christmas dinner at the Cottage Inn, Bucklebury. The pub was very welcoming with a warm log fire blazing away. Very soon the fun began with the pulling of Christmas crackers, hats on and cringing at the poor jokes. We all admired each others Christmas attire and most people made an effort to dress up. Ian managed to get the whole of the roast turkey onto his head, remember the Mr Bean sketch? Ian's turkey played a



### NORFOLK

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Hi everybody, with January over its now the time to start thinking about getting all those jobs that need doing on your cars underway so that you can enjoy your cars as soon as the weather improves. Some members drive their cars throughout the winter and in my personal opinion it's always best to give them a bit of a run throughout the winter whenever the

## NORTH EAST . . . NORTHERN IRELAND

weather allows. Keeping batteries charged is always a bit of a mission for me as I have several that need to be kept charged and the money spent on battery charger/conditioners has been money well spent saving several batteries from my neglect over the years.

My time has not been idle with the TR7 gearbox now ready to be refitted and preparation work carried out on the new Vitesse ready for the accident damage to be repaired. New rear wing, outer rear wheelarch, boot corner, rear and quarter valences, rear light and overrider are still being sourced so whilst it's not going to be a cheap repair it should last a few years. Hopefully it will be ready by March. It will also be MOT'd as I would much rather someone else carry out the necessary safety checks rather than miss something myself. Don't forget that February's monthly meet will be a breakfast meet and it will be held on **Sunday 17th February**. Meet at the Easton lay-by at the end of the A47 Norwich by pass at 08:00 for a run to a venue for breakfast. Last years run was really well attended and the breakfast wasn't bad either.

Other dates of note for February are the **MG & Triumph Spares day on Sunday 10th February**. It's one of the first large events of the year and a great place to pick up those much needed spares.

In **March we shall return to The Oak Tree** for our monthly meet on the second Monday of the month so let's hope that the weather is kind.

Happy Triumphing everybody.

*Mike.*

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Well all the festivities are all over now its time to get down to the serious business, the event committee will be meeting to plan what and where we are going this year, a few of the events we have attended in the last few years are changing, so we will be looking at some new venues / events.

The only one we have details of at the moment is the **Durham MG club Bobby Shaftoe run on Sunday the 28th April**, there is an entrance fee for this at £20 but refreshments at the start and finish are provided, last year we ended up at Bowes Museum, and got to park right in front of the museum for some great photos, let me know if you are interested.

We had a good turnout for the first meeting of 2019, 18 people turned up which is 15 more than I expected, January is usually a very quiet meeting so we all had a good natter and discussed up coming events.

Our Christmas Party raffle Raised £50 which was donated to the North East Air Ambulance. All who attended said they had a great time, and thanks to Joe Grundy's Quiz we have all increased brain power.

We have also Acquired a genuine Triumph factory workshop manual, the hard backed ring binder type as issued to Triumph dealers, it covers Herald, Spitfire, and Vitesse 6, if anyone is interested, its up to the highest offer, all donations will go to charity, these often sell on eBay for over £25.

Mr Fish's Dolly Sprint has been in the wars, a runaway car collided with the parked Sprint outside his home and has caused a considerable amount of damage to the suspension and bodywork, thank heavens for agreed valuation insurance, if not the car would probably have been written off, so keep your valuations up to date, you know it makes sense...

Brian Armstrong is looking for somewhere or someone to re-trim his Stag,

he has all the trim, he just needs somewhere indoors where he can park the car with the doors open to assemble and fit all the interior, or someone to do it for him, and possibly sort out a bit electrical.

Martin's Vitesse is now in getting resprayed, he is going back to the factory code White, which is a bit creamy in colour, as apposed to the glacial white which his car was painted, so we should hopefully see it on the road soon

## TSSC AREA NEWS



Must finish this now as on a deadline, flying off on holiday in a few hours, so I will be thinking of you all in your cold garages while I am sitting in the sun  
See you all in Feb

*Geoff*

## NORTHERN IRELAND

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I hope by the time you read this month's report the weather is much warmer as it has hardly risen much above freezing in the Ballymena area since the beginning of the year, although thankfully, no real frost and, up until the time of this report writing, very little rain. I can still remember a few years back when we were nearly snowed in and it wasn't a good time to park your Triumph car outside.



I trust that you all had a good Christmas and New Year and you received all those special Triumph parts that you were looking forward to – even if you ended up buying them all yourself! It was good to see that The Courier arrived on time for January and if you need another "tax disc" for your second or third car please get in contact with me.

The January monthly meeting was very well attended even though it was early in the month and new year and a few of the regulars, including Brian (S), were missing for various reasons. Good to see both Frank (B) and Edward there having come along with John (G). A bit of a discussion again on TINA and the way ahead, the planned area programme and forced changes, the **May Bank Holiday Wooden Bridge Hotel** numbers booked and the fact that Colin (L), very kindly, offered to host an autjumble.

This is to coincide with his garage day, on **29th June**, believing that it wouldn't be any more bother to him and would help pass the time for those attending. In his own words, we just set up a few tables in the garden and let members off-load spare parts, himself included!

The **area dinner and awards night will be on Sat 23rd Feb** at the **Templeton Hotel, Templepatrick** at 7.30 for 8 pm – please note the change of venue. If you haven't booked your chair(s) yet, please contact Alan (H) asap giving him your menu requirements as well. This year the cost is £25 per person and this includes a gratuity.

This makes it easier to collect and manage for Alan when setting up at the end of the evening.

Our first run of the season is on **Sat 23rd March in the North Antrim area**, details later, with the **Totally Triumph Show now on Sat 6th April**, so hopefully Chic can come on the new date. This forced change is due to the possibility of an election in May in the Lisburn area with the **Trunnon Oiling now moving to Sat 11th May at The Rinkha, Islandmagee**.



Do remember that between these dates we do have **The Argyry show on 27th April and Shane's Castle on Mon 6th May** – shows that we normally attend as a club. These are shows that you must book yourself with the organisers to gain entry, although I should be able to, as is usual now, send out to you an application form to each member, prior to the events.

As I have mentioned previously, in the January Courier, our **May Bank Holiday weekend run will be on 25/27th May to Wooden Bridge Hotel and Lodge, Vale of Avoca, Arklow, Co Wicklow**. Ten rooms have been booked with the hotel on



## NORTHERN IRELAND . . . NOTTS OXFORD . . . PETERBOROUGH

### TSSC AREA NEWS

## Northern Ireland Continues

a first come first served basis. I know that there is a great deal of interest again this year as already nine, yes nine cars, have already booked. Just ring the hotel and book your room and mention the TSSC car club, even if you think you are number eleven or twelve. If you do it early enough, you should be OK. Do remember that the clue is in the title, May Bank Holiday, so book as early as you can.

Just after having a quick look at our programme for 2019 to note that there are seventeen events that we are either organising or attending, as a club, this year. So, there you have it then plenty to choose from and no excuse for not being able to join in on one or two events, or more of them, to support the organisers.

Hopefully in the next month or two I will get the GT6 to my body shop at Portstewart and have the paintwork up to the standard that the TR6 was done a few years back. Once that is completed, I will be able to get a good deal from Alan (For) – some chance of that Alan, I hear the regulars say. Unfortunately for me it will have to be “taken right back” as they say, especially the boot lid area and the bonnet. If I had known in time, I think that Alan (F) has a new, or a nearly new, boot lid somewhere in his garage.

That's about it then for this month, other than to remind you of our **next area meeting on Wed 6th Feb at Nortal Social Club** at the usual time. Please plan to be there.

*Douglas.*

## NOTTS

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We had the most lovely sunny runout through the Nottinghamshire county this year on the new year run. It is so great to see lots of different triumphs to make it to ripley Sainsbury's and also other classic cars attended as well. We unfortunately had to drive the run in our lovely Rover Maestro which is great but we need to get our vitesse back on the open road this year. There were 20 plus cars and lots of enthusiasm raising money for the RNLI and we raised to the sum of £261.00 which is amazing, so a huge thank you to all how attended. We had our carvery at Hilcote country club. The whole day I think was lovely. The weather was kind to us the one stop to Southwell garden centre was a plus, (we are going back there soon) further interest to the centre for new spring flowers I think..

We have organised a trip out to the **Nottingham Colwick race course on Monday 25th February for a night at the dogs.** You can still book but do it soon. It is £12.00 and this includes pie, peas and a drink. With two free bets. Meeting at the venue for 7PM. Contact Nigel if you wish to join us.

**It is International Triumph and MG show at Stoneleigh in February Sunday 10th.**

**Then in march the NEC Practical classics show. 22-23rd March see details in the Courier.**

Later in their year as the weather warms up hoping to a day in a park with bring a picnic. If there is anything you fancy doing don't be shy and come and see us at our meeting and put your idea forward or You can organise it, it isn't as scary as you think. Looking forward to the new year of Triumphing. Cheers

*Nigel & Di.*

## OXFORD

Tom Tel. 07972 039532

Tom email: [impo64@yahoo.co.uk](mailto:impo64@yahoo.co.uk)

Oxford Area December meeting: it was another cold wet winter evening but the venue was warm and inviting. We almost had the place to ourselves too. We also had a good turnout with a maximum of eleven round the table, (twelve including the dog).

Top marks go to the members who drove in their TR7 (well, that puts me to shame). This was the car that had been burnt while in for repairs if you remember. Another member was intending to drive in his Dolomite Sprint but could not get it going, so well done for trying.

Another member has bought a Jaguar S type and arrived in style! (Oops, letting my love of Jaguars showing). Chr brought over 4Kg of magazines for us to enjoy.

We were joined for the first time by a TR4 owner. I hope he felt welcomed, he certainly had some interesting stories to tell. Tom and myself were duly re-elected as joint AO's for 2019. A happy new year to one and all from Oxford.

*T&N*

## PETERBOROUGH

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Hi Folks. What a good start to the New Year with the weather so far, with a solitary daffodil out in the garden and quite a few snowdrops too. Is this an indication of another early spring – as I type this with the window open and a thrush singing away in the beech tree (no doubt trying to attract a mate) – and onto another scorcher of a summer where we can get our cars out almost anytime we wish without having to wash and leather them down?

Sadly I had 5 apologies for the 1st meeting of the year – and that's before we had arrived. Probably a result of too much Turkey and Christmas pudding and couldn't fasten the seat belts up!! Everyone seemed a little lethargic at the club night and the tally of just 12 attendees probably summed up the January feeling.

But thanks for turning out and for those who apologised.

I did have a few lists of events local, national and international to hand out at the meeting and if you would like a copy then please give me a ring and I will e-mail it to you.

Could you be interested in taking 'ownership' of one of these events and also garner a few fellow Members to come along with you.

February's meeting is a talk all about Scalextric – the history and the values – from our guest speaker Doug Kendall. This promises to be a very interesting evening.

Doug is always interesting!

Ken Freeman has very kindly offered to open up AK Sportscars on Sunday morning of the 3rd of March. AK Sportscars is based in Peterborough and specialises in the design and manufacture of one of the finest Cobra kit recreations in the country. This is the chance to get close to view local hand built sports cars. Probably you could buy one and fulfil a dream! Then we will be toddling off for lunch at a suitable hostelry – the lunch destination will be revealed at the February meeting. Partners who do not wish to look at pieces of automotive art will be catered for with a trip to a local coffee house or similar under the directions of Tina. Further details will be available at the next club night and we will need numbers for meal reservations too.

A trip out to Downham Market and a special Breakfast at Arbuckles is scheduled for Sunday the 7th of April. You will need to keep the post Christmas diet going - to make room for this treat!

Ann Lawson suggested a competition which involves numbered 'feely' bags having parts of cars inside them - and the winner is the person who correctly identifies the most correct pieces by feel. You'll have to wait a few weeks for this to get the bags made (of thickish material to make things interesting!!) and a 'few' obscure items together for a good bit of fun.

## SCOTLAND CENTRAL



## TSSC AREA NEWS

But we're on the case and I'll be dibbing into the parts boxes. I have requested the Club's Courier Van and Gazebo for the TSSC stand at the Baston Car & Bike Show which almost certainly will be at Grimsthorpe Castle this year.

I have asked Chris Gunby to bring along a few of his unique Heralds as this will be the 60th Anniversary of the Herald and the 50th of the TR6. How many Heralds do you think we could amass? It is also the 60th Anniversary of the Mini, the Anglia and possibly more models – so should be an event charged with nostalgia.

There is some advice being given out by the government saying that those living in the UK who want to drive in the EU after 29th of March might need an international driving permit (IDP)! Just some more worry for you.

Our next Club night is on **Monday the 12th of February 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. 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! Thanks to those who brought prizes for the raffle.

Come and help us plan the year ahead – or even 2020. I know we had some apologies for the January meeting – but if you have ideas for events or entertainment for 2019 please forward them to us even if you can't attend meetings.

Don't forget to download your 2019 TSSC Calendar from the Club website. Sorry I was not aware of this to put in the January edition.

*Doug*

## SCOTLAND CENTRAL

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### Pic - Bo'Ness Award

Apologies – Well this is the easiest place to start January's area report, not for serving as an area Organiser for another year, but for missing the earlier than usual deadline for submitting the Area News for December due to the festive season. I

pray for forgives and I attempted to mitigate this by asking the club to email it to all area members. That is one of my 3 strikes used. I hear you say, Talking about strikes, remember that February's meeting will see us in the Hollywood Bowl diagonally across from our usual meeting place. We are looking at the same format as last year, Drinks, Snacks and cake to accompany our one game of bowling. Therefore, get into your garage and have a good workout on your car to build those arms up.

Graeme Aberdeen Crawford – Ian Walker held the record for the furthest travelled to the area meets, all the way from Dunoon by road and Ferry, however Graeme has set a new record by travelling from the granite city of Aberdeen and even having a sleepover just so he could attend our area meet and absorb and join in the west of Scotland banter. We look forward to seeing you at the Christmas night out Graeme.

Christmas Night Out – By the time you have read this we will have scoffed our way through our January Christmas dinner and sobered up from the many gallons of alcohol that was consumed in the Adnarmurchin in the city and several other watering establishments. If you have never attended our Christmas night out then mark it in your calendar for



January 2020.

Events Calendar – This year's events were agreed at the AGM and verified in January with a few amendments. Despite the events being agreed there is no reason if anyone knows of other events throughout the year for them to organise them. We are very aware that some months are pretty busy with activities and events, to be honest it can sometimes be an overload and have an impact on members family commitments. This is the reason we have a core of official club supported events. There are 2 methods where you can see and keep track of the meets and events, firstly you can download and print the events calendar that is pinned at the top of our area Facebook page. Secondly you can view the events online via the Google calendar that is also pinned at the top of the areas Facebook page. As an extension of using the Google calendar you can also add them to your own Google calendar by selecting the + sign at the bottom right hand corner of the calendar. This means that if any events are updated, added or removed it will automatically update your own Google calendar, this way you will be bang up to date and can view it on your mobile device and show off to your non-classic car friends everything they are missing out on by not joining our area. Keep your eyes peeled for the events that will be scheduled on the Facebooks Events tab, remember and get your name down as early as possible.

Drive it day - We have nothing agreed for this yet, suggestions were made about meeting up with the guys from the east and north, another suggestion was a drive to Portpatrick on the west coast, this is a 95-mile drive from Glasgow and is a nice spot, however the pot is open to suggestions at this time.

Winter works – We are well into the winter period and I am not sure about anyone else but I have not spent much time fettling in the garage this winter despite having many tasks needing done.

Alans gearbox – Alan must be an expert at dismantling and re-assembling GT6 interiors by now, another year and another gearbox out due to some suspicious activity when driving/changing gears. A new clutch kit is on order and I am sure Alan will be re-assembling this in a matriculas manner to avoid another interior strip out.

Peter's Servo – Peter Mackenzie's servo is recently acquired Dolly failed, despite the car being in mint condition we always need to remember some of these parts have stood the test of time but do eventually fail. Peter has sourced a replacement and I am sure he will have this fitted and operational by now.

Iain working on non-Triumph – Iain Macpherson is spending some serious time in his garage helping a fellow Triumph member with his car, albeit not a Triumph but a classic Mini. I'm sure the new telly in your garage will be an incentive for Iain to spend an extra hour or 2 in there to watch Corrie while welding away.

Gordon's Looking for a Dolly – Not owning a Triumph Gordon is keeping his eye open for a nice dolly, will it be a 1300, a Sprint or something in the middle. If successful this will give our area a hat trick of Dolly's.

Spitfire MK3's – Mark needed to replace the very large whine in is MK3, Jackie's suggestion of telling him to get out the car never solved the whining noise, despite attempting to source a replacement diff locally it was a different fit. Mark is now sourcing a freshly rebuilt one from a well know diff expert. Chick's MK3 has been suffering from a bit of power loss when put under load, I know he has been doing his homework and is looking at a state-of-the-art distributor.

Michael the Tank – I know I have put a few Christmas pounds on but not that many. Of one of my several tasks/upgrades is an nice Alloy fuel tank, why you ask? There are 2 main reasons for this, firstly it will have a built-in swirl pot, fuel pump and the tank will be baffled, this will let me remove my high- and low-pressure fuel pumps and swirl pot allowing me to reclaim some boot space/ Secondly the tank will hold an additional 5.8 gallons which will be handy for the Euro Tours.

Dave Fray Garage modifications – Now this was definitely worth a mention, Dave has been working on his garage back and forward but he will soon be feeling flushed as he has plans



## SCOTLAND CENTRAL . . . SCOTLAND NORTH EAST SOMERSET . . . NORTH STAFFS

### TSSC AREA NEWS

## Scotland Central Continues

to install a loo in it. This will mean he can avoid trekking behind the garden trees, oops I meant into the house to relieve himself. We are looking forward to the inauguration ceremony Dave.

That almost covers the news for this month with the exception of a special birthday that is approaching for Young Alan. We are blessed to have you as an area member Alan and everyone from TSSC Scotland would like to wish you all the best on your birthday.

As usual any items or suggestions for the Area Report then please let me know.  
All the best -

*Michael*

#### February Items:

**The Next club meet of 2019 will be at 7:30 on Thursday  
7th February at The Harvester, The Springfield Quay,  
Glasgow, G5 8NP**

**East Club Meet is at The Hawes Inn South Queensferry  
EH30 9TA on Monday 11th February at 8pm**

Please join in our social banter at:  
<https://www.facebook.com/groups/TSSCScotland/>

## SCOTLAND NORTH EAST

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[www.brmmbrmm.com/club/grampiantr/4.htm](http://www.brmmbrmm.com/club/grampiantr/4.htm)

Hi All. At the time of writing this I am on holiday in Perth WA so have been missing some of the North East winter weather. I have seen quite a few triumphs during our stay here, ideal weather for drop head motoring.

Our February meeting at the time of writing is planned for **Thursday 28th February and will be held at the Four Mile House, Kingswells.**

Our Triumph Events calendar for 2019 will be posted on the FB page and our web page in the very near future.

Have a look at the Grampian Triumphs Facebook page at <https://www.facebook.com/groups/GrampianTriumph/> and the TSSC Scotland page at <https://www.facebook.com/groups/TSSCScotland/>

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>

Roll on Spring, the fine weather is just around the corner. I will need to do some work on both my Triumphs to prepare them for this years classic season.

As advised last month Rye Livingstone of the Triumph Travelers Sports Car Club in Northern California 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](mailto:driveyourtriumphday@gmail.com) and he will post them on a website <https://driveyourtriumphday.shutterstock.com>

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

That's all for this month.

*Danny*

### IMPORTANT NOTE

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

## NEW VENUE! NEW VENUE!

### SOMERSET

Tel. 07850 273823

e-mail: [harry.vc.every@gmail.com](mailto:harry.vc.every@gmail.com)

#### Our new meeting place is

**The Apple Tree Inn, West Pennard, Glastonbury,  
BA6 8ND**

**We will also be changing the meeting day to every  
second Thursday at 8pm.**

Hi all. Firstly, I would like to thank everyone that attended the AGM on the 8th. For those who were unable to attend, when we arrived at the pub on the night, we found it to be closed! Since the time we had confirmed booking on the previous Friday, the management team had been replaced! Fortunately, the new management team opened the pub just for us and gave us some chips on the house.

I will be emailing out the minutes from the AGM in full once they are written up and will make them available on the area Facebook page.

There are a few important points to note from the AGM, number one being that I am pleased to announce Maggie Love has been elected joint AO for our area. eaware she is out of the country until early March

Secondly, it was decided by a majority of the members that attended the AGM that we will continue to hold our meetings at the **Apple Tree Inn in West Pennard** for the next 3 months. We will then be reviewing the situation.

Thirdly, due to various requests we will now be holding our meetings **every second Thursday of the month** instead of every second Tuesday. This makes our **next meet 14th February**. We will continue to meet at 8pm.

All the best,

*Harry & Maggie.*

### NORTH STAFFS Tel. 07939 603061

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Hope you are all over the festivities, our Christmas meal went off OK this year with our return to using the George & Dragon for the festive meal (our usual meeting place) without any hitches this time.

I hope you are all looking forward to selecting some of the many events that will be happening over the coming months that we can attend, also to the end of winter when we can get back on the road with our cars.

By the time you read this, I should have a comprehensive list of events that will be coming up over the season and you will have had a copy emailed to you or will be available on the TSSC website to download.

I have yet to decide how many shows we apply for a club stand as last year the numbers were really too small, so it will be up to the individual to book their own places at many events.

Again if you know of any venues that have classic cars included in any shows that might be of interest please get in touch. Andy has been splashing out the cash on his Spitfire, he has had repairs needed to the bodywork done plus a full body respray. New interior trim with door cards, seats rebuilt plus new seat covers and carpet, the car was pretty good to start with, it must now be at least A1 +.

Andy Parker who I have been in touch with recently has 1967 MK3 Spitfire that he is soon to start a full restoration on, so there will be some smart cars around in the future keeping the Triumph name alive, as it looks like BMW is not about to resurrect the name any time soon.

My new year resolution was, must make more progress on my cars this year and here come those flying pigs again! The problem is I keep getting messages about other cars on eBay and the likes, many of which I fancy and is far too distracting. I have a few domestic jobs to complete before returning to

## SUFFOLK SURREY . . . EAST SUSSEX . . . WEST SUSSEX

work on my car, the biggest job is finding the parts along with the nuts and bolts to refit them as its been too many years since they were removed.  
Cheers

*Dave*

**SUFFOLK** Tel. 01206 250360  
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What a bumper turnout for our first meeting of 2019, with 14 of us tucked in the warm at the Sorrel Horse, and 4 triumphs outside. That's more than we get for some summer meetings. One of the 14 was a new face, Damian who brought along his MK2 Convertible Vitesse. A lifelong Triumph enthusiast, who's always had one in the family and has also been a regular to the LeMans Classic. Great to see you.

Steve arrived with his son Glen and brought along one of his new Spax shocks with an uprated spring fitted. He was concerned that the spring wasn't held tightly enough in the shock as it was slightly shorter than the original. One option is to use one of the nylon spacers that go under the spring and are available from many suppliers, but it may be worth fitting the assembly to the car first and see how low it is first, so the right size can be selected.

Mike has stuck to some indoor restoration work and has been tidying of his Vitesse dashboard, giving it a clean and fitting a homemade intermittent wiper kit. It all work well when laid out on the table at home, so should be fine when fitting to the car.

Other Mike flicked through some photos of the Spitfire 1500 he's restoring. All the work is taking place outside and in the 11 months he's been working on the car, it's going really well. 25 panels were replaced in all and I was particularly impressed with his metal shrinking technique using a MIG welder for the section of his bonnet (£100 from eBay) that had been stretched by the sandblasters. The car has been painted in BRG and polished and is now waiting for some of the ancillaries and hood to be refitted.

As it's the start of the year, we've started to get local show information rolling in. Three worthy of mention are :

**Ipswich to Felixstowe Historic Vehicle Road Run - 5th May 2019**

**10th Classics on the Green, Friston, Saxmundham, - 11th July 2019 3pm - 9pm (yes a Thursday)**  
**Helmingham Festival of Classic & Sports Cars - 4th August 2019**

But the next event is the **Triumph Spares Day on Sunday 10th February 2019 at Stoneleigh Park**, ideal for catching up on those wallet emptying bargains.

Back to normal next month, with our **next meeting on the 5th February 2019**.

See you there.

*Russell*

**SURREY** Tel. 07900 657176

Hi all, Happy New Year, although by the time you see this we will hopefully have met up on our new date of last Wednesday. Well we had a jolly night out, Paul, Jeremy Martin and I at the large pub in Clapham just before Christmas, makes a pleasant change to have more than one pint! First Botley should have happened and it was advertised in Classic car Mag with photos to boot.

Done a wee bit of driving but more importantly have a nice new iphone protector with snazzy photo of the Vitesse and two pleasant looking females (mine) chuffed with that.

First job for the new year is a replacement hood for the Spitfire as the old one is a bit knacked, can compliment the other one. Need to discuss the Europe trip/s this year, Laon looks good. Anyway hope all well and lets start the year with a drive out somewhere, Cheers

*Cliff*



## TSSC AREA NEWS

**EAST SUSSEX** Tel. 01273 813691  
e-mail: [chris-gordon@live.co.uk](mailto:chris-gordon@live.co.uk)

Hi all Welcome to 2019 and a very happy new year to all.

For our first meet of the year a very reasonable turnout, so thanks for all who came along , makes my job more enjoyable, I must be doing something right as I have been re-elected for another year as your A.O.

Not a great deal of news this month, Geoff is getting ever closer to returning his Herald to the road, should be in the spring hopefully.

Clive has got his Spitfire stripped down, has found several splits in the chassis in the engine area, they seem to be stress fractures.

Several of us took part in a drive it day on new years day, we met at the Lamb Inn at Pitdown, we did approx. 40 miles around East Sussex roads and back lanes, returning to the Lamb for a very nice lunch, a very enjoyable day and company, a massive thanks to Richard and Kathryn for organising it.

Other news there has been a bit of a chat about **Stoneleigh on Feb 10th** and as usual several of us are going up for the weekend to sell and buy bits, always an enjoyable weekend with good company. Also some talk about Spa classic in May whose going and where they are staying etc. I am undecided yet.

Now for the biggest news , We have been talking for a couple of months about changing our meeting venue So I have decided our **next meeting will be on Wednesday 6th Feb at- THE LAMB INN, PILTDOWN, Nr UCKFIELD. EAST SUSSEX . TN22 3XL** , it looks and sounds very promising so hopefully see you there.

Cheers

*lan*

**Forthcoming events -  
Sunday 10th February Stoneleigh spares day**

**WEST SUSSEX** Tel. 01403 253034  
e-mail: [nigelayre@hotmail.co.uk](mailto:nigelayre@hotmail.co.uk)

Lovely evening was had for our Christmas get together at The George, full Christmas dinner with the trimmings. We had a healthy 14 in number, if everyone who comes throughout the year and partners we could get this number up to around 30, so let's go for that one next Christmas!

Obviously fairly quiet time of the year and most of our members cars are currently in hibernation including my own with one or two being worked on over the winter.

Current plans for this year will be to get out a little more as a group hopefully visiting neighbouring areas now that we have changed our monthly date to the 3rd Wednesday of each month which appears to be more popular now in its third month. Perhaps the odd Sunday morning run to meet up for breakfasts.

Our other claim to fame our "calendar girl" is fronting this years TSSC 2019 calendar.

Short and sweet this article is but looking forward to events this coming year both at home and abroad, for those in the West Sussex area please come and join us we are well known for being a friendly bunch and a good natter!

*Nigel*





## THAMES . . . NORTH WALES

### TSSC AREA NEWS

#### THAMES

Tel. 0777 362 3807

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

Welcome all. Hope your all keeping to your new years resolutions and spoiling your Triumphs. Julie & I would like to thank you all for your continued support for the past year. SOCIAL EVENINGS - 6th DECEMBER AT THE FAIRMILE INN, COBHAM.

There are no Triumph this evening and to keep me company I have the pleasure of George, Ed, and John. Work on our Triumphs has been, Ed's Vitesse is now sporting an Alternator after his dynamo died. John Vitesse has a Moto Lita steering wheel purchased from his visit to the Classic Motor Show.

We had a lovely evening chatting about cars and such nursing our drinks.

20th DECEMBER @ THE GEORGE INN, WRAYSBURY.

Two classic cars this evening John P Mk1 Vitesse & Tony H MGB GT. Also there to keep up moral was George, Eric, John L. Triumph news is, Tony's Stag has had a new Diff fitted. Eric Spitfire IV is now running after having problems with a (new) bad head gasket giving him no compression. John L. nearly has his GT6 on the road and hopes to start on their Mk IV Spitfire next. A lovely meeting with great company.

**Our next meetings are now: -**

**1st Thursday of the month at The Fairmile Inn  
Cobham.**

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

**If in doubt or more info please call me on 07773623807  
UPCOMING SHOWS**

**February**

**10th Triumph spares day Stoneleigh**

**14th Classic Car Show Excel London**

**17th winter classic breakfast Brooklands**

**March**

**22nd Practical Classic's Restoration show NEC**

*Mickey & Julie*

#### NORTH WALES

Tel. 01691 600215

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

email: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)

Hi, everybody. On Saturday 1st December our group of M.G. & Triumph enthusiasts met for our annual Christmas dinner at Chester Golf Club. We have a great location which overlooks the lights of Chester, and a well set-out dining area with a bar. Once again our pre-booked meals were served so pleasantly and efficiently, and the quality was top-notch. The lower area of the room is the dance floor, and the D.J. that had been booked played music of the right era and at the right volume, quietly in the background whilst everyone ate, then turned the music up for the dancing, but not too loud, enabling people to have a chat if they wanted to. M.G. Karen got everybody up on the dance floor at one point, don't know how she did it but she did! A great social evening rounding off at 12.00. This venue is so popular that it had to be booked straight away for December this year.

Tuesday 4th was our meeting night at The Trevor Arms. It was a good turn-out this month in spite of some people unable to attend due to prior commitments, i.e. Malcolm and Joan being busy with the Kingsley Players, and others could not come because of winter colds. Richard and Helena covered events, and Richard went over the shows and runs that our Chester & Wrexham group had attended over the past twelve months:- it had certainly been a busy year. Julia had prepared a very amusing quiz where we were presented with a glossary of German motoring terms (made up of course)

and had to try and translate them into English.

After the winners were announced we moved onto the business of the awards presentations for the year, a very pleasant and amusing way to round off the past season:- we have a new award, this being the Sleeping Beauty thought up by Julia. Both this and the Golden Spanner were done on a voting system this year, and M.G. Richard won the Sleeping Beauty because he always tends to fall asleep at shows, whilst Julia got the Golden Spanner because of the problems she had with her Stag in Spain, once again being brought home on a low-loader as her Spitfire was last year. After this Ilene collected money for the skittles night that is taking place this month. It had been decided that we would not have a buffet this year, and Pete had suggested at our last meeting that instead of handing out Xmas cards it might be an idea to have a collection for a local charity, so this was agreed by all. We raised £130 on the night, and another £100 will come out of the club funds, so Blood Bikers Wales, Wrexham Area, will be receiving £230 to help with their very valuable work. Another smashing evening with the usual chat and laughter.

A strange happening to our Stag:- electronic ignition was fitted before we bought the car, and the only part to fail has been the H.T. lead coil to distributor cap. Last October Roger fitted a new drive shaft seal, so asked Helena to take the car for a run down the valley road to make sure that it was o.k. She was coming out of Tregeirio when the Stag just cut out, but luckily on a part of the road that goes slightly downhill, which enabled the car to be coasted into a driveway and safely out of the way. However, the car would not re-start, so Roger was telephoned and came down in our Discovery. The Stag would start, but every time she was put into gear she cut out, so had to be towed back home:- on arrival she was running fine, not missing a beat at all, so a couple of days later taken for another run down the valley road (no problems) then was parked up in the shed. However, it did not stop there!

On 1st January on checking the classics the Stag was difficult to start, then o.k. and driven out of the gazebo to warm up, which she did, but then stopped for no apparent reason. Would not re-start, but had a good spark from the coil. The carb. dashpot and oil were all right, so what was the matter? Roger took the distributor cap and leads off, and the cap was full of condensation. As the car is kept under cover with some heat distribution throughout the bad months we cannot think how and why this happened (where did the water come from?) but the cap and leads were dried, re-fitted, and everything is now fine.

That is that for now. Please don't forget that our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. Come along and have a good natter and a laugh. Take extra care on these roads during the bad weather.

#### Forthcoming events:- February

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

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

**10th February:- M.G. & Triumph Spares Day, N.A.C.,  
Stoneleigh, Warks.**

**17th February:- Wheels of Wem, Horseshoes Inn,  
Tilstock.**

**26th February:- OFFAL.  
March**

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

**17th March:- Wheels of Wem, Horseshoes Inn,  
Tilstock.**

**22nd - 24th March:- Practical Classic Car &**

#### IMPORTANT NOTE

**E-mail news to: [courier@tssc.org.uk](mailto: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

### TSSC S. Wales Christmas Party 15th Dec 2018

The Christmas party was this year held at the Lighthouse St Brides for the first time with a roaring log fire and all the trimmings. Club members and old friends attended with the lure of fine Christmas dining and a few swift ones to keep us warm. Paul and Dotty had done a great job organising the party as well as spending a great deal of time getting the presents organised. The annual Christmas party is also the club prize giving night so AO Al got the proceedings rolling with the annual presentations of Club Trophies and a general appreciation to everyone in the club who had made the year so successful and memorable.

A round of espresso coffee was in order to keep everyone awake as he tends to go on a bit. Car of the year went to Gwyn's recently restored and rebuilt immaculate Dolomite 1300 and Club Champion went to Dotty for all the work she puts in raising funds and keeping us topped up with hot drinks on club runs.

Crazy George was awarded best restoration (again) for his beautiful Wedgewood Blue Herald 13/60 convertible; yes the one Bern and I did all the work on and George got the credit! Sarah the landlady of the Lighthouse brought matters to order by serving a spectacular Christmas Dinner with Turkey, Beef with a Frack of sprouts for the vegetarians with all the trimmings and Christmas Pudding with flaming 4 star and more sprouts to follow. Mike the Cake had to abandon his appearance as Santa as he couldn't squeeze himself into the Santa suit so made up for it by leading the Conga dance around the bar.

A great evening was had by all and all too soon we had to make our ways home with a memorable night in the bag and all looking forward to getting our cars out on the roads again for a Happy 2019. The cars were soon out on the 28th of December for Amber's birthday run and Bern has kindly provided the write up in my absence.



### AMBER'S BIRTHDAY RUN 28th DEC 2018

On a miserable overcast day it was great to see that a total of 15 members in 7 club cars turned out for the TSSC S. Wales last run of the year to celebrate Amber Rowland's 19th birthday (is it really the 16th Amber's run? Where does time go?).

After meeting at Nantgarw our procession of Triumph's filed north along the A470, the sun coming out as we entered the Brecon Beacons, with a stop off just past the Storey Arms for a chance to take photo's and to meet any members who lived closer to that point than Nantgarw. Gwyn then led us along the great Powys A & B roads to our next stop at Llangorse Lake which luckily had returned to its regular position. Tim was driving his modern car so that mum Babs could take part 11 days after a replacement hip operation (well done that young lady) leaving dad Gwyn to pilot his beautiful Spitfire. AO Al was still in N. Ireland after taking a wrong turn on his way home from our Christmas party so he was not able to supervise Mike the Cake and Aaron's efforts to detect signs of illegal Fracking in the fields surrounding the lake. Ant then brought out Amber's birthday cake and after the traditional candle lighting and singing The Cake was divided (should he have 3 pieces or 4).

All the Triumph's were on song all benefiting from all round year use, Eddie and Mo's 13/60 was looking immaculate, Maggie's Spitfire was still looking better than when it had left the factory in 1972, Thumper's Spitfire was looking excellent with the replacement windows in its soft top. Paul & Dotty's Vitesse sounded as smoooooooooooooth as any straight six I have

## TSSC AREA NEWS

heard, Rob's 13/60 convertible was running absolutely lovely with its new UJ and my TR4A well, it was just TR tastic! All the cars an absolute credit to their owners and all getting admiring looks and comments from all those we met at the various stops.

After the ducks had eaten all our Christmas leftovers and Mike and Aaron had built 1500 hedgehog houses we left for Brecon town (well some left while a few of us righted). I followed Gwyn as he turned right out of Llangorse while some turned left to take the short route. Gwyn led us along some great driving roads with hairpin bends, steep hills, sweeping bends and fast straights, Gwyn's Spitfire, My TR and Maggie's Spitfire taking them all in their stride and showing the modern cars how well our old cars can handle themselves.

When we arrived at Brecon we found that the Welsh NHS had taken over the car park and designated it a FREE PARKING car park, poundastic I heard someone say. We then strolled into the town but found that without our AO to organise things the pub where we normally have our food was full so we all went our separate ways to find somewhere to eat. I went with Maggie but as he had been previously

banned from eating anywhere in Brecon that used shiny cutlery we ended up in a well known Bakery, then took our pasties and coffee to the canal where we found a nice bench and watched the barges as we ate.

After saying our goodbyes to the others Maggie and I climbed into our cars and set off for home, Maggie led us through the Beacons and then along the fast parts of the A470, exiting at his turning to Penttyrch with a wave while I continued homeward along a private road to get my 3rd ton of the day (all on private roads, I had 2 on my way to Nantgarw) and as I watched the speedo needle creep past the 100mph mark I thought to myself, what a great day out with the TSSC S. Wales and what we had in numbers was surpassed by the quality of those who attended!"

Happy Birthday Amber & Happy New Year to all

Bern



## WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com

or Martin Berry: berry223@btinternet.com

Hi everyone, as you are reading this the festivities of Christmas and the New Year will be a faint memory and we are looking forward to the "Classic Car" season ahead.

At the time of writing, Martin will no doubt still be lazing on the particular sun-lounger adopted for the duration of the Christmas and New Year cruise he dragged Pauline along to (maybe I haven't got that quite right!), so it falls upon me to avail you of this month's latest from the Wessex Area.

We have not yet fixed upon an events calendar for 2019 however we already have some events "pencilled in". The Triumph calendar starts properly with the annual **Triumph Show and Spares Day at Stoneleigh** (Ok it's not quite called that anymore since they expanded it to include MG's, but who cares - at least they are still a Classic British Make). Anyway, it's a bit earlier this year - **Sunday 10th February**.

Then of course there is our area's annual **New Forest Run** (or, as we are calling it between ourselves, "Not The New Forest Run" due to having the "tweak" the format a bit this year). Due to the timing of Easter and the allied school holidays along with Bank Holidays, we have had to move it away from our normal 3rd weekend of April slot, in fact we have



## WESSEX WEST MIDLANDS . . . WORCESTER

**TSSC AREA NEWS**

**WORCESTER**

Tel. 07745 299457

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

### Wessex Continues

had to make it a lot later – **Sunday 12th May**. The Run will start as always from Ringwood car park and finish at the Bovington Tank Museum. We will soon begin the process of planning the route which will include part of the New Forest and the surrounding Dorset countryside - watch this space.

That's about it for now, so here's looking forward to 2019 and we hope to see as many of you as possible at our normal monthly meetings which are held on the **last Thursday of each month at the Tyrells Ford Hotel**.

*Trevor*

### WEST MIDLANDS

Tel. 07505 110922

Happy New Year everyone, lots going on in the West Midlands Group, we had a vote amongst TSSC members, and yes I am area organiser for at least one more year. The **MG/Triumph spares show is on 10th February 2019 at Stoneleigh** and is well attended by West Mids.

Members are involved with the **Restoration Show at the NEC on 22-24 March 2019**, where one Spitfire is going to have all trim refitted after a body and paint job (Adam & Luke) and an early 1200 saloon is going to benefit from a complete brake overhaul (Steve & Liz) best of luck bleeding the front drum brakes, I've got a few tricks to help with that!

Plans are coming together for a Drive it day, always well attended by West Mids members, a nice social event with plenty of expertise on board if you have a problem.

This year will finish at the Bicester Heritage centre between Banbury and Oxford. Thanks to Chris and Dave who will work out the route.

Unfortunately Sharmans Cross pub (third Wednesday meeting) were unable to accommodate us in December because of Christmas trade, but meetings are now back to normal. The Drakes Drum meeting continues to go from strength to strength with over 30 souls turned up on a dreary January evening, Wendy deserves the star prize for turning up in her lovely T360 herald.

Take care

*Chris*

Hi Folks. It's New Year so another resolution made to be broken - will I get 12 reports in for 2019? Highly unlikely but let's start as I mean to go on.

We managed to do a few bits and bobs over the last couple of months, of course there was the big show at the NEC which a few members managed to get to and add to their shiny bits and bobs collection.

The second major event was the TR Register quiz which was held in December and as it was cancelled last year due to snow, this year we were chomping at the bit to see if we could retain the title. Things didn't start too well when one team member put their back out on the day (bit extreme if you ask me, he could've just said he didn't want to go), another had a diary clash and we lost (well his loss really, that's all I'll say on the matter....) and a third got stuck over in Hereford when a job ran over. Fortunately one of the team brought three mates with him so we could at least field one team if not the two we had hoped to do. As before it was a brilliant quiz but this time we were the first of the losers, however the winning team did have 4 of shared members in the group so I may claim some of the victory for the area - not sure I'll get away with it tho!

The year got off to a good start when we were invited to put on a club display at the inaugural Footman James Coffee and Chrome meeting. We rustled up a respectable 8 Triumphs, 1 Capri and at the tail end an MG (it's mine so it's allowed!). The weather stayed dry and the sun did try and make an appearance but was thwarted at the last minute, but at least we didn't get wet! It was a pleasant way of spending a couple of hours and did blow the last of the Festive cobwebs away.

We do have some plans underway for this year, the **Christmas dinner is set for March 17th, April's Drive It Day** has a good weather run sorted, just checking for a dismal weather run (a cafe crawl comes to mind), the European trip is well underway in planning and we are hoping to squeeze in a weekend break at the end of June / beginning of July. The annual fish 'n' chip run will obviously make an appearance and hopefully a treasure hunt can be firmed up (I say this every year so maybe I ought to add this to the list of resolutions?).

If any of this takes your fancy or you just need to get out on the first Monday of the month, we don't have a limit on numbers so why not pop along to The Nightingale and see what it's all about.

TTFN

*Vicky*





# **30<sup>th</sup>** **Isle Of Wight** **Triumph Weekend**

## **May Bank Holiday 2019**

### **Friday May 3rd to Monday May 6th**

**Appuldurcombe Gardens Holiday Park, Wroxall**

**[www.appuldurcombegardens.co.uk](http://www.appuldurcombegardens.co.uk)**

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

**[tssciow@hotmail.com](mailto:tssciow@hotmail.com) or call**

**Elaine on 07842 249591 or Tracy on 07754 751672**

**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](http://www.triumphnewforestrun.co.uk) where you will find an entry form to download.

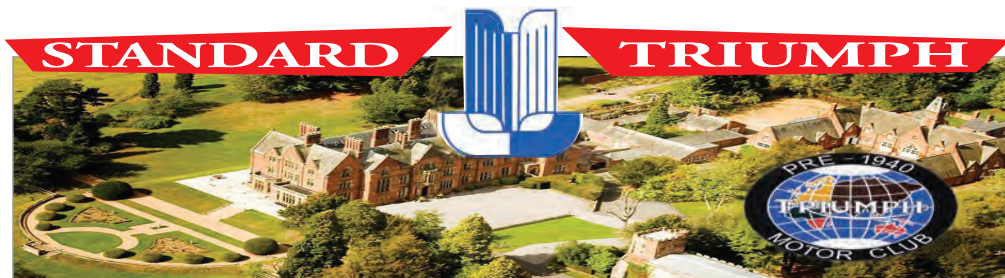
The closing date for entries is 22nd April 2019 or could be sooner, if oversubscribed. Entries received at this date are not guaranteed and will be at the discretion of the organisers.

We look forward to seeing you and your Triumph on the day.

**Contact Trevor on:**

# **01425 475376**

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



## PICNIC & HOG ROAST 2019

**Sun 19<sup>th</sup> 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**  
**Birmingham Road, Wroxall, Warwickshire. CV35 7NB**



## TSSC Cornwall Weekend Event

# 2019

**FRIDAY 28TH TO SUNDAY 30TH JUNE**

**PENTIRE COASTAL HOLIDAY PARK**

**KILKHAMPTON, BUDE**



Come and join us on a Triumphant Weekend in North Cornwall

Friday night- meet and mingle

Saturday- Car run though the Cornish lanes, lunch & a BBQ in the evening, bring own food, table etc followed by a quiz too.

Sunday- drive out for a roast dinner.

Standard electric pitch tent/caravan £21 per night

Caravans- hire for 2 nights- 6 berth £200, 8 berth £300

To book your pitch please phone Carol after 6pm on  
07979464643 or 01726 824 523





## 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,  
Colmworth Road, Little Staughton MK44 2BY

Friday – Welcome, Chat & Chill  
Saturday – Run Out, BBQ and Evening Quiz & Games  
Sunday – Raffle and Park 'n' Pose People's Choice Awards

Camping from £17 per night  
"All in" or "Just BBQ" food options available.

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

For all booking enquiries please email  
nigeljohnhawes@gmail.com

No classic? No worries. All welcome.



**SilverstoneClassic**  
26/27/28 JULY 2019 \*Provisional dates

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AT THE CLASSIC

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Our club's exclusive Car Club Display Package code is:  
**CCD0022019**



## Leicestershire and Rutland Area

You are cordially invited to the  
**34<sup>th</sup> SUNSHINE RALLY**  
2<sup>nd</sup> – 4<sup>th</sup> 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

# PRACTICAL CLASSICS MARCH ISSUE ON SALE NOW!

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Vitesse dream, world's rarest Minx & Porsche 914-6 P28

We celebrate 100 classics that you should buy in 2019. Plus, **Matt George** gets on with welding up a rusty Triumph 2500 saloon, **Gary Stretton** fits replacement door seals to his Peerless GT and **James Jefferson** blasts across the Netherlands in 'JLO' the Dolomite, as part of the annual PC 'Winter Warmers' challenge.



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TOYOTA CELICA MKVI

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