

# THE INTERNATIONAL MG & TRIUMPH SPARES DAY

SUNDAY 9TH FEBRUARY '20

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(4 MILES FROM JN.15, M40)  
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THE COURIER NUMBER 476 FEBRUARY 2020 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 476 FEBRUARY 2020



"ON A CLEAR DAY"



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



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THE February 2020

# COURIER

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**THIS ISSUE - 476**

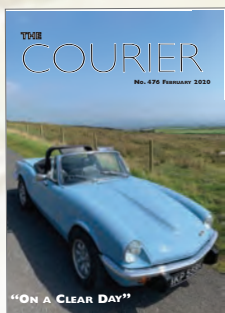
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Cover Shot



MR BLUE SKY  
GT6 CONVERTIBLE  
PICTURE BY GARY RUSSELL

## Courier Copy/Area news



Editor. Bernard Robinson

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

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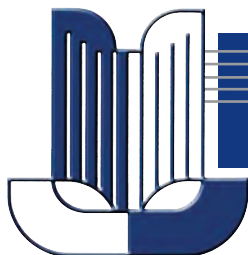
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## THE GET OUT

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## COUNCIL OF MANAGEMENT

**2020 meetings:**

**29th March**

**19th April - AGM**

**14th June, 20th Sept, 29th Nov**

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, 20 Audit Hall Road,  
Empingham, Rutland. LE15 8PH.  
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



# Welcome to February's Courier

Hope any winter work, updating, restoration is going well the events calendar is building and there will be plenty of opportunity for a wide variety of activities, meets and road trips to enjoy as the milder months come along.

In the mean time, we have the **MG and Triumph Spares Day** this month **February 9th at Stoneleigh Warwickshire**. This is the first show of the year and the Club will be there with a stunning display of Triumphs and a stand so please take advantage of the 5% discount on pre-orders that are collected on the day... making great savings on postage too. Do come along and see us on the stand we love to meet up with you as often as we can. This show is always a great day out and if you can pick up those last few bits to finish off a project then it is even more enjoyable.



**Sunday 19th April is the TSSC AGM**, to be held at our very own Head Quarters in Lubenham. All members are both invited and very welcome to join the meeting. If anybody wishes to be nominated for election or would like to know more about this, please contact our Chairman Chris Gunby to see what is involved. We try to make our AGM welcoming and informative, looking back at the year that has gone as well as the plans for the future. We hope to see you on the day.

As we prepare our Triumphs for the road and a long hot summer (!) your thoughts may be about insurance and agreed valuations, over the last few years we have trained more of our AO's and Club officials to be able to provide this service in person on a local level at meetings.

All our four insurance partners endorse these valuations, call HQ to find out your nearest official that can do this for you, or send your form and photos into the Club for a postal assessment. This is well worth ensuring your investment is adequately covered.

I look forward to meeting more members next year out and about at events, until then I will see you on any of the TSSC Social Media platforms ..... Facebook, Instagram or Twitter, don't forget to give us a tweet, follow or like.

.... **Do More with Your Triumph!**



**BY JANE ROWLEY**

**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 2020

SUN 3 MAY 2020

**NEW FOREST ALL TRIUMPH RUN**

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SUN 3 MAY 2020

**NOTE! CHANGE OF DATE!!**

**SOUTH OF ENGLAND MEET**

LEATHERHEAD LEISURE CENTRE

CONTACT MICKEY. 0777 362 3807

FRI/SAT/SUN/MON 8/9/10/11 MAY 2020

**ISLE OF WIGHT CAMPING WEEKEND**

APPULDURCOMBE CAMPSITE

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ELAINE. 07842. 249591

### June 2020

FRI/SAT/SUN 13/14/15 JUNE 2020

**YORKSHIRE DALES RUN**

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CONTACT CANDI. 07810 461252

THURS/FRI/SAT/SUN 18/19/20/21 JUNE 2020

**DERWENT VALLEY'S PEAK RUN**

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### July 2020

FRI/SAT/SUN 3/4/5 JULY 2020

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[HTTPS://WWW.TSSC.ORG.UK/TSSC/ABOUT.ASP](https://www.tssc.org.uk/tssc/about.asp)

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FRI/SAT/SUN 17/18/19 JULY 2020

**NORTHANTS CAMPING WEEKEND**

HAWAIIAN THEME. TOP END FARM MK44 2BV

CONTACT: [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

### August 2020

FRI SAT SUN 14 15 16 AUGUST 2019

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

## CLASSIC CAR SHOWS (CLUB INVITED)

### February 2020

SUN 9 FEBRUARY

**INTERNATIONAL MG & TRIUMPH  
SPARES DAY**

**NAC STONELEIGH**

**TICKETS**

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

### March 2020

FRI/SAT/SUN 27/28/29 MARCH

**PRACTICAL CLASSICS**

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**TICKET CODE RSCC1615**

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

### April 2020

SUN 26 APRIL

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### May/June 2020

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

### July 2020

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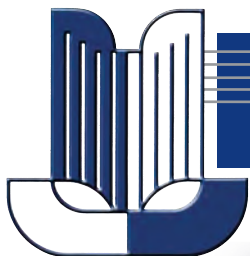
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# NEWS REVIEW

## Monthly News of a Triumph Nature



### ABINGDON MG

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Originally conceived in the late 1980s, Abingdon MG Parts Ltd is a well-established and recognised supplier of parts and accessories for MG, Triumph and MX-5 cars, proudly offering next day and international delivery, a dedicated after sales department and onsite engineering and manufacturing.

Abingdon MG Parts Ltd supply parts for the following models - Triumph 2000, 2500, TR2-7, Spitfire, Herald, GT6, Dolomite, Stag & Vitesse and your discount is available on our full collection of parts for these classic cars!

To find out more about the extensive range of parts available please call our sales advisor, Simon Carr on 0121 543 1615 today.



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## Vitesse Wipers

**Hello everybody, February is now with us, the days are starting to draw out and Spring should be just around the corner.**

Let's hope we don't get all the rain we had last year which resulted in me receiving a number of questions concerning the wipers. No problem with the wiper questions but we all could do without the rain. I am glad to say I didn't have any emails concerning leaks as they can be far more difficult to solve. I few drips from a leak can be coped with when driving but there is nothing worse than the wipers packing up or staggering across the windscreen in heavy rain.

I thought this month I would follow up on a few points that can cause confusion when you are looking for parts for the wiper system. It's best if I start with a bit of history concerning the wipers. Back in the 1950/60s there were vacuum powered or electrical powered wipers. The problem with the vacuum type is the more you open up the throttle the slower the wipers sweep the windscreen. You put the boot down to overtake and no wipers, not good. So, I am glad Standard Triumph didn't go down the vacuum route as there not much in it as far as I can see. Moving on to the parts used along with BMC, Rootes and Rover, Standard Triumph fitted



**Pic.1.**

Lucas electrical components, [Picture 1](#). Can I hear in the background mutterings of prince of darkness. Well apart from some of the later components (not used in the Herald or Vitesse) if maintained correctly there were not major problems with the reliability of the Lucas system. But everything has a finite life and over the last 50 years or so some maintenance would have been required.

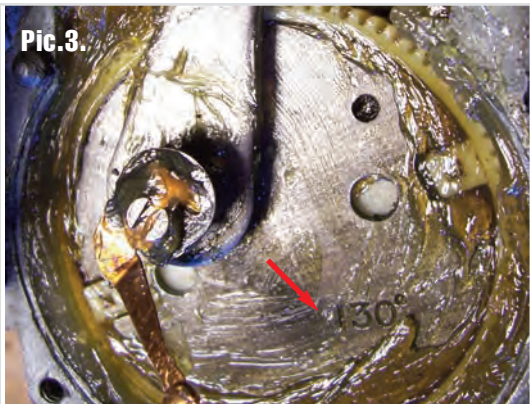
When considering the Vitesse wipers the first thing to take on board is that they were designed in the 1950's and aren't quite as effective as the present day systems. But, having said that the driver should still be able to see through the windscreen and originally they weren't quite as bad as the results we get now from some of the modern replacement blades. The problem is the material now used in some of these blades is not as suitable as the original compound. I am afraid when you buy replacement wiper blades it's trial and error as some contain a high nylon content which doesn't appear to help as they are too stiff and won't follow the contours of the windscreen. They perform in very much the same way as blades that have aged, as they tend to judder and smear across the windscreen. So, if the blades won't flex then don't buy them as stiff nylon blades just don't work.

Blades aside the good news is the type of Lucas wiper motor,



**Pic.2.**

DR3A, fitted to the Herald and Vitesse was used in most of the classic cars of that period so spare parts shouldn't be a problem, [Picture 2](#). However, from car model to model there is likely to be a difference in the windscreen size and hence the wiper sweep area so, be careful using a non-Herald/Vitesse wiper motor. To match the wipe area to car windscreen the shaft and gear assembly (large cog) is tailored to give

**Pic.3.**

the correct sweep. The cog is marked with the sweep in degrees [Picture 3](#). Using a non-Herald/Vitesse wiper motor could result in the wrong sweep. You would think as we are just dealing with the Herald/Vitesse things would be simple. But, this is where it could become a bit more complicated, so I need to elaborate.

Up to late 1969 the sweep remained the same at 130 degrees. After this date the sweep changed to 160 degrees. Now the windscreen didn't alter so why the change. What did change was the wiper wheel-boxes which then required a wider spacing of the wipers. The change took place in order to use a common wiper wheelbox in a number of Triumph models

which I guess must have been done to save costs. The wheelbox is the thing the wiper

**Pic.4.**

arm attaches to, [Picture 4](#), I can hear you all saying how can I tell what is the correct sweep for my Vitesse. This is the easy bit as you just need to look at the wiper spacing and that it only affects the later Mk2 model.

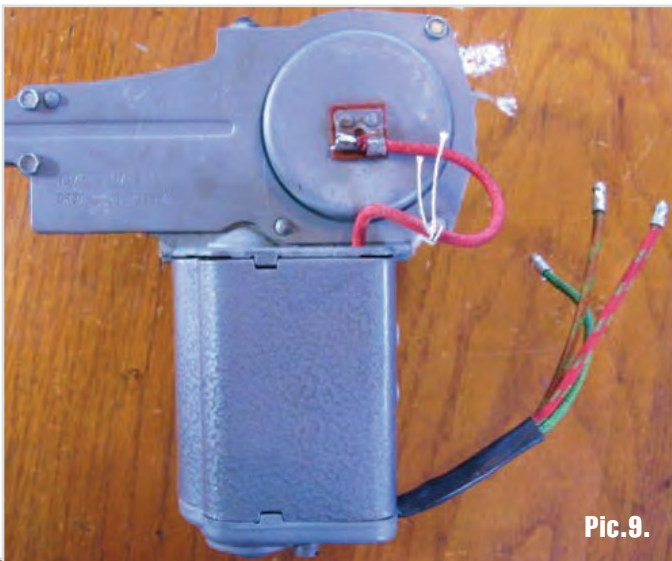
**Pic.5.**

The close spacing, [Picture 5](#), will require a 130 degrees sweep. Whereas a wide spacing,

**Pic.6.**

[Picture 6](#), will require a 160 degrees sweep. The Stanpart numbers for the wiper motors

are 510987 for 130 degrees and 216047 for 160 degrees. Though the sweep has to be right for your model of car if you do find a good single speed DR3A wiper motor in an autojumble at the right price which doesn't match the sweep on your Vitesse there is no reason why you can't change over the large cog from your existing motor to obtain the correct sweep. If you do open up the cover over the big cog don't forget to mark its exact position so you can return it to the same spot, [Pictures 7 and 8](#). This cover forms part of the self-can-



**Pic.9.**



**Pic.7.**

celling switch which return the wipers to the correct position at the base of the windscreen when they are switched off. If you move it the wipers may stop further up the windscreen.

Both the Herald and Vitesse were fitted with single speed wipers throughout their production. A two-speed version of the Lucas DR3 wiper motor, [Picture 9](#), was fitted to the late Triumph TR4a, TR5 and some GT6. These wiper



**Pic.9.**

motors have become very expensive (the TR5 effect) and would require the correct large cog (and maybe an overdrive) fitted to match the Vitesse sweep. However, the benefits of fitting one are doubtful as there is either a slow speed or a normal speed. An intermittent wipe modification to the single speed would be more useful, which is something I may look into later.

That's my stuff for now, roll on Spring. See you all next month.

*Safe Driving and Keep them Running on all Six*

*Dave*





## ABINGDON MG

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Mk1/2/3

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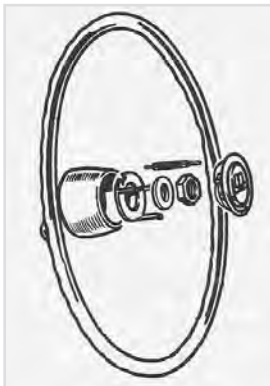
ANDY COOK [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

# Wheely Good!

This month's ramblings are about GT6 Steering Wheels, as well as the changes through the models it also covers options and after-market variants.

## Factory Set up MK1

The Mk1 GT6 came with a really great looking steering wheel in the Les Leston design made by Formula Steering Wheels who also sold aftermarket steering wheels for many Sports Cars of the era. The wheel was of a dished style and 15 inch diameter. Formula also provided a similar



**Steering Wheel components Mk1 and 2**

Steering Wheel to Triumph for the MK1 2.5pi Saloon. These Steering wheels are really difficult to replace as they are not available new and hard to come by second-hand. They are very



**GT6 MK1 Les Leston by Formula**

sought after and good ones command a really high price when they do occasionally come up for sale. Also the centre shroud is prone to break as the plastic gets brittle with age and it's rare to find one complete with the boss, horn push and the centre shroud.



**GT6 MK1 Wood Rim Triumph option steering wheel**

A factory option for the GT6 was a wood rim version of the same steering wheel, again really rare to find a good example and commands a high price second-hand.

## Factory Set up Mk2 & 3



**Early Mk2 Steering wheel**



Early MK2 GT6s dropped the Les Leston Formula Wheel fitted to the MK1 and went for a wheel with plastic spokes similar to a TR5. In my opinion this wheel lacks the class of the one fitted to MK1s.



### **Steering Wheel components late MK2 and MK3**

At Commission number KC75031 the Steering Wheel on the Mk2 was changed to a nicer looking wheel with matt aluminium spokes, this type of Steering wheel continued into the MK3.



### **Late Mk2 and MK3 Steering Wheel**

#### **Aftermarket Steering Wheels**

With the Steering wheel being right in front of the driver and also where the driver gets a real control and feel of the car, the steering wheel is often changed by the owner for one of personal choice. In fact I see it as one of the most popular personalisation accessories fitted to our cars. The original Steering Wheels fitted to GT6s are fairly large 15 inch wheels and many owners like the sporty look of a smaller Steering wheel, although this does make the Steering heavier at low speed. Most popular sizes are 13 inch and above

which is a good compromise, however I have seen a GT6 with a 10 inch variant fitted which must have been a real struggle to manoeuvre for parking! Another variance as well as size is the amount of dish in the steering wheel with aftermarket ones coming in flat, semi dished or fully dished varieties.

There are many variations of aftermarket Steering Wheels. The most popular probably being those made by Mountney and Motolita.

The Motolita Wheels are definitely very classy but are also more expensive than the Mountney ones. The leather rimmed Motolita Steering Wheels were actually fitted as an option by Triumph on some of the later 1500 Spitfires.



### **Motolita Leather rimmed Steering Wheel.**

The Wood Rimmed Motolita Steering Wheels feature a very classy riveted laminated build with



### **Motolita Wood rimmed Steering wheel, flat spoked version.**

a complete Aluminium alloy plate in the shape of the wheel outer and spokes sandwiched be-

tween two layers of laminated wood with a riveted construction.

The TSSC shop sell a number of different Steering Wheels in different styles and sizes with budget vinyl, leather and wood rims. Here are some of the styles sold.



**TSSC Budget Wheel**

This is sold with either vinyl or leather rims with black or polished spokes and are 13 inch diameter. These are styled to look like the classic Mountney wheel. I have one of these fitted to my other Triumph (Dolomite), made by a company called Springalex, in my opinion it's equal in quality to the Mountney version and much cheaper.



**TSSC Wood Rim with Chrome slotted Spokes**

**Sports Wood Rim with Chrome Spokes with Holes**



These are 14 inch diameter with a chunky wood rim, note these require a smaller boss than the classic Mountney or Motolita wheels.

### **My Steering Wheels**

I've had 4 different Steering Wheels fitted to my GT6 in the 32 years I've owned the car.

When I purchased the car it had the standard factory MK3 Steering wheel fitted.



**My GT6 in 1988 with the original factory Steering Wheel.**

Shortly after buying my car I swapped the wheel with my previous Spitfire which had been written off. This wheel was a 13 inch semi dished Astrali XA4 Steering Wheel.

Very 80s styled but then I had owned the Spitfire that it came from since 1984!



**Astrali Steering Wheel fitted to my GT6 in the late 80s.**

I soon got fed up with the 80s style of the Astrali wheel and bought a Wood Rimmed Mountney Wheel, 13 inch semi dished again and with matt black spokes.



**Mountney Wood Rim, black spoked wheel fitted to my GT6 in the late 80s**



A few years later the wood rim started to split so I replaced the black spoked Mountney, this time with a polished spoke dished version. Mainly because I couldn't find a replacement one with black spokes.

**Mountney  
Wood  
Rimmed, polished spoke  
wheel fitted  
to my GT6  
from the mid  
90s until a  
couple of  
years ago.**



A couple of years ago the second Mountney wheel again started to split around one of the spokes. I therefore decided to move away from the Mountney brand. I fancied a Motolita Wheel but wasn't happy with the price being approaching £200 for a wood rimmed version. However, I was pleasantly surprised to find a replica ver-



**Replica of a Motolita wheel currently  
fitted to my GT6**

sion identical to the Motolita for £75 at the Stoneleigh restoration show. Again I opted for a 13 inch diameter semi dished design. The Motolita Wheels have the same diameter boss as the Mountney but have 9 rather than 6 fixing screws so I drilled extra holes into my existing boss to save spending out on a new boss.

### **Bosses**

Aftermarket Steering Wheels require an adaptor/mounting boss to be fitted with the right diameter/spline arrangement to suit the make and model of the car. The small cylinder Triumphs

and later TR4 - 6 all have the same spline arrangement so a boss suitable for Herald, Spitfire and Vitesse will also suit a GT6, however those made for a Triumph Saloon, Dolomite or TR2/3 and TR7 will not fit.

There are at least 3 types of boss available.



**Classic 9 hole fixing (eg Motolita)**



**Classic 6 hole fixing (eg Mountney,  
TSSC Budget)**



**Small 6 hole fixing  
(eg Momo, TSSC Sports)**

The Classic 9 hole and 6 hole are the same diameter and there are now some universal bosses on the market that cater for both 6 and 9 hole wheels, the TSSC sell these. Also if you already have a 6 hole or 9 hole boss and change for a classic wheel with a different number of fixing



### Classic Universal for 6 or 9 hole fixing (sold by the TSSC)

holes you can always just drill extra holes (which is what I did!)

Most bosses come with a horn push. Note that the horn push for Motolita or Mountney type wheels are interchangeable.

I did find that I had to modify the horn push brush (often known as "pencil") on the GT6 by soldering a wire on the end to connect to the horn push.



### Modification to Horn push brush

### From the Archives

This month see's the annual MG and Triumph Spares day at Stoneleigh in Warwickshire. I've dug out a couple of old photos from a TSSC



**Magenta GT6 MK3 at Stoneleigh in 82.**  
**This car is still around today, owned by**  
**TSSC Dorset South AO, Robin Nichols**

meet at Stoneleigh, rather than the spares day, held in August 1982. These pictures are from Leon Guyot's collection.



**A wet GT6 MK2 at Stoneleigh in 82.**



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**SPITFIRE ENGINE BAY VALANCES ALSO AVAILABLE**



# Spitfire Mk 1/2/3

SUZIE SINGLETON [spitfires@cadley.org](mailto:spitfires@cadley.org)

## Return to the 70S! Part 2

So, now for the second part, and follow up, to last month's article as, 40 years on, Michael and Alice Baggs recreated the European tour they did in 1979 in their Mk3 Spitfire.

"Fast forward 32 years and we decided to purchase a classic car, the obvious choice was a MK3 Spitfire as this held the most memories for us. We were lucky to find a completely original 2 owner car ARP 551J having only covered 38,000 miles. At the time £4,000 seemed a lot considering we only paid £150 for RPA 7E! But this seems a shrewd buy now at today's prices.

ARP 551J was in excellent condition, never have been welded or re-painted and mechanically very sound. The only couple of updates we made were a high performance aluminium radiator and contactless electronic ignition.

After about 6 years of ownership and enjoying the car we had the idea to re-create our 1979 Road Trip and the perfect time would be the summer of 2019 – exactly 40 years on. So plans were put in place to take ARP 551J around Europe.

We dug out our old photos and slides from the '79 trip and managed to recall the route we took.

Apart from a general service and a new hood (the original had finally given up), the only



mechanical work was a re-build of the carburetors; where it was found that the wrong needles had been installed from the factory. On replacement with the correct needles this actually cured a slight flat spot at high RPM.

On Thursday 22nd August 2019 we set off towards Dover staying overnight and catching the early morning ferry.

Unlike in 1979 we took a comprehensive supply of spares, enough almost to build another car.

The Channel Tunnel was not an option as this obviously did not exist in 1979!

Although we camped in 1979 it was made very clear that this would not be case in 2019. So we pre-booked hotels at all the stops we made on the original trip.

Following the same route from '79 would mean avoiding motorways as back then we couldn't afford the tolls. In today's terms it's still a very enjoyable way to drive, being away from the hustle and bustle of motorway driving, which for most motorists is getting as quickly as possible to the end destination rather than actually enjoying the journey.

Typically we were driving at 50-60mph through glorious countryside and picturesque towns and villages, with little or no other road traffic and stopping when the mood took us. On the driving days we averaged approx. 200 miles; with 2 drivers this was no problem.

ARP 551J performed impeccably and did not miss a beat. We took in 6 countries in 17 days with 12 driving days. We had none





**Lake Geneva**

gathering around whenever we stopped.

The main difference between the trip this year and that of 40 years ago was that in 1979 RPA 7E was just the car we owned at the time whereas this year ARP 551J was the star of the holiday. In fact out of the several hundred photos we took in '79 there were only 2 with the car in it. We had great fun re-creating some of the



**Grindelwald**



**Interlaken**

photos from the '79 holiday to create a Then and Now photo album.

Having now discovered the joys of long distance touring in a classic car we are now planning our next road trip in ARP 551J. In 2021 we are going to drive south to the Balkans; taking the ferry across the Adriatic

of the overheating or brake problems encountered 40 years ago. Apart from checking the oil and water regularly nothing else was required. She used about half a pint of oil in the 2,800 miles and we achieved around 45mpg.

The car drew lots of attention wherever we went, from people waving and tooting to us from their cars to small crowds



**The Alps**



**Simlon Pass**

You may remember that in my February and May 2019 Early Spitfire pages Albert was



**Dolomites**

telling the story of the rebuild of his Mk3 Spitfire UAA. Unfortunately I never did get any more episodes from him but he had left some photos with me, which have now been returned to his family,



**Calais**

and they included the two pictures shown here: some of the many parts into which the car had been disassembled,

*and then making our way back north through Italy and France along the Mediterranean coast."*

I've already requested photos and a write-up of Michael and Alice's Balkan trip so look out for it in these pages in a couple of years' time!

## Albert Bishop

As you will have seen in last month's Courier the TSSC, the West Country and his family lost a larger than life character, **Albert Bishop**, in December 2019.







showing the condition they were in when he got the car, and a later one with the body shell due to go back on to the lovingly prepared rolling chassis.

Looking for some other pictures of him and his car I did find these – a couple from the trip to Brittany with Gloucester Area in September 2018 – driving back onto the camping field returning from an excursion, and making a new friend at the campsite.

And the one above, very much Albert, at the Cotswolds Airport Revival Festival later that very same month.

I think Albert had a good send-off, Guy & I went to the funeral at Pilning, near Bristol, in his Bond 2+2, together with a good turnout of other TSSC members and their cars, to bid him a final fond farewell.

**Albert Bishop**

**2nd March 1952 to  
8th December 2019**

*Suzie*



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Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
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## GT6

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Clutch kit .....	£80.00
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## TRIUMPH 2000/2.5 PI/2500

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Bonnet seal 613894 .....	£12.50
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Gearbox (exchange) .....	£450.00
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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) .....	£39.50
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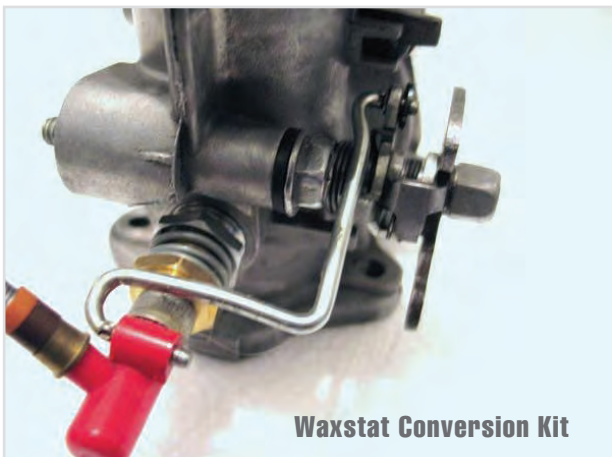
## More on Tuning

I received the following replies to my plea for help in last months Courier regarding improving the horse power and torque from my 1500.

Hi Steve,

In your article on tuning your Spitfire engine you have asked for any ideas why the power was not as expected when the car was put on a rolling road.

I have been tuning Triumph engines since the late 70's and can maybe give a bit of an insight, the first thing to ask is does the car have Waxstat jets fitted, if so you will never get the car running as good as it could so these need to be changed to Non Waxstat, the next is do the carb butterflies have the spring loaded valves, if so change these to plain/solid butterflies or remove the valves and blank them off.

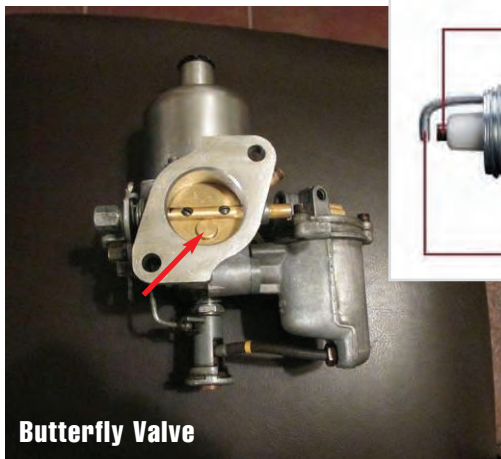


**Waxstat Conversion Kit**

Colour tunes will only ever give a very rough idea of the mixture, so after adjusting the points and setting the ignition timing use the colour tune or set the jets 1 ½ - 1 ¾ turns below the bridge.

Next is the carb balancing, using a DIY Gunson or similar device will give you a decent result, but I have checked out a few cars that have been set up with one of these and the best result was a 10% difference when I have put my Crypton balancer on the carbs to check them.

Use copper cored spark plugs which give a better "burn" then



**Butterfly Valve**



take the car for a 20 mile drive, stop and check number 3 & 4 spark plugs and if required alter the jets equally and repeat this until you obtain a nice light brown colour on the plugs.

When this has been achieved take the car to the rolling road and after the results of one "run"



## " Colour tunes will only ever give a very rough idea of the mixture, "

*slightly advance the ignition timing, have another "run" and if the result is better slightly increase the advance and repeat this until the optimum results is achieved. If the result is less, then you need to retard the timing, again until the optimum result is achieved.*

*Every engine is slightly different due to wear in different components/slight leaks in carb spindles etc etc so you will find that no engine will run to its best at the original factory settings especially as the Triumph engines were manufactured to run on 4 star petrol and not the current mix of unleaded with ethanol.*

*I hope this helps.*

*Cheers*

**Bern**

Hi Steve.

Just read your article "The colour blue", it is something I have done many times in the past. And thought I might make some, hopefully helpful, comments. When setting the throttle balance using the two throttle stop screws A (balanc-

ing link slackened) ensure that the balancing link is tightened so as to pick up the individual throttles at exactly the same time, just tightening the link in its relaxed state does not always do this.

When using the colourtune plug I have found it to be better to do it at slightly elevated rpm, approx. 1500 should do, so as to minimise errors from air leaking past any wear in the throttle spindle. I also check that a slight blip on the throttle gives a momentary yellow before returning to blue. If you compare this response from the two carbs it gives a more accurate confirmation of balance (make sure both dash pots have the correct level of the correct oil first).

The other timing to check is the distributor advance. If you have an accurate rev counter and a good timing light you can do it by monitoring the advance at increasing rpm (vacuum advance disconnected). If this is wrong it will severely affect performance. The Triumph manual gives details of what the advance should be, I have the figures for some of the earlier Triumphs, but not for the later 1500 Spitfire.

You have made no reference to valve clearances and timing. Obviously, the clearances must be correct to ensure valve overlap is optimal but what about the timing chain, this will wear and stretch in time upsetting the valve timing.

**Timing Light**



**Crank Timing Marks**

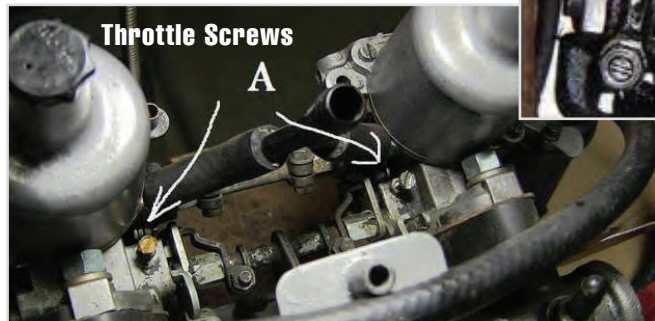


**Balance point**



**Throttle Screws**

**A**



On these engines it is very easy to check the chain without actually accessing it, so proceed as follows:

a) Remove the plugs to make the engine easier to turn. And remove the rocker cover.

Valve fully open	Check and adjust
Valve 8	Valve 1 (Ex)
Valve 6	Valve 3 (In)
Valve 4	Valve 5 (Ex)
Valve 7	Valve 2 (In)
Valve 1	Valve 8 (Ex)
Valve 3	Valve 6 (In)
Valve 5	Valve 4 (Ex)
Valve 2	Valve 7 (In)

be on TDC, if not there is a timing problem. From memory I think Triumph specified 2 degrees as the maximum error.

e) Reset the valve clearances to 0.010".

Note, if you turn the engine too far, back it off enough to need to turn it forwards to the correct position.

**Viv Arthur**

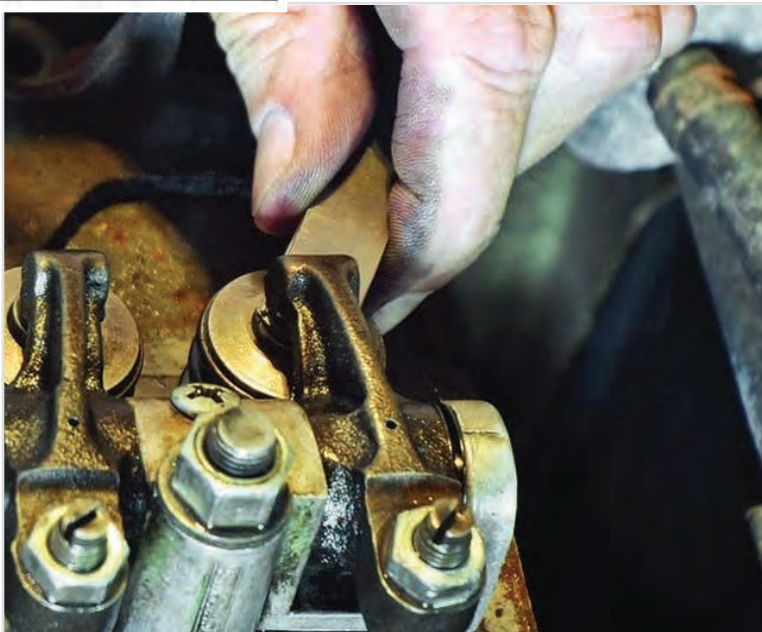
Many thanks to both for the advice. I'll revisit the above as soon as the gearbox and over-drive have been swapped-out in the next few weeks. Cheers,

*Steve*

b) With valve 8 fully open set the clearance on valve 1 to 0.040". Then with 7 fully open set 2 to 0.040"

c) Now turn the engine over until No. 1 valve is nearly closed, then turn very slowly until it is fully closed and its clearance is the same as No. 2 valve which is beginning to open. When the clearance for both valves is the same the cam shaft is in the correct position for TDC.

d) Check the timing marks on the crankshaft, it should



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# INTERNATIONAL LIAISON

## TSOA Victoria 60th

**Saturday 18th April 2020**

**SATURDAY:** Organised drive from Melbourne to Ballarat

**SUNDAY:** Organised drive from Ballarat to Melbourne  
after breakfast

The celebration function will be held on Saturday evening with  
a Gala Dinner at

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613 Main Road, Ballarat**



The following message received from Roger Jeary, President of the **Triumph Sports Owners Association - Victoria (Australia)**.

Please let all your members know that if they are in Victoria this April, TSOA Vic is celebrating its 60th Year with a dinner

dance at the Mercure Hotel in Ballarat on the 18th April, all details are on our website and all Triumph friends are invited - <https://www.tsoavic.com.au/>

The Triumph Sports Owners Association was the factory sponsored Club started in 1955 which spread around the

globe. Sadly most have now declined and vanished, but a few are still alive and well.

As such, these branches are now the oldest Triumph clubs in the World.

Message sent to:

**Dave Beardsley**

**Ex Int Liaison Officer**



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# Herald

948/1200/1250

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

## The Big bad bush....

**This is a topic that I've been asked about for years, and heard many different theories and techniques, some seemingly simple, others downright impossible.**

### **Steering column bushes.**

Remember the old VW advert where the annoying squeak from the car turns out to be the girl's ear-rings? Well, I don't wear ear-rings and the annoying squeak in an otherwise silent car, especially the 948 Coupé I used to have, was definitely the steering column bush, and usually at low speeds. A squeak is the least of bother, but some columns actively move about, ruining a lot of the driving experience and the bushes were never meant to perform for over sixty years, which is probably the length of time for which many of them have been fitted. I wonder if the worker on the assembly line ever reckoned the bushes would outlast him?

The steering column itself is really only a support tube for the shaft, a bit of cosmetic trim, attached with a clamped bracket at the lower dashboard edge and another to the bulkhead itself. Inside the tube, to insulate metal from metal, are two bushes. You can see them quite easily; there are two rubber buttons per bush that sit proud of holes in the support tube ([pic1](#)). The buttons mean that the

steering column rotates inside the bushes, and not the bushes inside the outer tube. They also mean that the bushes are a pig to remove. I've known members to simply push replacement bushes down inside the tube leaving the old one in place, or more usually up inside the tube as the lower one is easier to get at. One thing is certain - it cannot be done with the steering column attached, so remove your steering wheel, detach the wiring for the indicator and headlamp stalks, undo the tube



**Pic 1.**

**" the bushes were never meant to perform for over sixty years"**

wheel comes free, otherwise it will fly off when you pull and make contact with your face;



**Pic.2.Lower Bush**

mountings - four bolts at most - and pull upwards. Remember not to completely undo the steering wheel nut before the

keeping it on a turn or two stops the wheel which can then be removed under control. I'm lucky in that the two I'm work-

ing on are not yet fitted to any Herald.

Once removed you can take off the small aluminium cap at the lower end and bingo, there's the lower bush ([pic2](#)). The upper one can just about be seen through the horn ring and even if it is visible down below the flared stalk-bracket, you can't get at it very easily.



**Pic.3.**

contact to be maintained - but in any case it's non structural, and I'd only really worry if your stalks start to rotate as you drive along; easily cured with a small dab of adhesive.

Now that the bushes are visible ([pic4](#)), how on earth do you



**Pic.4.**

get them out? Don't forget that the tube is light aluminium, so try not to use brute force as this will only distort it. I've found that inserting a socket, approximately 7/8 or the equivalent metric, helps with the

I cheated when the entire flared end came off mine ([pic3](#)); it's a tight fit yet when it came to replacement, it slotted into place with a little bit of effort and a tightening crimp with a hose clip made sure it stayed on. You could probably stick it back on with glue or sealant - I cannot think of any reason why not, as it does not require any kind of electrical



**Pic.5.**



**Pic.6.**

rigidity. The theory is that with the two buttons drilled off, the bush will simply press out, but it can be a fiddly job and anyway you have to get one out first to get at the rear of the other, unless you want to drive it inwards and leave it in place, which does not appeal to my sense of decency.

The original bushes are of three layers - a rubber outer for vibration dampening, a centre metal sleeve for strength, and an inner nylon sleeve for frictionless operation. The buttons are the rubber outer only. You can drill them out - gently! - or burn them off with a hot iron, but I

found that by adapting an old pair of plumbing pliers ([pic5](#)), by grinding and bending the ends inwards, I was able to press both buttons at once, thereby applying force to the bush and not the column, until the two inner layers distorted, or broke inwards. You can do the same with any suitably-sized points in a vice.

Once the bushes collapse they can be fished out with long-nosed pliers ([pic6](#)).

Without the metal sleeve the bush has lost all of its' rigidity, and will move easily. With one removed, the other can come out the same way, or else with the buttons drilled or burned off you can drive the other out with a socket and a long extension bar.

Some owners cut notches in the bushes with a long hacksaw blade down inside the tube, but this is fiddly, and takes a surprising amount of time and effort, and the end of the hacksaw blade requires a handle, or else very thick gloves or your fingers will go before the bush.

Once a notch is cut the bush will compress into the gap, and slide out more easily.



**Pic.7.**

Replacement bushes can either be original at around £5 each (pic7), or the more modern uprated versions (pic8), which are of course more expensive - currently four times the price, around £20, and I've no idea if they're any easier or harder to fit than



**Pic.8.**

the standard units since Santa didn't bring me any. If the originals have lasted sixty years I think replacements of the same will outlast me.

Using plenty of lubrication they will press into the tube (pic9); the biggest problem is getting the two buttons inside the metal but once in they'll slide easily enough and as soon as the



**Pic.9.**

buttons reach the holes and pop out again, they're fixed in place. Just keep them aligned with the fixing holes and slide them down



**Pic.10**

gently so they don't go too far in (pic10). After that, just reassemble the column, and make sure the wheels are straight before the steering wheel goes on again; there's nothing annoys me more when driving than a wheel that's off the horizontal.

It's not a simple job but it is straightforward and an afternoon should see both replaced.

Of course there's no hard and fast method of replacement, so it's like the Cream Egg - how do you eat yours? Any tips for removal or replacement will be welcome; I always find that someone out there has the definitive method off-pat and can do them with their eyes closed, so please have a word with Pat and get the easy solution for the rest of us.

It all helps!

*Colin*





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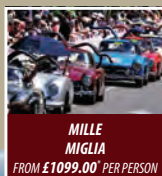
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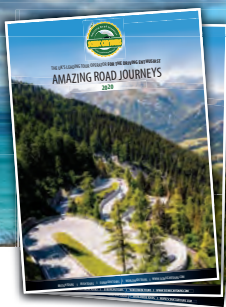
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## Running in the Family

Hello all, this will be my 12th article as the 13/60 Register Secretary, so I have now completed one whole year of articles, I do hope you've found them interesting and entertaining.

I'm not fishing for compliments, but I think all the register secretaries like to know their time and effort is appreciated and receive some positive feedback from their audience, so it is always nice to hear from you, the members.

**"so I have now completed one whole year of articles"**

I have been fortunate over the last year, having been provided with some great content from you the readers and so that good fortune continues with a heartwarming story from Jonathan Ratheram, who this month tells us about the Herald 13/60 owned by his late father.

### **Running In the Family (Part 1)**

In May 2018 I inherited a 1968 13/60 Triumph Herald convertible after my father passed away; he had owned it since before I was born. At this point I was a 29 year old man with very little mechanical knowledge and I hadn't even passed my driving test. But let's come back to that later, firstly a history of the car.

In 1981 my dad was a Mechanic at a local garage; I believe he bought the car from an old couple who wanted to get rid of it. At this point it was 12 years old; it is weird for me to think that it would be the same as me buying a 2007 Vauxhall Corsa now. He ran it as his everyday work car, up until April 1986 when he gave it a complete nut and bolt restoration adding several modifications. In the mid 80s my uncle had a Spitfire mk4 as his first car. Which he wrote off shortly after by crashing it into a tree, my dad was able to use what was left to modify the Herald. Rather than describe the modifications and rebuild myself I will quote from a letter he wrote to TSSC after finishing the rebuild in 1986 asking for an agreed valuation....

*"I purchased the car in 1981 in very good condition for £500.00 and have used the car almost every day until April 1986. By this time the car had done over 100,000 miles and the body was de-*



**Mum and Dad at a TSSC meeting in August 1981 and My Wife and I recreating the photo October 2019**

*which was left to modify the Herald. Rather than describe the modifications and rebuild myself I will quote from a letter he wrote to TSSC after finishing the rebuild in 1986 asking for an agreed valuation....*

*"I purchased the car in 1981 in very good condition for £500.00 and have used the car almost every day until April 1986. By this time the car had done over 100,000 miles and the body was de-*





### **Mum Helping with the Chassis**

teriorating although it was mechanically perfect. The body paint had cracked and was allowing surface rust to get a hold on the body although the



### **Post restoration**

rust had not perforated any panels; in fact the only panels which required replacement were the sills and valances.

At this point I decided to completely rebuild the car and also to bring the car to a standard where it would be at home in modern traffic conditions.

To do this the car was completely stripped down to the last nut and bolt, the engine and gearbox were removed, all the suspension, steering, brakes, under bonnet items, all the interior trim were all removed as was the hood and frame. The body was then removed from the chassis and completely refurbished including weld repairing the seat belt mountings and some small holes under the rear seat and in the boot, please note that the welding was not simple patch welding but the rusted areas

were completely cut out, new panels were made to fit exactly and then butt welded in place. The weld was then ground down, filled over and rubbed down to give a good finish. The body was then turned on its side and the underside de-greased, de-rusted and then primed and sprayed body colour, when the body was turned upright the interior, bulkhead and boot area had the same treatment.

The chassis was then completely stripped and fitted with new centre and rear outriggers and side rails it was also modified to accept Vitesse Mk II rear suspension mountings. The chassis was then de-rusted and sprayed body colour. All the suspension, steering gear, final drive and brake parts were shot blasted, primed and painted or renewed where necessary and refitted to the chassis.

While the body was away the engine and gearbox were rebuilt, the gearbox being a MK IV Spitfire overdrive unit, the cylinder head was also modified and a single SU carburettor fitted [since replaced by twin carbs from a Dolomite 1500]. The engine and gearbox parts were painted before reassembly.



### **Dad with the car post restoration**

The car was then road tested and MoT tested on September 8th [1986] and passed.

The car cannot be described as concours in the accepted sense of the word because of the non-original parts fitted- Vitesse suspension and brakes, Spitfire Gearbox, 5 1/2 J wheels etc, instead the intention has been to build a fast and reliable car which can be used every day and compete with modern traffic, I travel 35 miles a day to and from work on dual carriageways and country lanes and my car



must be reliable and safe to cope with modern motoring conditions. In my opinion the car is in as good condition as a new car and certainly drives like one. I am a mechanic by trade so all work has been carried out to my professional standards.

The cost of the rebuild has been approx. £1800.00 with receipts for about £1000.00 + cost of spraying. I have kept a log book of all the work done and taken photographs of the restoration in its various stages all of which are available for inspection if required.

To sum up the car has been rebuilt for my own enjoyment and is not intended to be for concours events although in my opinion it is every bit as good as any concours condition car I have seen, I value the car at least at £2000.00 which would be the cost for me to do the same again and is as much as I would expect to pay to buy a car in the same condition. Please contact me if you require any further details, and I look forward to hearing from you.'

My Sister was born not long after in February 1987 and 12 years later in February 1989. This is where I come into the story. I think my earliest memory of the car was Mum and Dad in the front and my sister and I



### **My sister and I having a Fab time, I think this is the same cap (you can see why it flew off)**

in the back going to Cornwall (I think) on holiday. On the way my cap blew off as we went round a bend and got run over by a bus, I can remember my Mum's mad dash over the road to pick it up. This was some time in the early 90s and I can't have been older than 3 or 4. Not long after Dad made some removable Perspex side screens for the back to try and reduce the wind... It didn't really work.

My mum told me recently that if we went away for

longer holidays in it when we were younger Dad used to drive with the roof up and nappies wedged in between the hood and the frame to save space. Why parents these days think they need a 4X4 to have kids is beyond me. We could fit the 4 of us and enough luggage for 2 weeks in the Herald.



### **On the Isle Of Wight early 90s**

When I was about 7 my parents bought a caravan on the Isle of Wight and many times we took the Herald the 3 and a half hour journey down country lanes to Lymington and spent the week zooming up and down the military road or around the island. The last time I went there in the



### **'Helping' Dad wash the car**

Herald was about 10 years ago, we conveyed down with my friend and his parents who had a MK2 Vitesse.

My dad and I also used to go camping in Welshpool which we always took the Her-



### Waiting for the Ferry to the Isle of Wight late 90s

ald as my parents only had it and a Ford Sierra and every time my mum drove the Herald it broke down. In fact it is almost impossible to think of my childhood without it being there somewhere my memories are filled with long summer days and blasting down country lanes. The smell of hot vinyl leaded petrol and the engine note when you change from 3rd to 3rd over-drive are all so evocative.

10 or so years ago my parents bought a mk1 MX5 and a couple of years later replaced it with a mk2. Around the same time dad bought what was left of a 1938 Austin 7 Ruby to rebuild from then on the Herald got used less and less and all his time and money was used up on the Ruby. From looking at the MOT certificates the car seemed to have done less than 1000 miles in the last 7 or 8 years of his ownership it was only brought out to go to and from the MOT and a couple of car meets a year weather permitting of course. I managed to drive over 2000 miles in my first

I had previously said I would like it at some point but not yet. Sadly Dad passed away a few months later and that is where my story begins. More on that next time.

**Jonathan Ratheram**

Thank you Jonathan for a great first installment, I am really looking forward to Part 2 and hearing about when the Herald was passed over to you.

Thank you all for sticking with me in the first year, it's been fun.

*Darren*



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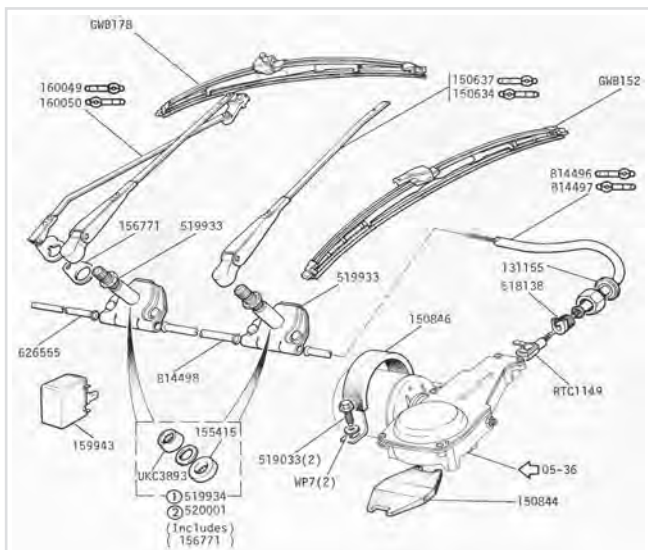
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# Wipeout!

**I've not been Stag-active for a month while doing some work on my Herald, which didn't go to plan.** The result of a stuck thermostat was a pressurised cooling system, the weak point proving to be the 25-year old radiator core rather than the pressure cap. So, while waiting for the new rad, I've rewired the electrics for the thermostatically controlled fan (Kenlowe fan, Revotec controller). I've also successfully fitted the hazard flasher kit that I bought from the TSSC shop a while back. The car is still on conventional bulbs so it works just fine.

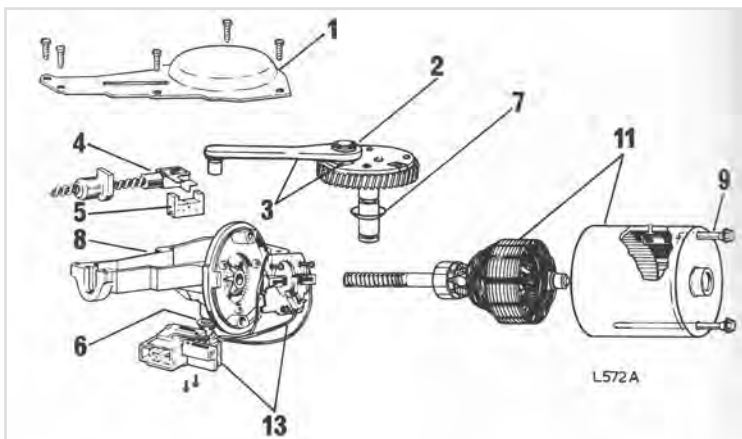


### Pic 1: The Wiper system

## Wiper Motor Service

However, just before I started on the Herald, and having successfully done the wiper work to my coach (reported last month), it occurred to me to give the wipers on the Stag a once over. They were working ok, if a bit sluggish, so a clean-up and re-grease was in order.

It's not a difficult job, but a little care is needed especially with the dismantling as there are some little pieces that can go missing.



### Pic 2: Exploded view of the motor

To remove the motor I found it easiest to remove the fixing strap, then undo the 5 screws (0.25" head) - being careful not

to lose them (Number 1 in the second picture) and taking off the cover. Then look very carefully at the white plastic item

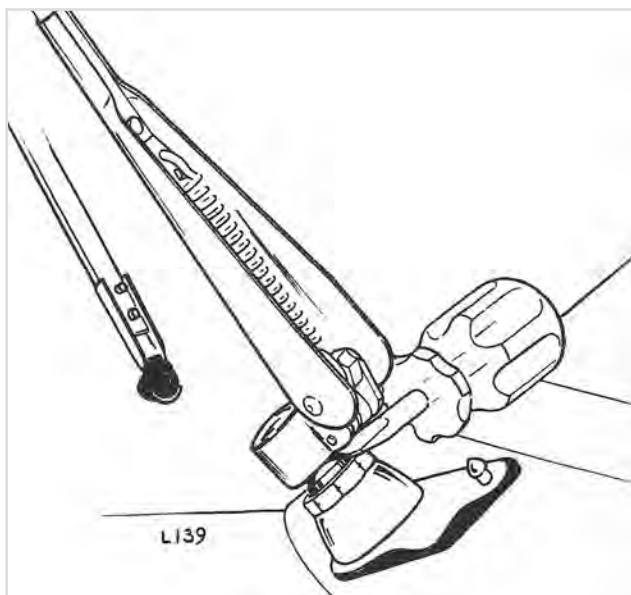
(shown as number 5 in the picture 2 and B in photo 3), and note its position. This is a slider that operates the self-parking





**Photo 3. The Actual Insides**

switch so it is very important to see how it is fitted. Then carefully undo the clip holding the crank (no.3 in picture 2 and A in picture 3) in place. It just needs a twist of a small screwdriver in the D-shaped hole next to the pin. Put the clip away and then



**Photo 4. Removing the wiper arms**

remove the crank by lifting it upwards, noting any washers or shims that come off with it. Then lift up the output cable a fraction (4) and remove the plastic slider (5) (both in pic 2), again checking its fitment and orientation and putting it carefully to one side.

The motor is almost ready to remove from the car. The one re-

maining job is to rotate the unit a little so that you can see the electrical multi plug enough to remove it. Once done you can take the motor unit away.

I also removed the main pinion wheel by removing the retaining clip from the end of its shaft, on the underside of the unit. Again, just careful use of small screwdriver and/or small pliers is all you need, once again noting and retaining any washers of spacers. As the unit had been working OK, I didn't dismantle it any further although I was prepared to if this overhaul did not produce an improvement in running. **Note:** *If you did need to go further, then you can replace worn brushes and clean the commutator etc. Please email me if you want any information about this.*

I then cleaned out all the old grease. There were at least two different types mixed up in there so this work had obviously been tackled before. I then reassembled all the parts having used Castrol molybdenum grease to coat spindles, gears and the slides on which the output cable and plastic self-parking block run.

Before reinstalling, I thought it would be a good idea to service the actual operating rack cable.



**Photo 5. Turn the spindle through 180 degrees**

To do this, firstly remove both wiper arms (see picture 4). Then it is just a matter of pulling quite hard on the rack cable which should come out completely. This too should be cleaned up and regreased. Also it is a good idea to rotate the wiper spindles themselves by 180 degrees (photo 5). This will ensure that you will be using the other

side of the gear wheels on the back of the spindles, so you will even out the wear. They would have been using the same few teeth since either the last time this was done or, more likely, since the car was built!

The newly greased rack can then be pushed back into its tube.



**Photo 6. The finished job**

As it reaches each wheelbox it should pick up with the nearest cog, but a small bit of tweaking the spindles may help.

After that, it is just a matter of reassembling all that you have taken apart, not forgetting the plastic slider, of course. I also replaced the perished rubber support block and the rubber hold-down strap, available from most suppliers. For good measure, I bought a stainless metal strap as well.

On testing, I am sure that the system was operating a little smoother than before, so I considered a job well done.

Hopefully I will get the car back home soon and do some more tinkering! As I finish this article, the new Herald radiator has just appeared so I will get that installed ASAP.

*Then I can keep on Staggering, especially as it's the 50th anniversary this year.*

*Phil*



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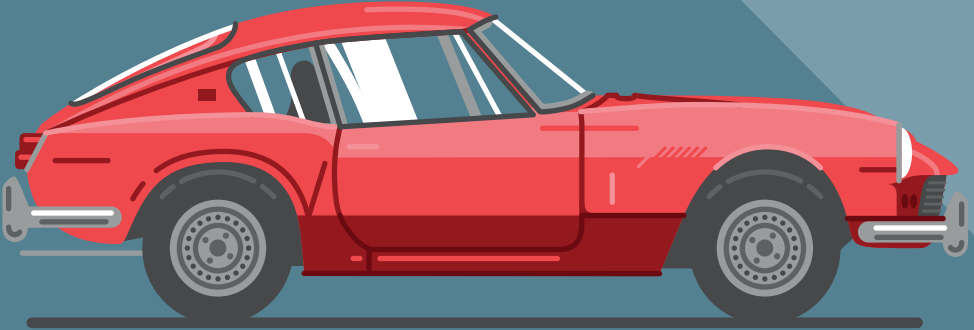
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## Another Modified Midge

I have sort of stolen this month's piece. I say sort of as I do have a sort of permission. **Jim Hewlett is Secretary of the Midge Owners and Builders Club**, a long established club, and he came across my article on **Peter Vivian's Midge** in the January Courier. He wanted to use the words in his magazine and as quid pro quo he said I could republish articles from said magazine. Jim pointed me to a piece that appeared in his Spring 2016 edition.

The Midge in question is in Holland, owned by **Joep Bustin**. I can tell from the car's English registration number that it was likely originally built on a 1969 Herald 1200 chassis. Before you read on I need to warn you that the writing style is a little odd; this is partly down to Joep himself but more down to the quirks of com-



As bought in England

**"I need to warn you that the writing style is a little odd"**

puter-based translation! Believe me, I've done some minor editing to make it more readable than it was in the

MOBC mag. The story is introduced by **William Hill**, another Dutch car enthusiast:

*Joep Bustin is one of the most active members of our classic car club, The Berghoes in Posterholt. Joep grew up in the automotive world and has previously taken over the family car company. Bustin Auto has gained strong popularity among the public through the provision of new cars and used cars, but even more so by the care with which vintage cars are restored and also maintained.*

*Joep likes tinkering with cars in his spare time, "If there was nothing on TV", helped by his extensive knowledge of parts and the car market.*

*From time to time he would search the Internet for new challenges. Near the end of 2012 he found an ad for a vehicle in the*





by pre-war MGs.

*Joep takes up the story:*

You will understand that I was curious and I contacted owner **Albert K** in Maasbracht. He had bought the car on a whim in England and transported it to the Netherlands, but did not know how to get a Dutch licence. My visit revealed a totally neglected Midge with an ugly back, but indeed with potential.

There were English papers included, along with an import declaration.

shape of a pre-war MG, but it was called a Triumph Midge. The model showed as unknown to Google... maybe a clerical error for Midget? Google dug deeper: such a car was indeed built (designed) in England by **John Cowperthwaite** - as a kit car in the early Eighties.

The Midge was not a typical kit car, but was based on a plan or pattern. The plan method allows you to work with aluminium and plywood, with

Not illogically I met with the seller, first to take the Midge to RDW (the Dutch vehicle authority) for a review – if there was some chance of success, the sale would be completed. So I loaded the ugly duckling and drove carefully to RDW in Venlo. Yes, the facial expression of the officer spoke volumes. My specific question was, however, how do I get a Dutch registration for it? We looked at the chassis, engine, gearbox, rear axle, "Yes, originally a Herald". We worked through the European Register, "It is known here, not stolen." Yes, it is a recognised kit car, "Papers match. Certainly, the papers are associated with this chassis."

When we went to tally everything that was wrong that was really worrying!

The engine was not running, the gearbox was broken, it had no lights, it was designated as a sedan on the badge, the brakes did not work, and it had no wipers or washers.

I had one question for the RDW, "**What must I do to get a licence plate here?**" The official stated quite simply that the car had to meet the requirements of APK (the Dutch MOT), 1969 standards! Well, I decided I was going to buy it. The seller and I agreed a reasonable price I and drove home with the Midge.

In the following months (there was not anything on TV) I improved the engine, replaced the gearbox, revised the brakes, mounted headlights of a truck, as well as the side lights of a motorcycle, the horn of a Suzuki Alto, the reflectors of a trailer, the interior of a Mit-



the building plan consisting of 28 panels. The basis is a chassis of a Triumph Herald or Spitfire. Mr Cowperthwaite was inspired in its design





subishi Colt and torpedo mirrors of an Opel Manta. The windshield was removed, because then you do not need wipers and washers.

There are no seat belts, no CO measurement, no ABS, no anti-skid, no eOBD (European On-board Diagnostics) etc. I made another appointment with the RDW, again meeting



the officer who saw the funny side, and he was glad that for once he had a real job. The tenor of the conversation was: it meets the MOT requirements of 1969. But another problem manifested itself: it is a convertible, but on the licence plate it is described as a sedan.

The man did not hesitate, "We are in the car as a sedan, three seconds later we assess the conversion to convertible. You have passed, Mr Bustin. In approximately 10 days you will receive the registration certificate." Meanwhile, my next

question to the officer, "I want to adjust just the body to "boat tail" and I want to fit a six-cylinder engine. Is it allowed?" His dry response, "Behind the rear axle you can change without additional technical inspection. Engine modification may be done subsequently, but not today, ensure that it is technically well executed."

Meanwhile, it is the spring of 2013 and I went to work. I removed the superstructure from the bulkhead back and placed the driver's seat on the bare chassis to determine the seating position. There I sat with many wine glasses. I also had to determine the location of the gas tank. I sawed the chassis behind the rear axle, and built a cage around the driver and passenger. This required more wine and photographs.

I made a construction of tube and overlaid it with aluminium (kitchen) foil. Pushed the car out and, watching for any change in the weather, recovered it and looked again. Still not good. More wine. Eventually I was able to determine the shape and skinned it with aluminium plate. Meanwhile I found a six-cylinder en-



gine from a GT6 on EBay (108 bhp instead of the original four cylinder's 55) and placed it in the Midge.

Adjusting engine 40 cm backwards. Motor completely dismantled and fitted with new seals, core plugs and new gaskets.

I designed and made a new dashboard in the style of the Thirties; Campina milk truck float steel plate

mission, leading to the broken gearbox. I reduced it further and reassembled everything straight.

In July 2015 I visited the Dutch National Triumph Day in Doorn. This is where about 400 Triumphs come together. I had applied in advance and attached a photo of my project. My assumption was that I would not be welcome, because I had killed a Triumph Herald. I promptly got a message back that I was certainly welcome and I definitely had to compete in the Concours d'Elegance.

I was afraid I would be pelted with rotten eggs and toma-

atoes, but signed up, in the "Modified" class. Upon arrival, I immediately got a lot of attention and questions. All the "Triumph specialists" rushed towards it. Someone asks me, "What is this car?" I say, "Originally it is a Midge, but I have improved its looks." "Oh," said the questioner, "In the Netherlands there is only one other known Midge and I have it." I didn't know he was a judge!



and many gauges. Now it was 2014, and time for a test drive, an exciting moment for me. During the drive on the A73 - I had been well above the speed limit - I drove in to the Roertunnel. Suddenly a terrible noise from the gearbox, in the middle of the tunnel. The hairs stood upright on my body. What is that? Something broken...

I painstakingly emerged from the Roertunnel, I saw the headlines in my mind already, "Disturbed crazy maniac stranded with oldtimer car in Roertunnel. Tunnel blocked three hours". You'll understand that the return home was more difficult. As it was, just the third gear was destroyed, so I could keep going.

With Google I found that my Midge had a racing history; Peter Hill participated in 2000/2001 with this in the car in hill climbs in England, hence the number 56 on the grille. During one of the competitions he had hit something with a rear wheel resulting in distortion of the whole trans-

mission, leading to the broken gearbox. I reduced it further and reassembled everything straight. Interviews, photos; engine, hood, open and shut. Explanations. Compliments. Critical moments. At about four o'clock there was the announcement of the Concours d'Elegance in the modified class: Third, a gorgeous black TR3 supercharged; second, a Triumph Sammie Spyder and first, Triumph Midge Special... hey, that's me.

Cup, kisses, congratulations, fun! What a beautiful day. Two weeks later I sign up for my appointment at RDW at Venlo for engine modification, "So, hey, which car has become beautiful!" But there is still one problem: the body had already changed in 2013. The engine has been changed now and you may change only one third of a car if you want to keep the original identity.

If more, then you have built a new vehicle... and that must meet the requirements of 2015. Gulp!

Fortunately, I had done my homework and I was able to demonstrate that the engine was an option in 1969, because the Wikipedia description of the Midge mentioned the six-cylinder engine of the Vitesse/GT6. **Conclusion, "Mr. Bustin, within 10 days you will receive your custom badge by mail".**

This is Joep's summing up of his experience, "A midge is a mosquito, they keep you awake all night, tearing past your head, and find a way in, they always drink your blood, and you're in for days of fun!"

Trevor

## Judge for a Day!

I was thrilled to have been offered the opportunity to participate in the concours judging at TriumFest last year.

Myself, Rob Jenner and Leticia Mace were tasked with judging one of the non standard categories, all of the cars were judged were felt to be of concours standard by their owners but had modifications which meant they did not fit in the standard category. The proper term is Concours d'Elegance which is a term of French origin and it simply means 'a competition of elegance' dating back to 17th century France where aristocrats paraded their horse drawn carriages in Parisian parks over the long summer weekends.

Over time the carriages became horseless and the gatherings became a competition amongst luxury vehicle owners to be judged on the appearance of said vehicles. In Italy there is an annual concours which still exists today and is believed to have been running year after year since 1929 so possibly something worth seeing if you are ever off on a euro road trip.. (Michael McCallum).

Myself and Leticia were given in-depth instructions and advice on how to judge a concours car from our fellow judge Rob.

We were presented with a scoreboard and made aware of exactly what we should be look-



ing out for during each section of the judging, we judged the paintwork and overall finish of the cars, we judged the appearance and strength of the

ing the mark we felt was most appropriate, each car took roughly an hour to judge as we did it methodically which is what these cars and their own-



underside of the car, the standard of the interior which includes seat belts, carpets, steering wheel, dials etc, the list is seemingly endless! I was very pleased to have been included as a judge especially as it is not something I had prior experience of doing but I threw myself into it as I do with most things in life. Leticia and I spent a great deal of time together examining the individual components of the car and giv-

ers rightly deserve. Leticia did however appear to have a moment of shock when I started dropping to my stomach on the grass to examine the underside of the cars for rust and wear but if a job's worth doing then its worth doing right! Once the judging was complete and the marks were compiled and registered we were then able to spend time with the contestants in our category giving advice on where they were on the



**" it simply means  
'a competition of  
elegance' "**

to contribute or if you are interesting in a particular topic and you would like me to write about it please do get in touch at the email address shown, this is a great honour for me to be able to write for The Courier magazine but it would be fantastic to have articles or input from other members as well. I know Alan Well's two articles have been greatly enjoyed by our readers so let's keep it up and spread more of your own experiences, we all want to hear them.

Also, young members does not have an official age bracket

right track with their car and also highlighting to them the areas where their car fell short of fulfilling the concours brief. I think it is hard to comprehend quite how difficult it can be to get your car to concours standard because everything has to be close to perfect, I still remember the first time I heard

what you could do better. It is also a great opportunity to see how your car compares with others of its type which are also entered as concours. I thoroughly enjoyed my day as a concours judge and I hope to get a chance to do it again one day, it is all good information for my TSSC CV ?.



someone say "those wheels are dirty, they fail the test for concours" and in my naivety I just thought 'but surely they drove it in here?'.

I do however recommend anyone who is interesting in entering their car as concours should do so; it is a great opportunity to discuss your car and to receive feedback and advice on what you are doing right and

On a side note I have recently purchased a Bedford Rascal campervan, whilst not a Triumph it is definitely a classic so keep an eye out for me and Betsy at TriumFest next year, hopefully my long suffering mechanic will have done the mechanical work needed before then (hint, hint).

If anyone has any articles, news or information they would like

so send me your articles whether you are 15 or 80 (Young Alan I am talking to you now...)

I would be delighted to see them in print.

Until the next time!

*Alyson*

*Many thanks to Peter Bird who took the Photos - ED*





TR 4/4A/5/250/6

BERNARD LITTLEWOOD [tr4-tr6@tssc.org.uk](mailto:tr4-tr6@tssc.org.uk)

## Amber's Run 2019

The morning of December 29th 2019, a day of mixed emotions, sadly the last run of the year, but also a great celebration of Amber Rowland's birthday. I awoke with a very volatile stomach, but 3 imodium tablets later and I felt able to go into my garage and start the TR. I had checked the engine oil, clutch fluid, brake fluid, carburettor dashpot oil

**" key turned to the cranking position, the engine turned over but did not fire! "**

levels and coolant levels the previous day so I only had to open the garage door, drive the car out and wait for my son Jack to join me. I put the key in the ignition and turned it, ignition light on then with the key turned to the cranking position the engine turned over but did not fire! I called Jack and asked him to turn the engine over after I had pulled off number 4 HT lead and attached a spark plug which I held to earth to check for a spark. Jack turned the engine over and it immediately started on 3 cylinders! Sparktastic! I thought and wondered why it hadn't fired for me, so with the engine stopped I re attached the HT lead, started the car and drove it onto the drive. With the garage



**A TR and 2 Spits**

locked up Jack and I travelled to the petrol station, filled up and went to the meeting point at Nantgarw.

After a good breakfast (to settle my stomach) Gwyn and Tim led the selection of Triumph's in their respective Dolomite & 1500 Spitfire to the next meeting place just past the Storey Arms Mountain centre at the bottom of Pen-Y-Fan then on to Llangorse lake through the Brecon Beacons (unfortunately no snow this year) then after a cutting and sharing of Amber's birthday cake we made our way to Brecon town for snacks and drinks after which Jack & I followed Magpie's absolutely beautiful Spitfire MKIV along the FUNTASTIC roads through the Beacons. The TR ran as smoothly as ever and never gave a hint of any issue that could have caused it not to start in the morning, so with the next run not until January 5th I

made a mental note to check all the ignition electrical connections and not just take it for granted that my TR will keep up its renowned reliability (though I'm pretty sure that I will forget until I insert the ignition key into the ignition for the run the following week!).

Whether firing on 3 cylinders or 4 a TR is more!

### **A GREIGHT DANE!**

Many thanks to **Morten and Lillian** for sharing their beautiful TR4A. Certainly not for the "purists", but in the not too distant future when we are forced into shoe horned electric motors into our cars we will all be greightful to learn from the experience of those who have made greight alterations to their TR's to keep them where they belong, on the road and this couple certainly have a greightly adapted car that enables them to use it for their

travels. Over to them and a better use of British grammar than I am capable of.

### **When we fell in love**

And yes we did. With whom you might ask? so here we go: More than 20 years ago our son had just left home and were left with some spare time, and no hobby we could enjoy together. The answer to that?!

### **BUY YOURSELVES A SPITFIRE!**

And that was what we did. If you have got an English car, you have to take it "home" some time so we did that too.

- and we could go on. It all caught on, and now we go to Devon several times a year, it has become a second home to us.

If possible we always go to Powderham (our favourite) and join in at club meetings. Over the years, the tin worms had most of our Spitfire, and it was too expensive to rebuild. All in all we have covered more than 30,000 miles in the UK in that



**A Greight TR**



**Fantastic!**

Back in those days you could catch the ferry from Esbjerg to Harwich and we did so. By pure luck we ended up in Moreton-hampstead, and that's when we fell in love.

Dartmoor and Devon is just the most pretty little place in the world - we think.

In no time we joined the TSSC and made lots of contacts, mostly because of Tim Hills, our very good friend, a proud Burlington owner, and a member of the club.

We started to join the club meetings in Devon area, so now we are also proud to call Sue and John Franklin, area organisers our very good friends

very Spitfire.

We bought ourselves an orange TR4A

- look at the pictures. It is not a show car, it is a go car, and it is very non-original indeed. It is fitted with a Rover V8 3,5, Mazda seats, no bumpers EPAS etc ..... The car was built for long journeys, but as there is no ferry anymore from Scandinavia to England, we have to go by plane and rent a Eurobox, because we have to visit our second home.

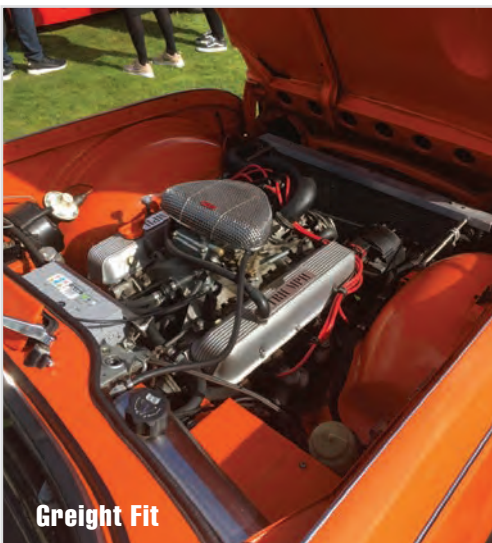
In Denmark we are on the board in the Danish Triumph Club, and we are - now again - international contacts for Denmark in the TSSC .

If actually possible, we will come back to Devon in the next 20 years, there are always things to see, and people to meet and another car show to be seen. Big thanks to everybody that has made all this possible for us.

**Morten and Lillian**

**Six cylinders or four? We think that 8 is great!**

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 Address (Including Post Code) ..... Post Code .....  
 Daytime Tel. No. .... E-mail .....  
 Fax No. .... Evening Tel. No. ....

**\*Must be completed with current TSSC membership number and expiry date to validate certificate.**

**VEHICLE DETAILS**

Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of submission	Date of purchase	Purchase Price

**Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)**

Body	Paintwork	Chrome fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle

**CONCOURS:** The vehicle and its components must be in a condition of original specification, free from blemishes, faults and wear. This condition will only apply to vehicles previously entered or being prepared for entry in concours competition and evidence of entry may be required.

**A1+ TOP CLASS:** The vehicle must be in excellent condition with little effort to be considered to be Concours.

**A2 AVERAGE:** The vehicle should be in good working order, capable of regular use and satisfying an MoT test requirement. The bodywork/ chassis must be free of extensive rust and/or damage.

**A3 SERVICEABLE:** The vehicle must be in a roadworthy condition and be capable of satisfying an MoT test requirement. The bodywork/ chassis must be free of extensive rust and/or damage.

**NOTE: This certificate will NOT be TSSC Backed unless insurance is with a TSSC Panel Member**

**NOTE:** Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club value may request more information or a personal inspection.

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You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by **Post or Email** and we can value your pride and joy that way.

In all the years (30+), we have offered this service, when there has been a claim it has always been settled at the agreed value. With a **TSSC backed agreed value** you have the full backing of the TSSC as we are the ones who set the values.

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one from HQ on **01858 434424** email **info@tssc.org.uk** or Download and

Print one from the Bottom of the TSSC Website Club page.

**www.tssc.org.uk/tssc/about.asp**

# TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/CyIs	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	12000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	14000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	22000	18000	14000	8000	4000
Spitfire II	sports	1965-67	1147/4	19000	16000	12000	7000	4000
Spitfire III	sports	1967-70	1296/4	18000	15000	10000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 MK1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
TR8 (Factory/Grinnall)	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	26000	19000	12000	8000	3500
2000/2500S 2.5PI	saloon	1963-77	1998/6	13000	6300	4900	2100	700
	sal/est	1968-77	2498/6	15000	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	4500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

**N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.**

**Please remember originality and rarity will always add to value**

**For guidance on Triumph cars not listed please phone the Club Office 01858 434424**

**Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)**

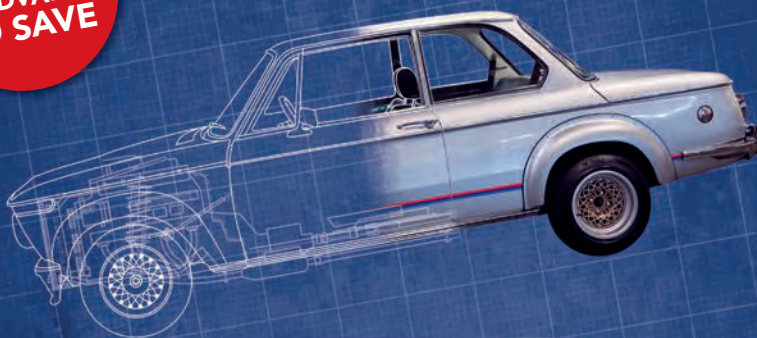
**Convertible GT6's:** These Values only on proper 2 ltr chassis conversions otherwise 1500 Spitfire prices.

**Fibreglass panels:** Highest value A1 in car category (except Bonds!)

Above Values Revised as of 1/9/18

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To book by phone call 0844 858 6758, calls cost 7ppm plus network extras.



# TR7-8

## ALL MODELS

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

## Get Ready for this Year!

Over the holidays between the excessive eating and drinking you have time to think about the year ahead and what you would like to do. I always make a list and then try and fit it into my calendar. This makes me realise that this year is going to be very busy indeed. I also need to get the motivation to complete the jobs I have outstanding.

So as the year turned to a new decade I was back out in the garage. One of the jobs I needed to do was fix the lower valance on the TR7 Victory edi-

**" I was very tempted, but it was nearly three times the cost! "**

tion, I have known for a while now that it had a couple of rusty



scabs appearing but it wasn't until I looked at it on the ramp at work how bad it was.



The lower valance is now unavailable to buy as a steel panel, but some fibre glass examples are still out there, I didn't want to replace the whole part anyway as it was just a corner. Now I could have done this work by myself but when you have a good friend who is an amazing fabricator then why bother. It took my friend Rob just half a day to cut out the old rusty bits and man-





ufacture a perfect replica and paint it.



The other job I have been chasing for a while is an oil leak. On further inspection the leak was dripping from the rear of the rocker cover. I looked at options and ordered a new cork gasket from one of the Triumph suppliers, the gasket comes in a kit with the securing screw seals and half-moons. There was also a rubber gasket available and I was very tempted, but it was nearly three times the cost.

The gasket arrived quickly and after removing the old gasket and some silicon I set about putting the new gasket on. The problem is that recently all the rocker gaskets seem to be slightly too big



and are a pain to keep in position. The only way is to use a small dab of grease or hylomar to hold it in place.

Not ideal and it is something we should complain about.

Anyway, gasket in place and new seals fitted the engine was run up and I'm glad to say no leaks so far.

So, the car is ready to take to Stoneleigh MG & Triumph spares day in February, I am hoping for it to find a new home as I have another project that I would like to start and until this is gone then the boss with the long hair says NO.

Paul



# BOND EQUIPE

GUY SINGLETON [bond@tssc.org.uk](mailto:bond@tssc.org.uk)

## Bond Equipe Challenge

The season is moving on – hopefully I will catch up with a few fellow Equipe owners at the Triumph and MG Spares day at Stoneleigh at the beginning of February.

I will start this month with a challenge, I have been contacted by **David Proctor** who writes the following:

*"I have a Bond Equipe 2 litre (KAK 61F) which is a very unfinished project, and needs an owner with enough time and determination.*

*The car started and drove 10 years ago and at that time had new chassis outriggers, side rails, body mounts and floor pans, plus major repairs and new metal on other parts of the inner structure. It has been kept in a dry garage since.*

*The plastic body has had sections cut out of it to access areas to repair, and the entire interior including the dash is out. All the cut out body sections and the interior parts are present but the seats and door cards are in poor condition. The car is pretty much complete but some items of trim including window seals etc are missing.*

*I would love to rebuild the car myself but I simply won't ever have the time to do it; however I would really not like to see it scrapped.*

*If any of your members would be interested in taking the car for restoration (or parts if it is*



Can you Turn this?.....



*unsavable) it is available free. They would need to collect from*



*Burnley, Lancashire.'*

You will perhaps recall that **Chris Barlow** rose magnificently to the challenge last year when a similar offer was made – his car being featured in my December 2019 article. In this case the unconventional way of accessing the repairs will add to the work but maybe you would be starting on a reasonable foundation – anyway if anyone is willing to rescue this car please contact me and I will put you in touch with David.





### ..... Into this?

Moving on I have heard from **Mike Carter** who has surprised me in deciding to respray his 2 litre Convertible – Mike has traditionally – or for as long as I have known him left cars in their as found state, a respray being a

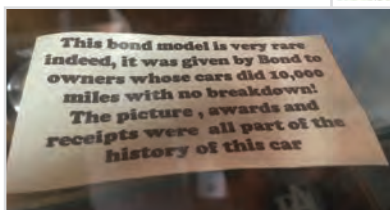


new venture for him! He seems to be getting on well with the preparation – if I'm not careful he will get his



finished before I get mine done!

Mike also sent me some photos following a visit to the Bubble Car Museum near Boston in Lincolnshire. The photos are, I think, self-explanatory –



here's to the next 10,000 trouble free miles – and sorry no prizes given!

Finally, I have just seen a note on the [Triumph Herald, Vitesse, Spitfire, GT6, Bond Equipe Owners Facebook group](#) which was forwarded on from the Vintage Canadian Dealerships group showing an advert for a 2 litre convertible in Canada.

Interestingly, as picked up by one of the

**BOND** EQUIPE G.T.  
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Triumph Group members, the quarterlights seem to have been airbrushed out. Some members may recall that



**Richard Dittman** from Windsor Ontario in Canada has 3 Equipes; I wonder if any passed through this dealer – not many were sold in Canada so there's a good chance one or more did.

Guy



## Brooklands at New Year

**Hi, I hope this edition of the Courier finds you and yours very well.**

Going back to the beginning of the year, 1st Jan 2020 to be exact, was the Classic car meet at Brooklands, Weybridge, Surrey. The first purpose built race track in the world (1907) built privately by Hugh Locke King. I have been involved with cars for most of life. When my family moved down from the Midlands to Hertfordshire, we left behind Mallory Park race track, so the search was on for our next home track. Unfortunately all tracks were around an hour away, unlike the 20 mins of Mallory Park circuit.

To this day, I don't recall how I learnt of Brooklands, but when I moved to my own home in Beaconsfield, Brooklands was that much closer, so more frequent visits. I did check with a very old friend of mine (we have known each other since being 13!) and he didn't recall either. Although it did bring back a funny memory. I was the oldest of three friends, and I had driven each

time to Brooklands. On one occasion I couldn't make it, but one of the friends had passed his test and had a car, so they decided to carry on. Ahh, the days before your phone used Google maps, or your car didn't have sat nav, you had to read a map. So they did, but found a village called Brooklands near Hastings!

Anyway, I digress! Over 1200 vehicles attended the classic car meet, the largest yet. The weather helped as dry, and not bitterly cold, so just about right!

There was a good selection of

2000s there which was great to see. In fairness, there was almost a model from each manufacturer from around the world.

**"Over 1200 vehicles attended the classic car meet, the largest meeting yet"**

One that looked very smart and looks like it had been restored to a high level was the one here. I haven't seen one



with a full length sun-roof before, That maybe just because I haven't looked, or they are that rare.

As you can probably see, the material almost matches the paint colour.





This one looked in very original condition, other than the wing and door mirrors, so presumably it had been towing in its past..

You can see various planes in the background. Brooklands was the home of early flight too. Mr A V Roe took his own flight in his first plane ( AVRO) and continued for many years. Many of the panes flew in, and remain here.



This very clean Mk2 had friend with him in a Herald 13/60 ..



A very clean Mk 1 had been up early as was on the start finish straight! A superb sight to see in this condition, and gives a bit of an insight into the event..

This Mk 1 had the racing look with bumpers removed and mini lite type wheels. Very smart.

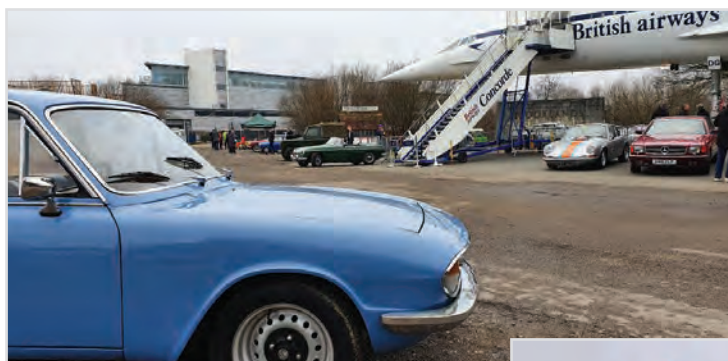


A view from 'Members bridge' showing another part of the show..

For those who are reading through and wondering ' where is Carl's car that he continues



to include in every write up he does?' I thought I would leave that to last!!



Brooklands was the site of airplane manufacture from 1939, building various aircraft up to and including parts of Concorde.

One of which resides at Brooklands, It was one of the original test planes so when it arrived, it had very little in the way of seats and other interior parts. You may recall a Concorde sat outside Heathrow for a while, and when It was being moved, a deal was done and all the interior moved across. If interested in Concorde, you can have 'virtual flight' with sound track for a small fee.

We were slightly later arriving as Harry had been to a new years eve party and I was on collection duties, so couldn't have a drink out after then, so to be 100% sure we don't leave until safe the following day. This turned out to be a hidden plus, I say hidden as we were in a long queue doing a lap around all the car parking areas, but in fairness, Brooklands team were opening areas they don't normally allow, to get everyone parked. However, this then led us to

be parked across from Concorde!

We had a great day looking around the show. We

popped across to Mercedes Benz world which is like a high end car dealership with museum type exhibit too.

When we came back, many of the cars had already left.

The opportunity then came up for a couple of photos with Concorde.

**Simon Embury** had shown me the original advert that Triumph had back in the day (Opposite). I could quite remember it, and couldn't find it on the day!

Thank you to those who have contacted me recently, its very much appreciated, and will be most useful very soon.

I do hope you find the time to send me a few



pictures and stories about your big saloon so you don have to keep seeing mine! Take care,

Carl



## Naturally, Concorde men choose the Triumph 2000.

Project executives on the Concorde work in an atmosphere where only the highest standards are acceptable. Understandably, they look for similar attainment in their earth-bound transport.

Hence the choice of the Triumph 2000. The only British 3-litre with a 6-cylinder engine.

Powerfully smooth at seventy and up, it's also unshakeably smooth at 10 mph—in top,

And its all-round independent suspension assures stability of the highest degree on any kind of runway.

The seats, front ones fully reclining, also provide a high degree of cushioned comfort.

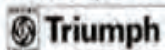
All switchgear is at fingertip command and the interior appointments are of 'executive suite' calibre. Walnut veneer, electric clock, cigar lighter, lush carpeting, and so on.

With the performance and quality to

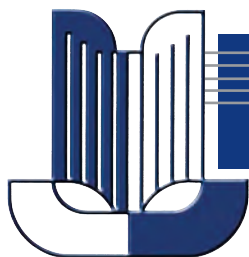
satisfy Concorde men, the Triumph 2000 must be one of the great satisfactions in life.

£1,681.88 ex-works inc. p.t. and fitted front seat belts.

Triumph Motor Company Limited, Coventry. Telephone: 020 3-75511.



Triumph put in what the others leave out.



# Standard Triumph

by John Macartney

## Personal Export Scheme

Last May 2019, we were able to read articles submitted by Darren Groves about David Taylor who bought a Herald 13/60 which he had bought in England before going on a posting to the British Embassy in far off Afghanistan.

Looking at the correspondence from those days, I was pleased to see the name of my former colleague, Paul Collins, who I worked with in the late 1960's from the Standard company's only showroom in Berkeley Square, London.

In those days, all the UK car manufacturers had a showroom in London's West End whereby anyone could come and look at the product range and discuss individual car attributes with the salesmen of which Paul and I were just two.

There were six of us in total and yes, we're all still in touch after all these years.

The job of a Standard-Triumph salesman was not just that of an order taker. We all had to have an exhaustive knowledge of the product from a technical standpoint and an equally detailed knowledge of how any Triumph car stacked up against its main competitors in both the UK market and in all 150 other export markets. Though I say it



**Berkeley Square Showroom**

myself, our product knowledge was impressive and even today, I can remember many salient points where Triumphs were ahead of others in terms of technical spec – and a good many other features on competitor cars of the day that were ahead of us!

We tended to gloss over issues where cars from Ford may have had a selling advantage – and they often did!

Even though we were the manufacturer's showroom, the facility could not sell cars on the Home Market because there was an already established dealer network.

But what we could and did sell was the whole product range on what was known as the **Personal Export Scheme**.

This was open to any British subject moving abroad by emi-

gration etc.

A member of the Foreign Office on their way to a posting at one of our embassies or consulates.

Diplomats above the rank of Third Secretary on posting to a foreign embassy in London

US Forces personnel (of any rank) based in the UK, and also British forces (of any rank) on posting overseas.

British forces posed an interesting problem in terms of fitting some of them in their preferred car. All the Guards Regiments seemed to have personnel of at least six feet in height and many of them were a lot taller. The only car we made into which they could sit and be comfortable was the 1300 FWD saloon! This was achieved because of its long front seat runners and its





## Western Avenue Service Dept

tilt/telescopic steering set up. I sold one to a Captain in the Coldstream Guards who was six foot seven and it was the only British car he could, as he said, "comfortably wear".

For Standard-Triumph, selling cars this way and to this fairly broad customer base, was a very profitable business. The department in Coventry employed ten people to handle this sales volume. The car was priced at full UK retail price less what was then called Purchase Tax providing the car was finally exported from the UK within six months if owned by a British national, and twelve months if owned by an overseas resident. Diplomats of both British and foreign origin enjoyed the opportunity of firstly getting a car purchase tax free and then, if their status was confirmed by their embassy or the UK Foreign Office, they got a 15% discount off the retail price. This made the car a very attractive purchase proposition! In all cases, it was a straight deal for cash, no part-exchange facilities were available or offered and cars bought on finance were relatively rare.

Simply, it was a salesman's dream because we were paid 2.5% of the invoice price of the car and production fitted extras which was then split equally between the six salesmen. We weren't actually set any sales targets but with export customers being more rare than home market punters, all of us set ourselves a sales target of two cars a day – one sale in the morning and another after lunch. Of course, if anyone wandered in with a fistful of cash after you'd done your daily target, it was a race for you to get to him or her first!

A pleasant and 'cushty' existence it certainly was and one in which Mr. Lyndon Mills, UK Home Sales Director and Mr. A.G. 'Jock' Brown, General Manager London Sales and Service, jointly agreed the Berkeley Square salesmen were grossly underworked, seriously overpaid and excessively over-sexed!

### Really?

Hey, it was the Swingin' Sixties with gorgeous girls everywhere, and all the demonstration cars – one of each type available at the **Western Avenue Service Department** if you felt that beautiful blonde in her mini-skirt deserved special treatment.

How we got away with it I shall never know! I think the only person who had an inkling of what was going on was the Scottish Commissionaire at Western Avenue who, if he saw you taking out a demonstration car late in the day that wouldn't be back until the next morning, was inclined to shout:

*"and nae totty in that one if you please! If I find out that's what ye've been up to, you'll be putting your coat on, laddie"!*

But on a more serious note, our technical knowledge in terms of what kind of car was built for the discerning customer, had to meet territorial requirements of the country to which it was destined to go.

This knowledge was entirely different to competitor awareness. Certainly, Production Control would pick up the territorial requirements when the car was coded for build but we still had to record on the order form what those individual market needs were. There were so many and I admit to having forgotten what they were but here are a few examples:

**Which** markets required right, left or vertical dip headlights. Were they sealed beam or bulb and what was the wattage for dip and main

**Which** markets required white and red or just yellow indicator lenses

**Which** markets required low compression engines with/without a modified distributor

**Which** markets required an engine skid plate and heavy duty suspension

**Which** markets required radial rather than crossply tyres

**Which** markets had laminated windscreens

The fact that Sweden required different plating on all fastener hardware as the plating on normal hardware was illegal in Sweden

The fact that Italy required an entirely different wiring loom featuring a minimum of twelve fuses and three earthing straps between the power assembly and the vehicle body/chassis. Popular opinion of the day was that an early Herald had its earth strap ripped off and the only other link from engine to body was the choke cable housing!

The fact that on the TR4A for the USA and Canada, a beam rear axle was standard equipment and IRS was an 'extra' even though IRS was a standard fitment for all other markets.

The fact that you could order overdrive as a production fitment on any car except the Triumph 1300 and it was also possible (though like the overdrive never listed in sales leaflets) to specify varying axle ratios with or without overdrive. My own Mk2 GT6 had overdrive coupled to the 3.27:1 non-overdrive version. This made the car extremely long-legged and quite good on the economy front too.

The foregoing are just a few of the features we had to remember, although there were many more.

The biggest advantage for all buyers of Personal Export cars is that because they had already been registered in the UK on licence plates from a special allocation, they were classified as 'used' cars in the destination market and attracted a lower rate of import duty. Those special registrations all had Coventry markers, among them VC, DU, WK, KV, RW prefixed with an 'H' or 'N' and the plate itself had a yellow band painted around its edge. This made the car easy

to recognise to UK customs when it left the country and at that point, Standard-Triumph's liability for the unpaid purchase tax was cancelled. A Mr. Chater, from the Coventry office of UK Customs was a regular visitor to all the Coventry factories – Standard-Triumph, Jaguar, Rootes Group and Triumph motor-cycles at Meriden and he always brought with him a list of the cars that had officially 'left the country'. Whenever those lists appeared, there was a mad rush to find out if any customers had overstayed their welcome and if there were, we had to provide the UK address from the order form so Customs & Excise could 'pay a visit'. If that happened, the customer was in deep doo-doo because the Customs Rep would insist on immediate payment of the unpaid purchase tax. If you couldn't pay it on the spot, they then started to look around the address for items to seize for auction. If little existed for a Bailiff to seize, the car was confiscated. End of story.

An account in one of my books called "The GT6 that died of shame" was one such car that nearly got confiscated. Owned by a Turk, it had been used for trips to and from Morocco where it was bringing in large quantities of heroin. Customs had noticed its regular comings and goings through Dover and the owner was so pleased with it, he bought another a year later for the same purpose. His first car was a wreck by the time it was bought by one of our traders and he found traces of heroin when cleaning it out for re-sale. Terrified he'd get done by the Old Bill, he took it down to a seaside town on the south coast, got it put on some sort of boat and it then sailed to international waters and the car went over the side. I would imagine it's still there.

The Turk was arrested in his second car at Dover a few weeks later and as a result was eventually detained at Her Majesty's pleasure for several years – without his Mk2 GT6 which has likely now completely vanished without trace.

Happy days for us – and profitable days for Standard-Triumph.

Sometimes I still miss them even though I'm now well into my seventies.

**John Macartney**

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**1300**



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**STAG MK2 ALLOY WHEELS** Four Refurbished Alloy Wheels with new tyres. Black Wheel nuts if required. Good Condition. Collection only and C.O.D. Please. £360 Paul Griffies (Wirral, Cheshire.) 0151 342 2182.

**4 SPEED 3 RAIL NON OVERDRIVE GEARBOX** for Spitfire/or Herald, used, condition unknown but shifts through gears ok, looks good inside. £75 Dale Goodwin (Halifax) 07760 480713.

**MINILITE REPLICA WHEELS.** Spitfire MK3 Minilite Replica Wheels with Tyres, Nuts, Caps. Set of 4 in Good Condition £325 Chris Machin (East Surrey) 01737 843993 or 07807 717080.

**TR2 BONNET BADGE** for sale, photo available. £30 plus P&P. D H Brynfield. (Worcestershire) 01684 565943.

**13/60 GE UNLEADED CYLINDER HEAD** Complete with Valves. Bought from Club Shop 2002 and never fitted to my car. £200. John McNeill (South Cambs) 07580 443593.

**13/60 ENGINE** Running when removed. Ring for details. FREE. Collection Only. John Fairey (Northants) 07748 113792.

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# PARTS WANTED

**RH FRONT SPITFIRE FLOORPAN SECTION,** to repair rotten section under accelerator. Can't afford to buy a new whole half section, so looking for anyone with a front bit either new, or section from scrapped shell. Trying to replace flat section previously welded in, wish to put back a fluted section. Anything considered! Jon Low (Chatham, Kent) 07421 018959.

**WANTED 1500 SPITFIRE SEATS OR COVERS** with foam. New or immaculate used (hounds tooth or plain black) door cards/ carpet black/hard top rear window seal/hard top fitting kit & levers/boot lock with key. Dale Goodwin (Halifax) 07760 480713.

**VITESSE RECLINING SEATS WANTED.** Two Front RECLINING seats to Fit a Vitesse. Preferably in Good Condition. Geoffrey Arrell (Londonderry) 07752 653171.

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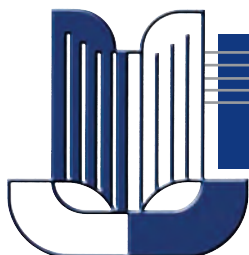
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# TSSC OFFICERS

## Triumph Sports Six Club

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

### HERALD 948/1200/1250

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

### HERALD 13/60

**Darren Groves**, 6 Govetts Field, Launceston. Cornwall. PL15 9FQ.  
Tel: 07806 351499 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: [bond@tssc.org.uk](mailto:bond@tssc.org.uk)

### 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: [saloons@tssc.org.uk](mailto:saloons@tssc.org.uk)

### 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

**Graham Robertson**, 25 Straik Place, Elrick, Westhill, Aberdeenshire. AB32 6TN.  
Tel: 01224 741564 Mob. 07534 130030 e-mail: [acclaim@tssc.org.uk](mailto:acclaim@tssc.org.uk)

### STAG

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

### INTERNATIONAL LIAISON SECRETARIES

**TBA**, NEW Secretaries Required! **Contact Bernard:** [courier@tssc.org.uk](mailto:courier@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 2020

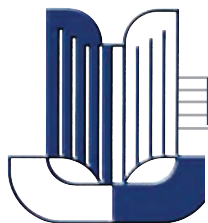
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### AREA LIAISON OFFICERS

**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**, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.  
Tel: 07745 299457 e-mail: [pro@tssc.org](mailto:pro@tssc.org)



# AREA Directory • News • Events

February 2020

AREA

## WESSEX

PRESENTS

# AREA NEWS



### 28TH ALL TRIUMPH RUN

### Sunday 3rd May 2020

All Triumph Cars and their owners are invited to join us again for what has become a must event in the Triumph calendar, now in our 28th year.

The Run will start from the Ringwood Long Stay / Lorry Park at approximately 10.30am on Sunday 3rd May 2020. It will be the usual leisurely drive starting in the New Forest and, then head west into the adjacent county of Dorset in the company of other Triumph cars and their owners.

As last year, there will not be a halfway halt, instead the Run will be of approximately 2 to 2 ½ hours in length which will end at Hazelbury Mill, which is situated near Crewkerne. (You will be pleased to note that dogs, under supervision, will be welcomed at this venue).

The original buildings date back many centuries and are of great local interest with a history stretching back to the times of William the Conqueror and are reportedly mentioned in the Domesday Book.

These together with a newly built Tithe Barn are surrounded by 14 acres of scenic gardens.

We hope this will prove a popular finish venue for our Run and allow everyone more time to enjoy the day and socialise with other Triumph enthusiasts, and, at the end of the Run, enjoy the facilities provided within the Tithe Barn and adjacent hotel complex if desired.

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 11th April 2020 or could be sooner if oversubscribed.

Entries received after 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)



# 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 - GLASGOW. G5 8NP</i>	1ST THURS. 7.30PM
<b>SCOT N. EAST</b>	<b>Danny Stroud:</b> 07823 539047 <i>Various - see report in Area news</i>	LAST THURS. EVES.

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 07779 878125 <i>Cock &amp; Pheasant - BOLLINGTON CROSS. SK10 5EJ</i>	1ST THURS. 8.30PM
<b>CUMBRIA</b>	<b>Roy Ross:</b> 01229 316501 <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>Moss Vale Hotel Lostock Rd, URMSTON. M41 0TA.</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>CONTACT AO's FOR MEETING VENUE</i>	LAST TUES. 8PM
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 0151 625 3172 <i>Cottage Loaf - THURSTASTON. CH61 0HJ.</i>	2ND TUES. EVES.
<b>NORTH YORKS</b>	<b>TBC: AO NEEDED!</b> <i>Greyhound Inn - RICCAL. YORK. YO19 6TE</i>	4TH TUES. 8PM
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 <i>Crown Inn, Barnburgh - DONCASTER. DN5 7JQ</i>	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>Alan Heaton:</b> 07944 909823 <i>New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.</i>	2ND TUES. 8PM.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith:</b> 02476 457487 <i>The Bull &amp; Butcher - CORLEY MOOR CV7 8AQ</i>	1ST TUES. 7.30PM.
<b>DERWENT VALLEY</b>	<b>Colin Wright:</b> 01773 531580 <i>Smalley Common Ex- Servicemans Club - ILKESTON. DE7 6FY</i>	1ST TUES. 7.30PM.
<b>LEICESTER &amp; RUTLAND</b>	<b>David Smith:</b> 07770 650802 <i>Rose &amp; Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ</i>	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>David Samways:</b> 07709 565118 <i>The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.</i>	2ND TUES. 8.00PM.
<b>NOTTS</b>	<b>Nigel Hill:</b> 07976 163006 <i>Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA</i>	3RD WED. 7.30PM
<b>NORTHANTS</b>	<b>Nigel Hawes:</b> 07879 491778 <i>Overstone Manor - Sywell - NORTHANTS. NN6 0BB</i>	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 <i>Duke of Cumberland's Head - CLIFTON. OX15 0PE</i>	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 - STAMFORD. PE9 4RA.</i>	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>CONTACT AO's FOR MEETING VENUE</i>	3RD WED. 7.30PM

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 Jannaway:</b> 01375 672072 OR 07934 027704 <b>Mike Titchen:</b> 07860 708356 <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> ALT MONTHS START JAN	<b>Mike Carroll:</b> 07828 103064 <i>The Oak Tree</i> - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	<b>Paul &amp; Christina Girling:</b> 07584 000442 <i>The Windmill Inn</i> - Mill Street - NECTON. PE37 8EN	2ND MON. 8PM.
<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 Harte &amp; Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>(TBC)</b> <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7.30PM.
<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>Dave Rumens:</b> 01635 868640 <i>The Travellers Friend</i> - Crookham Common, THATCHAM. RG19 8EA <i>The Downgate</i> - Down View, Park St. 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> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	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>Royal Oak</b> - GOODWORTH CLATFORD. SP11 7QY.	2ND THURS. 8PM
<b>AVON</b>	<b>David Dyer</b> <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 <b>Nigel Kenneison:</b> 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>Andy Luckhurst:</b> 07971 413045 <b>Crealock Arms</b> - BIDEFORD. 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>Harrison Every:</b> 07850 273823 <b>Maggie Love:</b> 01749 850734 <b>Contact AOs for Venue.</b>	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <b>Tyrrells Ford</b> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
<b>NORTH WILTSHIRE</b>	<b>(New AO) Craig Gingell:</b> 01249 740239 <b>Foxham Inn</b> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> 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

COUNTRY	CONTACT NAME	CONTACT DETAILS
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<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	<b>rlslaw@bigpond.net.au</b>
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	<b>stefan.vandendijk@telenet.be</b>
<b>DENMARK</b>	<b>Morten &amp; Lillian Hildebrand</b>	<b>hildebrandrandi@gmail.com</b>
<b>FRANCE (Poitou Charentes)</b>	<b>Victor Thompson</b>	<b>vcandvh@gmail.com</b>
<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	<b>lomaxcreuse@gmail.com</b>
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<b>UNITED STATES</b>	<b>Ben Blaney</b>	<b>benblaney@gmail.com</b>



## ALO REPORT . . . ANDOVER AVON

### TSSC AREA NEWS

#### AREA LIAISON OFFICERS

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

We both would like to say a big TSSC welcome to our New Area Organisers up and down the country.

Here is some dates for your diaries for February we have the **Triumph & MG spares day at Stoneleigh** park as per advertised on the Club Facebook and back cover this magazine. Date is **Sunday 9th February** pre booked tickets are £11.00 and on the gate is £14.00. Priority parking for any classics that go, free parking. Opening times are 9.30am - 4.30pm, great to get those parts you're needing for the winter builds and tinkering days. The club is in attendance, so if you are requiring any pre orders get them through now and Bern and the team will bring them to the show. This is a great show if you've never been, lots of bargains to be had.



Next in your diary should be the **Practical Classics Restoration show at the NEC. Dates from 27th - 29th March.** Advance tickets now on sale **Discount code RSCC1615** and you can book tickets at [necrestorationshow.com/club-tickets](http://necrestorationshow.com/club-tickets). Again the TSSC is attending (Hall 4 stand No 4-360) so come and find us.

Lots of area camping weekends already advertised in the Courier, it is so nice to see all the efforts made for these weekends.

We are back at the **Stratford upon Avon Racecourse with TSSC and TR Register**, date for your diary is **14th-16th August**. All new layout, new activities and old favourites too. Again we will be asking for helpers so please if you can give a hand just for an hour, more hands less work for those who continue putting hard work into these events.

If you can help out with any events please contact Bern (HQ) or Nigel. Hope to see you at one of the above events.

Also any Area Organisers who have any issues please don't hesitate to contact useither by telephone or email. We do respond to your messages. See you at a venue happening soon.

Cheers

*Nigel & Di.*

#### ANDOVER

Tel. 01672 514241

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

We had a good Christmas Meal on 12th December although unfortunately, at the last minute Southampton Bob was unable to make it due to a tummy bug. It was nice that Ed & Maureen's son Dave could join us as could Norman & Sharon who we had not seen for a bit, Norman has recently retired so should have more time to play with his toys.

The Royal Oak fed us well, particularly with the lamb - Lily and both cats were treated to a snack from Suzie's

'doggy bag' - delicious but far too much for her to eat.

Gifts for our traditional naff raffle were exchanged as usual, with more smiles than grimaces.

We had a successful Mince Pie and Coffee morning here at 'Bondhenge', on Saturday 14th December which gave people a chance to see some of our lesser used cars tucked away in the garage. It turned out to be an inter-area day with Dave & Mary Rumens from Newbury area and Ed & Maureen from Andover coming along in the morning, and Tim & Helen from our Ex-Swindon group coming along just after lunch after they had overseen some work done to the river bank along the edge of their garden. A lovely day in all. We hope to do some more Saturday coffee mornings at various peoples homes, as well as Sunday pub lunches in the months to come.

Our January meeting being very early in the month we're writing this the day after the meeting, just in time to slip under Bernie's deadline, we hope. It was a great turnout, most of our Christmas dinner attendees plus Kevin having returned from visiting his son in Australia over Christmas, and luckily not being caught up in the awful fires over there. A very good spirited meeting, hearing about Christmas events, Ed using a paint roller technique on some car panels and offering a ton of grit to anyone who could use it.

*Guy & Suzie*

#### Next meetings:

**February 9th - Triumph & MG Show, Stoneleigh**

**February 13th - Newbury Area meet at The Downgate, Park St, Hungerford RG17 0ED**

**February 26th - Regular meeting at The Royal Oak, Goodworth Clatford, SP11 7QY**

## NEW AO - NEW AO - NEW

### AVON

Tel.

email: [daverover@hotmail.com](mailto:daverover@hotmail.com)

Hi Folks. Welcome to my first contribution in the Courier as the new AO of the Avon group of the TSSC.

The first meeting of 2020 was on the 7th January at our usual meeting place, **The Wishing Well (BS37 6RY)** It was a well attended meeting and a good chance to catch up with friends after the Christmas and New Year break.

Focus now is on compiling a list of 'local' events for the coming year and arrangement of the Drive It Day and other social events.

It would be great to welcome some new members in 2020 and if you are reading this as a member but have never attended a **first Tuesday of the month** meeting then why not come along and meet some other like minded classic car enthusiasts?

I am sure that there are other Triumph owners in our well populated area who could be encouraged to enjoy 'oily rag chats' occasionally, so let's make an effort and spread the word.

More news coming up next month and a Happy New Year to you and your nearest and dearest

*Dave Dyer*

#### IMPORTANT NOTE

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



**CAMBRIDGE**

Tel. 07795 436149

e-mail: [cambridge@tssc.org.uk](mailto:cambridge@tssc.org.uk)**TSSC AREA NEWS**

The first meet of the year was well attended with a spattering of Triumphs out of the roads too. Tim, Trevor Andy and Tom fed back on the eclectic meet on the green at Barrington on New Year's Day which features pretty much everything from a VW Beetle to a Jaguar D-type and all sorts of beauties in between. The pub runs a barbecue and provides chatting juice; this is quite unlike any other car meet as the range is so wide and the quality of cars so high. There doesn't appear to be any specific organiser; it just happens. It runs on the early evening of the first Friday of the month in the summer and this one mid winter day.

Tim brought in his SuperPro bushes which had let him down and he was going to be taking it up with SuperPro. He has stripped the body and left that with the resprayers for the prep work whilst he looked to tidying up the chassis. It was then that he noticed the trunnion suspension bushes that he'd put genuine SuperPro blue ones into which had started to crack and disintegrate, with only about 10,000 miles on them. Given their lifetime guarantee he was hoping for better and he'll be taking it up with them direct.

I brought in the head from my vintage car which I had been battling to get off. The studs are 14" long so they just twisted up like springs if you tried to undo them and the holes through the head were clogged with almost 90 years of detritus that had set hard and was gripping the studs tightly. Some steel straws, cut down to a sliver just one third of the curve was used to grind patiently away at the concreted aluminium oxide down around each stud and free the head. It took some three months of evenings to finally free all 31 of them and separate it. Much jubilation was had that midnight I can tell you.

It turns out the gasket was fine but one of the waterways had cut a channel through to the cylinder and so it will need cold welding. A straight six but slightly larger than ours - the pistons are 5 inches across!

Trevor fed back on another Tulip Rally that he'd gone on with some Triumphs from Norfolk which was much more professional than my hastily photocopied pencil drawn attempt. He reckoned it gave slightly too much information including the address of the pub at the end so there wasn't any danger of getting lost, but given that on the



rally I organised last year when I had given much less and he DID get lost, it's a fine line, obviously

We all learnt a lot about water quality from one of our throng who is off soon to Japan to help lay out the water supplies and toilet arrangements for the Tokyo Olympics and won't be back until after they're done. We were all rather jealous of his gig, even though it meant quite a few months away from family and friends - apparently he gets to fly his wife out a couple of times whilst he's out there.

There was still enthusiasm for the 20 in 2020 trip to the Alps and Toby thinks he may talk to Scenic Car Tours to see what help they can provide with the bookings and to test whether their statement was true that they lower the costs because of their industry connections rather than just marking up the hotels by a percentage as one might imagine a standard travel agent might. There was a little enthusiasm for the idea of driving Routemaster buses around North Weald aerodrome but this evaporated when I said that 10 minutes costs £100, 20 for £130, so that event was quietly shelved.

Our meetings are on the **first Monday of the month** at the **Plough in Fen Ditton** so our next ones are **Monday the 3rd of February** and **Monday the 2nd of March**. Don't forget the winter **Spares day at Stoneleigh on the 9th of February** near Coventry, about two hours from Cambridge in a Classic. If you do Facebook, check out our group <https://www.facebook.com/groups/TSSCcambridge>

Tom

**New AO for Canterbury**

**We are Currently looking for an AO to cover Canterbury**

**We can offer as Much help as needed, so please get in touch!**

**email [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)**

**Tel. 07976 163006**

**CHESHIRE**

Tel. 07779 878125

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

Last year I mentioned to our man from Crewe that I had some video of Triumphs being painted at the factory, in response to his observation of difficulties painting a bonnet (he's not alone on that one). The film is about the Triumph 1200, and was narrated by Raymond Baxter (who I remember from Tomorrow's World) and shows the painting process in the new factory. Basically there are two painters, one each side of the car, and they perform synchronised spraying. The speed is astonishing. Most of the bonnet is covered in 13 seconds, and most of a door in 5 seconds. My spray gun instructions say that the gun should always be perpendicular to the surface being sprayed, at a constant distance, and one should wear a breathing mask. Do the painters in the film do any of these things?

There has been real progress in Crewe. I have received a video (created on one of those new fangled smartphone things) showing a Herald 13/60 Estate propelling itself around its home in Crewe (with a driver and passenger) and even showing brake lights as it came to a halt. It's not

### Cheshire Continues

clear what is needed to achieve one of those MOT certificates, but it seems likely that this car will be functioning this summer. I have also enquired about the progress of a Vitesse project in darkest Snagfordshire, and I have received a reply which carefully avoids any mention of said Vitesse. Even my spy came up with the same response.

And so to our meeting. A significant proportion of people were suffering from various lurgies, in two cases said lurgies had resulted in Christmas Day being restricted to something like house arrest. Despite this, we had one of our more interesting meetings, particularly talking about the Herald Estate mentioned above. I took notes, but several of the subjects have been censored. These were car subjects, honestly! Techniques were also discussed about how to get unwilling wives to a car show, but we dare not print what followed. Heated rear windows and halogen headlights are a safer subject.

Our Steve has made a little progress on his GT6, but the imminent arrival of another family member is likely to mean progress here will be on the back burner for quite a while. I remember discussion about night dimming relays – having followed a GT6 with such a device, I would advise bypassing the thing. We all wish Steve the best for this forthcoming event.

**The Triumph and MG Spares day at Stoneleigh is on February 9th**, so any travel arrangements will have to be made at our meeting or very shortly afterwards. **Llangollen Classic Transport Weekend (4 and 5 July)** has been added to the event list.

Our next meeting is on **Thursday 6th February at the Cock and Pheasant. 8:30 as ever.**

*Henry*

### COVENTRY

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e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks. A Happy New Year to you all, we hope you had a good Christmas.

Our only outing in December was our Dalos Day Run planned by Roger & Dot on Sunday 15th December there were 11 of us in 3 classic cars plus Phill Smiths ( Roger & Dots son ) Jaguar X Type Estate replacing the Vitesse which developed low oil pressure. Another



excellent run which incorporated the obligatory road closed which had to be circumnavigated before returning to the planned route ( it all adds to the fun ) the run con-

cluded at the Bowling Green Inn Southam for an excellent lunch. We raised a few eyebrows and smiles as we walked in as we were all in festive dress, the hosts complimented us on our attire and wished more would do the same. Well done Roger & Dot another great day out in great cars and great company.

The "Smiffy Spitty's" first trip out of the New year was to the MVPS New Years Day Run where it was one of 23 classic cars meeting at Morrisons Binley, of the 23, 10 were Triumphs plus a Standard Vanguard Estate making 11 standard Triumph associated cars which was almost 50% of the turnout. We were joined by Rikk & Jeanette who are also members of the MVPS and Paul & Joan, Dave Harris and Liz Rochford so a good show from our club. It was a dry dull overcast day but we were still able to have the roof down for the run which went out through Brandon, Wolston, Dunchurch and Rugby before returning to Brinklow via Lawford and Bretford for lunch at the Bulls Head where we had an excellent meal. Congratulations to the staff for coping very well with 77 people descending on them. A great way to start the New Year and blow the cobwebs away from the festive period.

At our monthly meeting at the Bull & Butcher on a dark, cold, dismal night 6 of us enjoyed a meal in the restaurant pre meeting to be joined by another 7 for the meeting, thanks for all who turned up on a miserable night.

First on the agenda was election of Area Organiser and guess what? you've got us for another year.

**The MG & Triumph Spares Day at Stoneleigh is on Sunday 9th February** if you want to save money pre book.

Another reminder for the **Darts/Skittles/Quiz night on Wednesday 11th march** we must have monies by our next monthly meeting on **February 4th.**

**Daffodil Sunday at Monks Kirby is on March the 29th** let us know if you want to go so we can obtain the correct number of passes.

**Gemini Events Motorfest at Chetwynd park** this year is only a one day event this being on **Sunday 19th April**, still yet to hear about Weston Park

the Stratford Motoring Festival has been cancelled this year as it clashes with VE Day Anniversary celebrations.

**Cars At The Spa Leamington is on the 28th June.** £10 a car.

Well that's all for now folks get those lovely cars dusted down and join us at some of the events this coming year, don't forget all makes welcome.

Regards

*Phil & Lyn*

#### Forthcoming Events:-

**Tuesday 4th 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 9th February Heart of England Meet at Bulkington Club, Chequers Street from 11.00am Just turn up. We get there about 12 noon.**

**Sunday 9th February MG & Triumph Spares Day, Stoneleigh**

**Sunday 16th February Dalos Day Run Details to follow.**

**Wednesday 11th March Darts/Skittles/Quiz/Hot Buffet Night in association with ASOC,**



## CUMBRIA DERWENT VALLEY . . . DEVON

Queens Head, Bretford, 6.30pm ready to start at 7.00pm. £11 a head, must have monies by **February 4th meeting.**

**Sunday 29th March Daffodil Sunday, Monks Kirby, let us know if you are joining us so we can obtain the correct amount of passes.**

**Sunday 28th June Cars At The Spa Leamington, £10 a car**

**CUMBRIA** Tel. 01229 316501  
e-mail: roy.anne@tiscali.co.uk

Our annual Xmas dinner was held at the Kellbank Pub, Gosforth on Sunday 29th December. 13 members attended and we had our usual Xmas raffle which apart from one prize they were all drink related. The Kellbank is very good value for money. £10 per head for a carvery with choice of meats and veg, all well cooked. Some of the other venues we have been using are getting expensive, as much as £15 per head and we are getting no discount for volume of people. Plus the meals are not very well cooked. Maybe it is time to stop using these places. I have over the years tried to alternate the Sunday meetings, during the winter between the North and the South due to distances some members have to travel. I don't expect everyone to travel for two hours every time, especially with snow about. One of the biggest problems is that most places do not cater for groups; this is one of the reasons why we use the Kellbank at Gosforth and the Pennington at Ravenglass. Both have separate rooms with no Sky TV to compete with. If anyone has a suggestion for a similar venue in the north of the county I would like to hear from them.

Tony has done the news in the Courier for the past couple of months, thanks Tony, while Anne and I have been renovating our new bungalow and adjusting to living in a smaller property. Next project is to build a double garage so that I can get our cars out of storage in two containers. I was a bit dubious about putting the cars into containers for damp reasons but these have been perfect with no damp issues at all. The containers are probably dryer than my old garage. If you live around the Barrow area and need some more garage space in the form of a container get in touch with me.

Tony provided an overview of shows for this year in the last Courier. If anyone has any suggestions for any new shows please get in touch with me or better still come along to our next meeting, details below. We will definitely be doing something different for **Drive it Day in April**. Any suggestions?

**Next Meeting: The Pennington Arms, Ravenglass.  
Sunday February 23rd, 12 Noon.**

Safe motoring

*Roy*

**DERWENT VALLEY** Tel. 07970 619149  
www.derwentvalley-tssc.org.uk  
e-mail: roger@derwentvalley-Tssc.org.uk

Well we certainly got 2020 off to a good start with our annual New Year Run with 30 cars taking part, 25 of those classics. Firstly thanks must go to Nigel and Di for organising virtually the whole event including the route. We finished

## TSSC AREA NEWS



at a new location this year, Sandy's Bar at the Mansfield Town football ground where they efficiently served up 40 Sunday lunches. The entry fee and raffle raised £230.00 for our chosen charity Mind.

The first meeting of the year was a little quieter affair but those who attended enjoyed the opportunity to chat and play a game of 'Say What You See'.

Don't forget that we will be changing the venue for our February meet on the 4th to the Fish Pond Pub at Matlock Bath. I will be there from 7:30pm to greet anyone who wishes to join me. I might indulge in Fish and Chips at one of the local chippies beforehand if I can persuade Angie to take a night off from cooking.

We will return to Top Club 338, our usual meeting point, in March. I am looking for an alternative meeting point for our April meeting possibly in the Chesterfield area. Does anyone have any suggestions as to where we could meet?

Due to personal family commitments Derwent Valley will not be organising a 'Drive It Day' event this year but we will inform you of any local events or clubs taking part as soon as we hear about them.

Planning for the **Peak Run** is well on track if not a little further ahead than we usually are. The dates are **18th to 21st June 2020 with the actual run on the 21st**. This year's theme is...**SUPER HEROS AND MEGA VILLAINS**. Time to get your thinking caps on.

### Dates for your diary

**4th February – monthly meeting at Fish Pond, Matlock Bath from 7:30pm**

**3rd March – monthly meeting at Top Club 338, Stanley Common from 7:30pm**

**7th April – monthly meeting. Venue to be confirmed.**  
Regards

*Colin*

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Facebook - TSSC Devon

Long ago now, but at December's Club Night, we bade farewell to Landlord of the Claycutters Arms, Brian Richardson and Jenny who have looked after us so well for the last few years. We met new Landlord, Ivan and his son Thomas, think Thomas the Tank Engine he said – not sure who the Fat Controller is though? A really good turnout of people despite the appalling weather, and good to have Ian & Margaret and Allan & Jackie back with us after all being a bit poorly.

Our Christmas meal at Ashburton was much enjoyed as usual, though numbers were depleted due to illness. We will book again for Saturday 6 December 2020 as the venue is good and the food better.

Traditionally, Allan & Jackie organise our January run and lunch but, this time, Allan's new hip took precedence and we





### Devon Continues

hope by the time the February Courier comes out, he will be bouncing again. So John and I took the reins (or is that wheel?). The carvery lunch and January run are always well subscribed but we were amazed at the final number – 54 booked in. After a little pleading with the pub as the numbers increased, we were OK and eating late definitely helped! A huge number of Triumphs met up at the House of Marbles at Bovey Tracey, including in the lineup new members Joanna & Alan with a nice Spitfire 4, Linda and Terry with a very smart Vitesse – top down too) and at the pub we met up with Amanda and her family & friend with her great looking Spitfire. Amanda was previously a Gloucester Area member. The drive of 39 miles took members around the back of Bovey and Liverton, a short section of the A38, then via Ashburton and Buckfastleigh to Rattery. Through Totnes, past Eric & Rita's almost, through Paignton and Torquay and on the coast road to our destination the Smugglers Inn at Dawlish. The first to get to the pub were Maurice & Mary and we are not sure who was last after a couple mixed up their lefts from their rights – nuff said.



#### COMING UP IN DEVON

**Sunday 2 February**, for a complete change, we are going to have an afternoon of **SKITTLES at the Royal British Legion Club at Newton Abbot**. From 2pm to 6pm with a buffet being arranged at a nominal cost of £5 per head. We have been taking numbers for this for a while but not too late if you contact Nigel Kenneison soonest. Planning an afternoon of fun – not too serious – so bring all the family. Free parking is available in the Cricketfield Road car park adjacent to the RBL Club. Details - Cricketfields car Park, 9 Cricket Field Rd, Newton Abbot TQ12 2AS and the Legion is adjacent to the car park.

**February Club Night is Wednesday 19th, back at the Claycutters Arms.**

**Sunday 1st March** Rob Lingard is organising our run. The start will be from The Two Mile Oak pub, Totnes Road TQ12 6DF, near Fermoys (large car park at the rear), they normally open at 12noon on a Sunday but will open early (11am) for tea & coffee for us so please get there early and have a drink! The route will then go from the pub across towards Totnes then Buckfast, Ashburton and Ilstington before going up onto Dartmoor via Widecombe, Moretonhampstead and back down via Lustleigh, Bovey Tracey, Clay-pits and into the back of Kingsteignton with the finish at The Passage House Inn, which also has decent car parks. Aiming for 11:00 meet and leaving at 11:45 with lunch booked at 2pm. The route will be around 50 miles. As this run is right at the start of March (1st) please let Rob know NOW if you have not already if you can join us.

**Sunday 15 March, North Devon Area are organising a day of Ten Pin Bowling at Trethorne Leisure Centre**, near Launceston – contact Darren or Andy (see North Devon for details). This promises to be another fun day.

Looking a bit further ahead, we are heading up to **Silverstone Classic** for the first time at the end of **July/beginning of August** and to **Stratford upon Avon** again **15 and 16 August** for a repeat of **Triumfest** run jointly by TSSC with the TR Register. Fancy joining us?

Spring is just around the corner so make sure your Triumphs are ready for the fun you will have with them! And remember that Nigel and I can both do Agreed Insurance Valuations on your cars – important to keep these up to date with rising values.

#### DEVON CALENDAR

**Sunday 2 February Club Skittles Practice at Newton Abbot & Buffet**

**Wednesday 19 February Club Night at the Claycutters Arms**

**Sunday 1 March Rob's run to Kingsteignton**

**Sunday 15 March Ten Pin Bowling at Trethorne Leisure, Launceston**

**Wednesday 18 March Club Night at the Claycutters Arms**

*Sue, John & Nigel*

**DEVON NORTH** Tel. 07806 351499  
Tel. 07971 413045

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Or: [arluckhurst@googlemail.com](mailto:arluckhurst@googlemail.com)  
Website: [www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)  
FB: [www.facebook.com/groups/134271493433942/](https://www.facebook.com/groups/134271493433942/)

Due to the tighter deadlines in December, it was not possible to submit an article in time for the January Courier, so this is the first update of the year. Happy 2020!

December was an enjoyable month. On Sunday 1st December, we visited the Moretonhampstead Motor Museum, a fantastic venue which includes over 135 vintage and classic vehicles from 1905 up to the 1990s, plus lots of motoring memorabilia. Over 30 people had agreed to come, and on the day we had even more as Carol and some of the Cornwall group decided to take advantage of the dry weather and come and join us.

The museum really is a hidden gem. Frank Loft is the owner, and the museum consists largely of Frank's personal collection although additional exhibits have been added. I loved the variety of cars (including Triumphs, one of which was an original Triumph 1300 which had been owned from new by the same family and obviously cherished before being donated to the museum). I also loved the memorabilia, including an illuminated Triumph sign from Central Garage (see picture) – I wonder which Central Garage?



The visit was followed by lunch at the White Hart in Moretonhampstead which I can highly recommend. All in all it was a great day.

On Thursday 5th December the weather was less favourable and we had a fairly quiet meeting with Darren, Mike and Irene, Malcolm and Mandy, Alan and Janet, Mick and Sue, my son Matt and I being the only attendees.

I had organised a quiz, and this was won by Malcolm and Mandy with Mike and Irene being the runners-up. The win-

## ESSEX . . . HERTS & BEDS



### TSSC AREA NEWS

ners took away their prize of Spitfire Ale with pride.

One of the rounds which I had included in the quiz was a 'Blankety Blank' round. Those of us in attendance (apart from my son Matt) were all of the right age to remember this classic game show. Darren played the role of contestant and points were awarded to him or the other players (the 'celebrities') if a matching answer was given. In true Blankety Blank style, Darren took away his consolation prize – I had managed to track down a note book with 'Czeq Republic' on the front, so he received a Blankety Blank Czeq book and pen!

January's meeting on 2nd January was wet and dismal and I was pleasantly surprised at the number who attended. Mike and Irene, Mick and Sue, Simon, Malcolm, Geoff and Dawn, Lee and Darren were all present, and I brought Jules, Matt and Esme. I had saved a bonus round from the quiz so that kept people amused. No prize this time, it was just for fun. Darren was the worthy winner – I will have to buy him some Spitfire Ale!

#### Coming Up:

We're planning a number of events this year. The first one to make you aware of is on **15th March**. Come and join us for a carvery lunch followed by **Ten-Pin Bowling at Trethorne Leisure Park**. More details to follow, please let Darren know if you would like to come – he will need a £5 deposit for the Carvery 10 days before the event.

**Next North Devon Club Meeting: Thursday 6th February at the Crealock Arms.**

*Andy*

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Facebook. **Triumph Sports Six Club Essex Area**

By the time you read this January will be over, didn't that pass by quickly and now we can look forward to going out to car shows.

December 29th was Whitewebbs annual autojumble day, which I attended. There was a good turn out with lots of people buying bits and pieces for their cars. I looked around the museum, had a cup of tea in the museum cafe and meet up with the volunteers there.



On 3rd - 5th January we had our belated Christmas party weekend. On the Friday me and Sue got to the hotel in the GT6 but unfortunately a few days before the alternator started playing up but I took a fully charged battery with me, so all was ok and I didn't need to use it anytime over the weekend. (Another job for January). The first to arrive was Emerys & Andy W and his daughter Faye, visitors from Exeter and yes we did have a beer or two! Several of us stayed at the Premier Inn and we went into The Bakers Arms pub for dinner.

Saturday morning we met at The Farmhouse Cafe, 14 of us turned up for the run, 4 with Classic Cars. We then drove out to Whitewebbs Transport Museum, Enfield, we were met by a group of their volunteers and they showed us around and explained all the interesting things there. If you ever get a chance to go there it is well worth a visit.

Next stop was to the local garden Centre's looking out for a good bargain, we stopped for a spot of lunch in one of the cafe's. Several went to visit other attractions, ...Andy & Faye dropped off to the Whitewater rafting Centre at Lea Valley and a few went to the vintage shop.

We then drove back to the hotel to rest before we got ready for our belated Christmas Meal. As it was walking distance to The Plough PH, everyone could have a beer or wine. Felt sorry for the ones who opted not to stay...no alcho drinks for them. We even had crackers and all the trimmings. We exchanged our secret Santa pressie's and also had a raffle, proceeds into our club funds. The food was very good and everyone said that they enjoyed it.



Sunday morning breakfast was in Baker's Arms PH, we decided to arrange for everyone to drive up to High Beech to experience Hangmans Hill Gravity Spot. This place is an optical illusion and really does seem like the car is rolling UP hill. (Stop the car and put the car in neutral and you WILL roll up the hill!). Everyone should experience this once in their lifetime. We went onto Butler's Retreat Cafe for a coffee and a look around Queen Elizabeth's Hunting Lodge. There we said our goodbyes to everyone, off home for all of us.



On my return from the weekend I managed to be able to strip down the alternator and renew the brushes to get it working again.

**Up & coming events for February**  
**Sunday 9th - Monthly Meeting at Passing Thyme**  
**Cafe. Rayleigh, Essex SS11 8SJ**  
**Sunday 9th - Myself & few others will be at**  
**Stoneleigh MG & Triumph Day.**

*Mike & Allan*

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Hi folks, not much to review on the car front, the Christmas meal was a nice success with 37 attending.

Most things this period have revolved around hospital visits and treatments, I wont mention all those but its been a year to forget for a good few regulars including me having a mild?? heart attack pre christmas and had a stent fitted via the wrist and now have a new piece of R9 fuel hose fitted to clear a blockage! so on the mend and back to a steady, back to normal (what ever that will be?).

Malcolm has arranged a visit to **Fawley Hill** - <http://fawleyhill.co.uk/> **May 10th** we need names for this amazing place by **Feb 8th**.

We will get a list of local runs, outings and events we support as soon as I'm up to speed, there will be a run each month which has been a well supported format so far, static local events will be on a DIY basis

*Pete*  
and team



## LEICESTER & RUTLAND . . . LINCOLNSHIRE M25 EAST

**TSSC AREA NEWS**

**NEW AO - NEW AO - NEW**

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Hi all. With Christmas now just a distant memory we finished off our festive season at our January club night with a "Thank goodness it's all over" Christmas quiz, with the left over tin of Roses won by John, Martin, Andy and Keira. Some of the Leicester and Rutland Area were able to make it to the New Year Run organised by Nott's and Derwent Valley and as usual a great day out was had by all.

We are currently organising for **February, A Pie making experience at the world famous Dickinson and Morris Ye Olde Pork Pie shop Melton Mowbray**, it looks as if this will be on **Tuesday 11th** with numbers limited to around 20-25 so book early as they say if you wish to join us. Preparations are underway for an area trip to **Gaydon on Sunday the 22nd March, a steak night at Launde Abbey in April, and Drive it Day on the 26th April**.

After a couple of attempts over the years of trying to get into **Rempstone Steam Rally & Country Fair** we have this year been invited by the organisers on **11th and 12th July** where we can go as day visitors or camp for the whole weekend for free. Those that are interested in going please let me know so I can book as an area.

We have the date **(7th to 9th August 2020) for our very own 35th Anniversary Sunshine Rally** now firmly booked, so put the date in your diary and look out for our advert in the Courier soon. If anyone would like further details on anything we do as an area then email or call me we would be happy to hear from you.

Finally a big thank you to all involved and those who contributed to the Leicester and Rutland Area in 2019 helping us to make a £280 profit on our club funds for the year which we have in January donated to the Macmillan Cancer support Nurse's.

*Dave*

**NEW AO - NEW AO - NEW**

**LINCOLNSHIRE** Tel. 07709 565118  
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Happy and Prosperous New Year to all. Our January meeting saw 4 new members join us. It was great to meet Ian, Brian, Fred and Mary for the first time. Although early days for us an area we have agreed to target **National Drive It Day on the 26th April** as our first planned event.

At our next meeting on the **11th February** we intend to finalise our plans but the intention will be a meal and scenic drive to possibly meet up with another Drive it Day Event. Any suggestions from fellow area members would be appreciated.

Hopefully this will be the start of a busy year for the Lincolnshire Area

See you at the next meeting in February when I am expecting the first of our Triumphs to emerge from hibernation. All the best

*Dave*

**M25 EAST**

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Hello Peeps and welcome to the M25 East Area February sermon, I hope by now that you are over the excesses of Christmas and are still sticking to those new year resolutions, whatever they were.

It's been a bit quiet of late but things will be picking up very soon. Looking back to the end of last year we had an excellent turnout for our Area Christmas Dinner with 27 of us booked in. Once again the golf club did us proud with a big table set up just for us. The carvery was lovely and of course the company was excellent. It



was nice to see Dave and Donna out with us for the first time, hope you enjoyed yourselves, first of many hopefully. I must say a big thanks to Lesley, who once again excelled with the Christmas Cake. The best one yet I

think. You've got a job for life there love ha ha. And thanks to Kev and Lisa for the Bluetooth Speaker, that will get plenty of use in the Dandy. Also to Paul and Lesley for the brilliantly wrapped bottles of good stuff, it was a shame to tear the paper. And not forgetting Brian and Jean for the bottle of my favourite tippie - cheers folks!!

As is now tradition the day did not end there. Oh no, for those that wanted to carry on partying it was back to the Hill household for yet more drinks, nibbles and merriment. I think the last peeps left ours about 9pm, so a blooming good day was had by all.

The December Area meeting was a bit out of the ordinary - Much thanks to Malc and Lesley for opening up their house for the festive meeting instead of going to the usual Wharf. All the area were invited and we had a decent turnout. Nothing too serious was discussed, just the normal banter.



Our last trip out for 2019 was the Sunday after Christmas when we went on our traditional trip to the Enfield Garden Centres for the discounted Christmas toot. There wasn't as much on sale this year but we still managed to fill our baskets, more lights to put up next Christmas ha ha. Lunch was in the Plough and afterwards we found a nice vintage shop a little further up the road to spend another hour wandering around. Some lovely stuff in there although no one parted with any cash.

Onto other news - firstly a bit of good news...after Paul had the front end of his TR6 re arranged back in August I



## MANCHESTER . . . NEWBURY

can now report that he's informed me that it's virtually finished and should be back on the road soon. New panels, new paintwork etc, should look terrific. Meanwhile, Anne's problems with her restorer are still ongoing. As most of you know she didn't have the use of her car at all last year. The latest news is that she'll be getting it back this month...let's hope it's worth the wait.

Once we get this month out of the way it won't be long until we're out and about again. **Tinkering Day this year has been set for Sunday 29th March**, so put that one in your diaries and don't forget the cake lol.

**The Maldon Show** should be mega this year as we have 15 cars booked in.

Think that's about it for this month - cheers

*John*

### February Events -

**Saturday 1st - Barry's Brilliant Bar Crawl**

**Sunday 9th - MG & Triumph Spares Day**

**Sunday 23rd - Monthly Meeting**

## MANCHESTER Tel. 07954 784342

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Firstly happy New Year to you all, hope you all had an amazing time over the festive holidays, here's looking forward to a fun filled year of classic motoring and shows.

Our New Year run out will be on the last Sunday of January 26th, we are having a nice country drive out and Sunday lunch, photos will be in next months Courier magazine. We had a good turn out for our January meeting despite the local football derby been on tv Man City vs Man United, we had a good discussion regarding trips out and shows for the 2020 season, as there too many to show on here, a list of the ones we are hoping to do is shown on our Facebook page, so check them out and tag yourself in if you're interested, alternatively if you don't do Facebook as some members don't, contact me and I will email you out the information.

Quick update on our members cars, my Vitesse 2 ltr had a leaking rear brake cylinder so fitted that over the holiday period and should now be back on the road and rejuvenated my Spitfire dash with some burr walnut that Monty very kindly gave me, Monty has finished his reinstall of his reconditioned engine, however couldn't get the engine to turn over with the starter motor even with a new battery, so had to fit a new hi torque motor and it now flies around and starts a whole lot faster. Paul's Spitfire he now has his body back from being repeated



and has his engine dismantled on an engine rotating stand having a full rebuild. Neil started his .....eventually after the

good old heating the spark plugs up trick.

For news and updates please check out our Facebook page TSSC Manchester Area or join us at our monthly



## TSSC AREA NEWS

area meetings where you will be warmly welcomed. Well that's all from me this month, Cheers

*Mark*

## NEWBURY

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Hello everybody. It's with some sadness I am writing the Area News this month instead of our scribe Malc as his wife Josie passed away on Christmas Eve. Josie was very much involved in the area and always supported all the car and social activities, enjoying their TR7 with Malc. She was a positive, kind and friendly person and we will miss her smiling face very much. We were glad she was able to come to our Christmas Meal at the Downgate in December. (Picture) We all send our condolences to Malc and the family.



In December we had our Christmas bash at the Downgate in Hungerford. This was the first time we have had our annual Christmas dinner at this location, and we weren't disappointed as both the food and service were excellent. Those at the bash were Malc and Josie, Ian, Tim and Helen, Andy and Thomas, Nigel and Helen, Roy and Helena, Steve and Sue, Pete and Karen, Tina and Toney, Mary and Dave. The Secret Santa went down very well and it was intriguing for all as we unwrapped our presents. Most of us came wearing festive attire not least Ian with his mechanical turkey hat that plays Jingle Bells whilst moving its leg in time with the music. Maybe calling the sound music is a bit optimistic, but it was great fun. Ian yet again excelled himself in both organising the bash and wearing that hat. Thanks to him for that. We also held our AGM at the same time as the Christmas bash and in the absence of any other candidate, (drat the alcohol didn't work), the existing team has agreed to carry on. That is Ian as Events Organiser, Malc as Scribe, Mary as Treasurer, Dave (me) as AO. Thanks team.

The locations of our meetings have now been set for the winter months to the **Travellers Friend, 2nd Weds, on the eastern side of our area (West Berks) and The Downgate, 4th Weds, on the western side**. The problem these days is to find a pub that is club friendly and we have been lucky as both these are at present.

As we are now moving on through the winter season our area is looking forward to the coming spring when we can at last get our cars out and go to some of the local events. Meetings this month are on **Weds 12th at The Travellers Friend, Crookham Common and on Weds 26th at The Downgate, Hungerford**.

**Events - Stoneleigh, MG and Triumph Spares day  
Sunday 9th Feb.**

**The Spring Meet at Newbury Show Ground  
13th April (Easter Monday).**

"Keep em Flying"

*Dave*



**TSSC AREA NEWS**

## NORFOLK . . . NORTH EAST NORTHERN IRELAND

### NEW AOs - NEW AOs - NEW

#### NORFOLK

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Happy New Year! As I write this, the greeting is still relevant but by the time it reaches you, the decorations will have been packed away, the Christmas cake finished, and the festivities will be but a memory! At the beginning of December, the Norfolk group had their first meeting at



the new venue, combining it with a pre-Christmas meal and Paul's (in)famous feely-bag quiz. The New Year Run on Sunday 5th was well attended with 13 cars, 8 of them Triumphs, joining the drive around the Norfolk countryside to end at Peter Beales Roses in Attleborough where 24 attendees enjoyed brunch. It was a great location which we hope to return to later in the year when the gardens will be in bloom and we can all seek inspiration for our own green spaces.

Our next meeting is on Monday 10th at the Windmill in Necton. The meeting starts at 8pm but Paul and Christina will be having a meal beforehand (7.15) so please let us know (or just turn up early) if you would like to join us.

#### Dates for your diary:

**Monday 10th February Monthly meeting at**

**The Windmill in Necton 8pm or 7.15 if you want to join us for a meal**

**Monday 9th March Monthly meeting at the Oak Tree, Norwich 8pm**

**Monday 13th April Monthly Meeting**

**(as this is Easter Monday we are planning an afternoon run to end at the pub for a meal before the meeting – details to follow).**

*Mike, Paul & Christina*

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Hi everyone, welcome to 2020 and happy New Year.

First of all I would like to comment on our last event in 2019 which of course was the Christmas party, the best turnout by far with 35 people to feed, secret Santa always plays out well, and raising £75 for charity Northumberland Air Ambulance.

The trip to Laon Car show has now been finalised, hotels & ferries booked, 10 of us are venturing across the channel in 5 cars.

At the last meeting we discussed various shows we may well like to attend and some we may not, hopefully by the next meeting we'll have the official list where Geoff, Kevan, Joe & Deryck can compile events to suit all members either from the south & north to accommodate everyone.

Silverstone has raised its head, even though we normally do this show every other year, however this year it's the 30th anniversary classic show & 50th Anniversary for the "STAG" and there seems to be a lot of interest. Discussions to be had at the next meeting, I believe the tickets have to be sorted before the end of March to get the best deal.

So far this winter we've haven't really seen too much bad weather and I'm not holding my breath, there may well be a sting in the tail, let's see.

**The next meeting is scheduled for Sunday 2nd Feb.**

*Deryck*

#### NORTHERN IRELAND

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The beginning of another year is already over and we are about to commence our yearly programme of events. I hope that by the time you read this report you have already decided to attend the **Northern Ireland Area Dinner and Awards** night and planned on whether or not to take part in the **May Bank run to the Letterkenny and the Co Donegal area**.

Just a further timely reminder, if needed, the dinner is on **Sat 22nd February at the Ballyrobin Country Lodge, Templepatrick**. If you wish to attend, please contact Alan (H) by either email [alan.triumph.herald@live.co.uk](mailto:alan.triumph.herald@live.co.uk) or phone **07545 655 879** and book your place at the table, and your menu choice, and join other likeminded Triumph owners for the evening. Just as a matter of interest though King-sized rooms in Ballyrobin are £56 for the night, if anyone wants to book one for after the meal. Just a thought for those of you of a romantic nature!

**Our May weekend run is from Sat 23rd to Mon 25th May**, contrary to the Jan; 2020 Courier report, with us being based at the Clanree Hotel, Letterkenny. Ten rooms have been booked on behalf of the club so once again contact Alan (H) if you intend going BUT book your room directly with the hotel, mentioning the Triumph Club.

Not a lot has happened since my last report that you hopefully got before the Christmas season other than the fact that I have now sent out our Area Programme for the year

that includes an goodly number of runs and visits to shows, with our own Totally Triumph show on Sat 9th May at Wallace Park, Lisburn.

Our first run of the year is on **Sat 21st Mar in the North Antrim area with the start at Dunsilly, Antrim and our Trunnion Oiling on Sat 4th April at Islandmagee.** We hope to go for a meal afterwards in **The Gobbins Centre** with the hope of better and quicker service arranged by Brian (S). At the end of that month, **Sat 25th, we are due to attend as a club The Argory, Dungannon.** You need to book entry to this event yourself. It is quite simple to do so as I have been able to manage it for several years.

**May**, as usual, is a another busy month with **Shane's Castle, Antrim on Mon 4th** (need to book), our **Totally Triumph show on Sat 9th at Wallace Park, Lisburn, a run and BBQ with Alan (F) on Sat 16th and then our weekend to Donegal, staying at Letterkenny, from Sat 23rd to Mon 25th**, as mentioned previously.

A new event, a visit to the **Ulster Aviation Society, The Maze, Lisburn on Sat 26th Sept.** has been added to the programme which will be contained within a club run and dinner that day. There are over forty aircraft to see and a number with connections to Northern Ireland. There is a small donation cost for this tour, and all depends on numbers on the day. The UAS is a charitable organisation and donations are only to cover their expenses and care of the Collection. It should be a good day there, remember to put the date in your diary now, and keep it free.

Our postponed monthly meeting took place on Wed 8th and was well attended considering the time of the year although Alan (F) and Laurence weren't there – very unusual, but there was a clash of dates. We had a pension discussion for a period of time and came to the conclusion that more needed be done to make folk aware at an earlier stage of their life of the implications – most of us there that evening were well past that stage needing that kind of information!

A worthwhile discussion took place on our dinner night with a few suggestions that we might run a small raffle to boost club funds with a cost limit on the donated prize, of course. Colin (L) mention that he had recently bought a polo shirt with the design of a Herald on it and a few other details as well and that the seller does club and bulk orders. Colin is to see if they all need to be identical or if he can vary them depending on the preferred vehicle. He does both the shirts, and the car / logo, in a range of colours. Colin's polo shirt cost him £14 each straight from eBay with his choice of car, choice of colour for both polo shirt and car, and the text. He is on his third, the oldest being four years old at least and still going strong, which is a wonder given the abuse it gets from him, although he was half suggesting Heather and the washing machine might be involved, one way or other. I will send out some details when I receive them and is there is enough interest we will see if we can do a club bulk order.



Mention was made of the forty-year G B MOT exemption in place and the fact that it still hasn't been introduced here but a thought struck us and is quite interesting. If NI does not have the G B forty year MOT exemption in place, but we go through Swansea to tax our cars, then it would appear they assume, at times, the rule is in place and allow our cars to be taxed with no current MOT, same as on the mainland. It might be worth trying if anyone else has one that needs taxed, just to verify one way or other as some have been able to do so. I'm not sure how legal it would be though if it did work! Colin related that last time he taxed a Triumph in Markethill it was free, but he was still asked if I wanted six or twelve months, so he told her he didn't think he could stretch to twelve months, and had to think about it before giving her the go-ahead.

She then asked him how he wanted to pay. That's bureaucracy, as they say.

Well that's it for this month, shorter than usual and just two photos.

See you at the **Feb meeting** if not before and keep well.

*Douglas.*

### NOTTS

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Thank you to everyone who came on the Notts and Derwent New Year run on the Sunday 5th January. It was great to see an array of triumphs and other classic cars. We had thirty cars complete the run and forty people sat for Sunday lunch. Weather was kind, cold but rain free. Super locations around Derbyshire then into Mansfield area where we finished at Sandy Pates sports bar .

Our chosen charity this year was Mind and we raised with car attendees and raffle £230.00 which is brilliant, so thank you again for your support. Nigel and myself are presenting the cheque to the Mind charity shop in Belper so pictures will be in Courier soon.

Looking forward to our next season of meet ups. **Our next gathering is on Wednesday 19th February** we get there around 7pm. Food and drink (beer and hot drinks) are served all night. We are a friendly and chatty bunch with open minds and very welcoming. Hope to see you at one our meet ups.

Cheers

*Nigel & Di.*

### OXFORD

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Oxford Area Group December meeting.

Held as usual but the weather was very iffy. We had only seven around the table but that did not dampen our spirits or result in less conversation.

There were no classic Triumphs in the car park, not surprisingly. CHR came in a 'Chelsea tractor' and gets ten demerits, but as he is a good attendee and brings old car newspapers to read he gains twenty merits! He also has





## OXFORD . . . PETERBOROUGH SCOTLAND NORTH EAST . . . SCOTLAND CENTRAL

### TSSC AREA NEWS

#### Oxford Continues

two Italian cars running at the same time! So must get more merits for that.

Tom introduced us to the Young and Retro Motor Club website which was interesting. We also discovered that HID headlamps cost about £800! Oh, and Tom broke his spectacles, but claimed it was an improvement!

Hilda is still not running and the Dolomite film extra is also still a non runner! All in all a good evening, but not because any Triumphs are non runners.

See you in the new year.

I shall be away for the January meeting though.

*Tom & Nick.*

#### PETERBOROUGH

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

Just as the first daffodil bursts from its bud does Hurricane Brendan come and break it off.

When will the downpours stop?

It was good to see 14 brave members venture out on a cold, rainy and blustery January Monday night – the first Area Club night of the year. Did I note there was a little more around the girth to the odd person amongst us from the Christmas celebrations? So after the huddles with many discussions going on in the bar we made our way through to the meeting room where we treated to Matt's buffet once again.

A warm welcome was extended to Dave and Marie Burton of Whittlesea who had phoned me up to ask if he could come and have a look at us with a possibility of joining the Club. Dave has a TR6 which is up on blocks at the moment – Dougie Kendall has obviously pinched the wheels for his TR3 project!

Here's hoping we will see you both again soon.

Apologies were received from Paul as he had business commitments and Steve Abbott has just had a bit of serious dental work. I hope it improves his whistle!!

A list of events happening around us thro' the year - and some on a post-Brexit foreign continent – were handed out. A few corrections were made – the mistakes were put in deliberately to see how many of you were observant!!! Colin Saunders took 'ownership' of the Le Mans Classic information for this area. Please contact me for Colin's details. Steve Needham was also looking to 2 large car shows in Peterborough in May. Thanks Lads. If you want a copy let me know.

One thing we decided that due to our **April meeting date falling on the Easter Bank holiday – the meeting will now be moved to Monday the 20th of April.** Please make a note in your diary's and calendars accordingly.

A unanimous decision was also taken to hold the **2020 Christmas Meal at the Bluebell at Helpston** - again following 2 years of very good service, food and entertainment. This may get oversubscribed as we are limited for room - so please get reservations in early this year.

If you're heading to **Stoneleigh to the Triumph & MG spares day on the 9th of Feb** check their website for discounted tickets.

We look forward to seeing you all at our **Club night meeting on Monday the 10th of February 2020 at the Five Horseshoes at Barholm, Stamford, PE9 4RA** around 8.00pm. We look forward to welcoming TSSC Members – old, new and prospective alike. No matter what the weather the car is always the star – unless of course there is a very pretty partner in the passenger seat – or even the driving seat! 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 bring the odd prizes along for the raffle.

Dust the cobwebs off the Triumph and finish those jobs which need doing - as I'm sure spring is surely just around the corner.

*Doug*

#### SCOTLAND NORTH EAST

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Happy New Year, Firstly I must apologise for not submitting reports over the last couple of months, we were on holiday with our family in Australia and unfortunately due to a bereavement we had to cut the holiday short and return back to Aberdeen so have had lots to do.

Now we are into the New Year we will be getting our 2020 Triumph Events and Meetings flyer out to you in the near future it will also be posted on our website and FB page. <https://www.facebook.com/groups/GrampianTriumph/> We are just waiting for the SVVF Year Book to be delivered. If anyone has anyone ideas for runs or meeting places please let me know.

Our **February meeting at the time of writing is planned for Thursday 27th February and will be held at the Four Mile House, Kingswells.**

Roll on Spring, hopefully the fine weather will be with us soon.

*Danny*

#### SCOTLAND CENTRAL

Michael McCallum  
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January Meet Night was moved out a week due to the scheduled meet falling on the 2nd, possibly the risk of too many hangovers to run with that date. I am not sure if it is a sign of the times or if I am getting too old, but there

was not much chat on what we all done over the festive period, may be that the more Christmas's and Hogmanay's you see the less exiting they become. A few members were off on holiday sunning themselves and one in particular drinking 95c wine. February meet will see the event calendar created for the year with the caveat that a few dates may need confirming once the SVVF book is available. One event that will have come and gone by the time you read this is our Christmas January day out, I anticipate the usual suspects will be there and some refreshments will be partaken before and after dinner which is in Osteria in the city centre.

This time of the year is normally when the garage activities if not already started are coming to the forefront of everyone's memory, time is not long in passing and fingers crossed the winter nights will feel like a distant memory once we kick the season off. Many will be ensuring that their cars are tip top condition mechanically for the Le Mans trip in July, a few who have been many times before are opting for the luxury of their modern cars. It is exciting to think that our area covers events not only in Scotland and England but within Europe and on a regular basis.

As most are aware you are all stuck with the same Area Organisers for yet another year, you only have yourselves to blame for that. Alan Well's had been sworn in as the Area Organiser for the East Coast Area, this does not mean that they are on their own as you know on a practical basis we are like joint areas. Nothing will change in that front and we will continue to share resources and support events in a joint fashion, after all we all come under the TSSC Scotland umbrella.

I know of a few projects that are in progress at the moment and I am going to be selfish and start off with my own, OK not selfish but it is just easier for me to remember. My plan was to do some tidying up on the minion and have it all completed before the end of the year, that never worked out as in my normal fashion I find more things that need attention, so very high level I refurbished the boot floor, inside the boot lid, inside wheel arches, the front valance, fitted a spoiler provided by M&J and I am in the process of refurbishing the wooden door caps. Rear door bottom needs attention and then I can move onto the Spitford bonnet. Iain Macpherson is the proud owner of a beetle that he is restoring, seeing the photos I can understand his enthusiasm for the car. One tool that will certainly make it easier for him is the car ramp he purchased, sorry for mentioning that Iain as you will probably have a queue of Triumphs at your door soon. Ian Walker has taken his Vitesse of the road for restoration and I am sure it will be in a sorry state at this time, however I am sure by the end of the restoration the car will have had the attention to detail that it deserves. Chick has completed a rebuild of his carbs and it waiting on the weather to change for a shakedown test. Ken has been helping Alan Chapel with his engine and I am led to believe that you will be able to eat your dinner off it. What can I say about Alan Well's GT6? The poor boy has a lot of work on his hands with the bodywork, however he is setting himself a target to have it completed for the cars 50th birthday which is well before the end of spring.

2 Members have booked their first event of the year, the restoration Show at the NEC from March 27th till the 29th, Iain and myself got a cracking deal on the train fare and hotel, we can't wait until the event comes round. I am glad

we opted for the train rather than Flybe after the financial trouble they are in.

We had the pleasure of meeting a new member at the January meet and John put us all to shame by arriving in his very nice Stag, I am sure Dave Fray will be all over it at the next meet. It was great to meet you John and we hope you will be a regular and are able to participate in some of the events, just a warning, we have many events.

February's meet will be a Coffee 'n' Chat meet and a run over of the years calendar. I would like to update our area photo this year and was thinking Stratford would be a good place for it, but if there are any other events that have a good background, we can capture the cars then. Apologies in advance but you know how much of a pain in the butt I was when we had our last shoot at Donnington, but it did turn out well.

For the East Coast meets The Hawes Inn have introduced a scheme to stop non-patrons using the car park, if your car is in the car park you will need to register it at the bar.

Le Mans 66 has been nominated for best film, yeah yeah I hear you say, by the time this goes to print this news will be history.

*Michael*

### February Meets:

**The Next club meet of 2020 will be at 7:30 on  
Thursday 6th February at 7:30PM at The Harvester  
Hillington Industrial Estate, Napier Rd,  
Glasgow G52 4DR  
East Club Meet is at The Hawes Inn South  
Queensferry EH30 9TA on  
Monday 10th December at 8pm**

Please join in our social banter at:

<https://www.facebook.com/groups/TSSCScotland/>

## SOMERSET

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Hi all. Thank you to all of you that attended the Christmas meal at the Brent House Carvery on the 12th December. We had 12 members in total at the meal and Brent House put on some fantastic food and I think a great night was had by all.

We have many great events lined up this year including **Killerton house classic car day, Powderham Castle, Pecorama and the West Somerset Railway Steam Fayre and Vintage Rally** to name a few. Darren Groves (North Devon AO) has also been in contact and we will be returning to **Lynton and Lynmouth in September**. One date not to be missed that will soon be upon us is the **MG and Triumph Spares Day at Stoneleigh Park in Coventry on 9th February**. If you enjoy searching through autojumble then this is the show for you. The show hosts a huge selection of autojumble and automobilia over several halls and it is well worth the journey. Tickets are £14 on the day or £11 if booked in advance online. The opening hours are 9:30-4:00. Please get in touch if you require any further details.

Also coming up this year is our trip over to **Le Mans Classic in July**. So far we have 8 members who are going to be travelling from Somerset. Some members are going only



## SOMERSET . . . SOUTHERN . . . NORTH STAFFS

### TSSC AREA NEWS

#### Somerset Continues

for Le Mans Classic itself, returning on the Monday with Harry, whilst others will be continuing on to Brittany with Maggie and Derek and meeting up with **The Interesting Car Club** and visiting the **Manoir de l'Automobile at Louheac** before returning via Roscoff.

Unfortunately, as you may have read in our January write up our usual meeting place, the Apple Tree Inn has closed its doors. At the time of writing this we have not yet had our January AGM so we are unable to specify where our new meeting place is as it is yet to be decided. After the AGM we will be in contact to let you know the new monthly meeting place. We will send out an email and put the new venue on our Facebook page. **Please get in contact with either of us if you are unsure where the next meet is.**

All the best,

*Harry & Maggie*

#### SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi all, now we have had our fill of Christmas it's time to get back to reality.

As per normal the Elsted Inn meet on new years day was a good way to blow the cobwebs away and the Southern Area put on a good show of cars. Always a good variety of cars on show and the Morgans also came out in force.

Our regular meeting at the Stars was very well attended for a January and most of the calendars have been taken, but there are still a few left for those who did not manage to get theirs.

At the regular February meeting we will be discussing the venues for the 2020 roaming meets, so if you have a favourite pub you fancy going to please make it known to Mike or myself and we can get it in the diary.

There is a fairly good list of shows and meetings below, so if you want an entry form for any of them collar Mike for them.

#### 2020 events

**February 4th Regular meet**

**Feb 16th Sunday lunch**, The Fox, Bramdean.  
SO24 0LP

**March 3rd Regular meet** The Seven Stars, GU32 3PG

**Mar 15th Sunday lunch** The Hen and Chicken  
GU34 4JH

**April 5th The Crotch Cooler**

**April 7th Regular meet** The Seven Stars, GU32 3PG

**April 10th Good Friday**

**April 12th Easter Sunday**

**April 13th Easter Monday Spring Vehicle meet**,  
Newbury showground

**April 16th Roaming meet**

**April 26th Drive it day**

**May 3rd South of England show** Leatherhead Leisure  
centre KT22 9AS

**May 3rd New Forrest Run**

**May 3rd The Crotch Cooler**

**May 5th Regular meet** The Seven Stars, GU32 3PG

**May 8th Bank holiday**

**May 9th Awbridge**

**May 10th Popham**

**May 17th Fernhurst Revels** Wendy's local village fete

**May 21st Roaming meet**

**May 23rd Haslemere Classic Car Show**

**May 23rd-25th The Cuckoo fayre**

**May 25th Bank holiday**

**June 2nd Regular meet** The Seven Stars, GU32 3PG

**June 7th Queen Elizabeth show**

**June 7th The Crotch Cooler**

**June 13th Stoke Row**

**June 13th Bishops Waltham**

**June 18th Roaming meet**

**June 21st Deers Hut**

**June 26th - 28th Cornwall Camping Weekend**  
venue tbc.

**June 27th - 28th Dene Rally**

**July 5th Clandon**

**July 5th The Crotch Cooler**

**July 7th Regular meet** The Seven Stars, GU32 3PG

**July 16th Roaming meet**

**July 18 - 19 th Kingley Steam Fayre**

**July 24th - 25th Netley Marsh**

**August 1st 2nd South Cerney**

**August 2nd The Crotch Cooler**

**August 2nd Waverly Abbey School**

(formerly White Dove)

**August 4th Regular meet** The Seven Stars, GU32 3PG

**August 8th 9th Retro Festival**

**Aug 20th Roaming meet**

**August 29th 30th Hellingly**

**Aug 31st Bank holiday** Wisborough Green

**September 1st Regular meet** The Seven Stars,  
GU32 3PG

**September 5th 6th Balls Cross**

**September 6th The Crotch Cooler**

**September 12th 1The Crotch Cooler** 3th Laughton  
Autumn Show

**Sept 17th Roaming meet**

**September 20th Tilford**

**September 26th 27th Kingsfold**

**October 4th The Crotch Cooler**

**October 6th Regular meet** The Seven Stars,  
GU32 3PG

**Oct 18th Sunday lunch**

**November 3rd Regular meet** The Seven Stars,  
GU32 3PG

**Nov 15th Sunday lunch**

**December 1st Xmas Meet and Xmas Dinner** TBC

*Mark*

#### NORTH STAFFS

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Hi All. It still feels like Christmas, yet here we are writing for February and the Christmas tree has still to be packed away, time still keeps speeding up as each year passes this is of course an age thing so I will shut up about it.

I have made a start on compiling a list of events for the coming season most of the major big national ones you will know, some of the more local ones have new venues and changes of dates plus I hope to find new ones that



## SUFFOLK . . . EAST SUSSEX WEST SUSSEX



### TSSC AREA NEWS

we've not seen before.

By the time you receive this, I hope to have placed the list on the website for you to download.

I have still to find a suitable venue for a meal for the run that we plan to do in January (subject to the weather) mainly because I have no heater, with all the other jobs to complete it will be one of the last to do on the list hopefully sometime before the next new year.

If you have any jobs you have been doing on your cars why not tell us how or what you have been fixing.

Again If you know of any shows that we could attend please let me know also I don't have an email address for many of you so if you would like to be added to the mailing list please drop me a message.

Keep those wheels turning until next time

*Dave*

**Next meeting 26th Feb  
MG & Triumph Spares Day Stoneleigh 9th Feb**

**SUFFOLK** Tel. 01206 250360  
e-mail: [Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

Despite several regular members being absent from the December meeting, including Russell, there were an impressive amount of attendees at the Sorrel Horse (13).

We were even invaded by a member from the North Essex TR Register in the form of Rich Crewe-Read. It was good to see him and catch up with some TR matters.

I've got to say that these evening meetings are becoming very popular so, if you haven't managed to get to one ever or even just lately, you would be made very welcome. There are all age-groups represented (usually when Jacob attends!). It's just good to get together with like minded people over a drink.

There does seem to be a wealth of experience in relation to all Triumphs and there will always be someone to help out with advice or even just lend a helping hand should you be looking to buy a car, fix a car or just drive a car.

Geoff attended this meeting again following a few months absence. He sold his TR7 earlier in the year and is now looking for a replacement in the form of a Spitfire or even an MGB Roadster! So if you know of one for sale please get in touch. Colin has been contacted by someone relatively locally who is trying to sell a job lot of TR6 parts including new Heritage body panels and several trim and mechanical items, so again, if there's something you need, Colin may have made a bulk purchase by the time you are reading this in the New Year.

There seems to be a lot of spanner and welding activity going on with various members cars at the moment including Pete's newly acquired TR4A engine in need of some attention. All he's got to do now is wait for rest of the car to arrive from the States and he'll be away! Colin and Jacob seem to be on a mission each at the moment to build the most unusual Herald Estate with non standard engines in order to get them entered for **The Round Britain Reliability Run next October.**



May the best man win.

Several local members have entered for **Classic Le Mans next July** which is promising to be great but well over subscribed, so if you were thinking of going you might want to get in sooner rather than later. Also, on **February 9th 2020 there will be the International Triumph and MG Spares day at Stoneleigh Park.** Several locals are thinking of going and some are booking a stand to sell some spare parts. Again, let us know if you're interested in going. It's a good day out and you may even find that illusive part.

Finally, I have added a picture which may or may not be printed. This shows local member Lindsay getting stuck in to his TR4A restoration at our jointly rented 'Last of The Summer Wine' workshops in Suffolk where some restoration and work does take place on our various projects but also a lot of talking, tea drinking and hilarity. There are usually about three of us up there at some point in the week where we fully occupy our retirement time.

Hope you all had a great Christmas and look forward to seeing you in the New Year at **The Sorrel Horse on Tuesday 7th January 2020.**

*Chris*

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

Happy new year to everyone.

We had a very enjoyable Christmas dinner, on Sunday Dec 8th. at the Highlands Inn, Uckfield, this was our second Christmas dinner here, which is always a lovely meal and the staff were very good, maybe we return next Christmas, thank you to all who came.

On New Years day, a few of us met for a drive out, at the Lavender Line, Isfield, for breakfast and coffee, followed by a drive around some of Sussex country roads, ending at the Bluebell Railway for a nice pre-arranged lunch, again a very enjoyable day, with lovely company, and a huge thank you to Richard for organising it.

Everyone turned up in their Triumphs or Bond, except myself as my Spitfire is currently going back together, over-drive gearbox is fitted. along with recon diff, I have re-venered and lacquered the dash, as well as sorting out some wiring issues and fitted a USB port, so shouldn't be much longer now.

That's it for now

**Next meeting as on Wed Feb 5th** hope to see you all there.

Cheers

*lan*

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The eagle eyed amongst you may have spotted an unexplained picture of a Solex carburettor in last month's report. Somehow, the first part of the report never made it into print, so here's that picture again (pic 1), with some of the missing words about November goings-on in West Sussex.

November saw our first Triumph-less meeting of the win-

## West Sussex Continues

ter season, with a small but select gathering discussing everything from a Roman Emperor and a Cathedral Stoneyard to modern cars and older carburettors - and one carburettor in particular. Once Sue had succeeded in sourcing a carburettor to get her early Herald running again, Iain stepped up efforts to find one of these fairly rare items to get his own Herald running more smoothly, and having been successful presented his newly acquired Solex B30 PSE1 to the meeting (Pic 1).



Thankfully, the historic car season doesn't end in November and we noted that several of us had supported the airing of cars much older than our own, by again assisting the annual London to Brighton Veteran Car Run, either on the route, or at the Madeira Drive finish, to help ensure that it went off smoothly.

A few of our cars had still been venturing out - at least in the hours of daylight. Whilst, thankfully, most of those trips have gone without incident, there was an incident worth reporting, as it was a great example of great service..

It occurred on a drive out along the highways of Hampshire and West Sussex, when my Spitfire IV fell foul of a long 3-4" deep, wheel width, pothole, whose scale had been well concealed by standing water. The outcomes were a bent rim and a slowly deflating tyre. After trawling through any number of listings of suppliers who seemed eager to refurbish alloy wheels, Google directed me to Retired, at Ditchling Common, as a likely repairer of a damaged steel wheel. Retired impressed by getting to work immediately, quickly removing the tyre, bashing the wheel back into shape, removing the tyre a second time as it still wouldn't seal to the wheel, applying sealant, refitting the tyre and balancing the wheel - then refused payment, as it was "just a bit of bashing". Such service is always worth praising.

The December meeting doubled up as our annual Christmas meal - an occasion where scallops, turkey and mince pies took centre stage. The George and Dragon did us proud, serving an excellent meal in their heated marquee (pic ).



The next few meetings, **always on the third Wednesday of the month from 7:30pm, at the George and Dragon, Dragons Green, RH13 8GE will be on 18th March, 15th April and 20th May.**

Come join us soon - the evenings are already getting brighter

*John*

## THAMES

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Hi All. We hope the new year is treating you all well. SOCIAL EVENINGS - 5th DECEMBER @ THE FAIRMILE INN COBHAM.

Yet another meeting I missed due to my van breaking down on my way home from work. Thankfully George B was there to save the day yet again. Keeping him company were Graeme, Richard E & John P. I believe there were two Triumphs at the meeting, George's Mk1 Vitesse & Richard's Mk3 GT6.

19TH DECEMBER @ THE GEORGE INN, WRAYSBURY.

I am making this trip in a new run about as it's wet out. Tonight I have the wonderful pleasure of Tony H, George B, Mike H, John P, Chris C, with John L turning up just before we left. No Triumphs this evening as it's a very wet evening five days from Xmas. But work on the Triumphs has been Tony's Stag is in to get some paint chips attended to. Chris C was Shocked to find a tracker had been placed on the underside of his Spitfire sometime since the last shows he attended in September & November (so you may want to check yours).

**Our next meetings are now: -  
1st Thursday of the month at  
The Fairmile Inn Cobham.  
3rd Thursday of the month at  
The George Inn Wraysbury.**

If in doubt or for more info please call me on 0777 3623807

*Mickey & Julie*

## NORTH WALES

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Hello, everyone. Our meeting on Tuesday 3rd December was also our presentation night, which consists of many cups and trophies for effort or achievement throughout the year. The most unwanted award is the "Golden Spanner", and this goes to the member who has had the most trouble with their classic, either by breakdown or just plain bad luck.

M.G. Glen and Barry succeeded in "winning" the award this time!

We had decided not to give our cards but to give donations to chosen charities, and these were agreed on the night, being the Wales Air Ambulance, Nightingale House Hospice and Papyrus U.K., which is the national charity dedicated to the prevention of young suicide. A total of £186.00 was raised and all agreed that club funds would make this up to £210.00 which would make an even split for the three chosen charities. Jan and Geoff said that their motorcycle group would make the amount up to £300.00, so a big thank you to them and everyone who contributed. At 9.00 o'clock the pub brought out plates of hot mince pies which were so delicious, then sociable chat and laughter rounded the evening off until we all made our way home.

Saturday 14th December was our M.G. & Triumph Christmas dinner party at Chester Golf Club, once again

an excellent meal rounded off with coffee or tea and mince pies. The disco was very good and played music of our era so that people could have a dance if they wanted to, or just sit and chat if not. Unfortunately there were slightly fewer attending this year due to health issues and other commitments, but still a great night. However, the evening did not start so well for us:- it was sleeting as we left home in our tried and trusted Discovery, but no problem as we knew she would get us back safely. We had just got through Chirk and heading up to the Wrexham by-pass when we started to break down, eventually coming to a complete halt. Roger tried to re-start her, but no go. A quick 'phone call to Joan to let her know the situation, as we were supposed to be picking her up, then another call to Julia and Alan, as we were carrying the money and cheques for the caterers, also the money for the disco. In the meantime Roger had got our Discovery started and managed to get round the roundabout to head downhill, where we could pull off the road onto gravel. What a nightmare! Julia and Alan came to the rescue and collected everything, so a big thanks to them, also thanks to Alison and Pete who picked Joan up. We limped our way home, swapped to our Honda, and set off again. We arrived at Chester Golf Club at 8.00 p.m., so not bad going.

Coming up in **February is Drive Your Triumph Day** to celebrate Sir John Black's birthday, the man who organised Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

That is that for now. 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 and have a chat and a laugh. Take care on these winter roads.

### Forthcoming events:-

#### February

**4th February:- Monthly meeting at the Trevor Arms, Marford.**

**9th February:- M.G. & Triumph Spares Day, N.A.C., Stoneleigh, Warks.**

**10th February:- Drive Your Triumph Day.**

**25th February:- OFFAL.**

#### March

**3rd March:- Monthly meeting at the Trevor Arms, Marford.**

**31st March:- OFFAL.**

Regards,

*Helena & Roger.*

**SOUTH WALES** Tel. 07802 204068

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

AMBER'S BIRTHDAY RUN TO BRECON 29th DEC 2020  
On a beautiful post-Christmas morning with blue sky and optional fog it was great to see that a total of 16 members in 7 club cars turned out for the TSSC S. Wales last run of the year to celebrate Amber Rowland's 20th birthday (is it really the 17th Amber's run? Where does time go?). I had my Spit joined by Tim, John, Maggie in their Spits, Bern and Jack were in their TR4A, Mike the Cake had pinched Eddy's 13/60 passion wagon and Gwyn and Babs were in the Dolly.

After meeting at Nantgarw Two Arches cafe just north of Cardiff our procession of Triumph's and optional moderns



filed north along the A470, the sun coming out as we entered the low cloud and fog of the Brecon Beacons, with a stop off just after the Storey Arms for a chance to take photo's and to meet any members who lived closer to that point than Nantgarw. Tim in his Spit 1500 with father Gwyn on his tail in the Dolly 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 in the middle of the lake although it seemed a lot deeper than last year. John was making a fuss about getting his tyres muddy in the flooded car park which always resembles the mud of Flanders at this time of



year. Ant then brought out Amber's birthday cake and after the traditional candle lighting and singing the cake was consumed and enjoyed by all present as we realised the mud was now up to our ankles and axles. The wildlife warden pointed out to us that most ducks did not eat birthday cake so we stopped feeding the ducks. We then mounted up and headed for Brecon leaving a trail of muddy tracks and cake behind us. A few miles North West along the beautiful country B roads we were soon in Brecon town centre. We all parked up at the Brecon Theatre car park and headed off into Brecon for our various brunches of choice. Bern and Jack headed for the Kebab shop as they could watch the Arsenal match on TV and most headed for the local Weatherspoon's for a traditional Welsh breakfast of bacon eggs and laver bread, a Welsh seaweed dish which resembles a beach at low tide.

All the Triumphs were on song all benefiting from all round year use, Eddie and Mo's 13/60 was looking immaculate reaching speeds of 70 plus in Mikes hands, Maggie's Spitfire was still looking better than when it had left the factory in 1972, and Johns Spitfire was looking excellent with the mud splashes all over it, Bern's TR4A sounded as purrfect as any TR I have heard, Gwyn's Dolomite was running absolutely lovely with its new engine rebuild and my Spit as well, as can be expected. 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 and car parks.

As we wanted to get back before dark most of us departed for home between 2 and 3pm.

We met Patrick in his recently acquired blue Spit 1500 by chance on returning to the car park. Bern and I had met him at the Abertillery show earlier in the year when he was





## South Wales Continues

looking for a suitable Spit to purchase. I got him signed up to the club while Bern dangled his car keys and distributor cap and leads over the canal. Hopefully we will see Patrick at one or two meetings or runs next year.

After saying our goodbyes to the others John and I climbed into our cars and set off for home, John led us through the Beacons and then along the fast parts of the A470, exiting at his turning to Blackwood with a wave while I thought to myself, what a great day out with the TSSC S. Wales "and what we had excelled in numbers was surpassed by the quality of those who attended!" Happy Birthday Amber & Happy New Year to all

AI

TSSC South Wales News December 2019

In the bleak mid-winter, South Wales held their Christmas party at the Lighthouse Inn. A great night out enjoyed by all who attended. Traditional Club trophies were awarded after the gathering had woken from AO AI's speech thanking all club members for their support during the past year. As tradition would have it Eddy and Mo won all the raffle prizes although Eddy claimed it was not rigged as he was in hospital with his new knee op. After carols in the car park and the traditional sprout throwing at the AO the revellers eventually went home in time for Christmas. The club were out on the road on the 29th December to attend our birthday run for Amber to Brecon. We certainly do more with our Triumphs this side of the Bristol Channel and plan to do more in 2020. If you are a member in South Wales or further afield come along and join us on one of our many runs planned for this coming year.

Al

### UP COMING EVENTS

**Triumph Spares Day Stoneleigh**

**Sunday 9th February 2020**

**Great Western Classic Car Show at Bath and West**

**Showground 8th and 9th February 2020**

**Monthly Meeting Tuesday 25th February 2020 at The Lighthouse Inn, St Brides near Newport**

## WESSEX

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This is my first report actually written in 2020, so we should all be feeling the optimism of the new year, including me!! – Not sure what everyone did over Christmas & New Year? Most did their own thing, some of us braved the weather and got the cars out a couple of times. If I didn't know better, I would of thought my wipers were vacuum powered!, they certainly were not too keen on keeping the (un-forecasted) rain, well drizzle off the windscreen!! – Something to check later! – The Sturminster Newton run was well attended, 120/150 cars many that you don't see elsewhere, a shame I forgot the camera! Anyway it gave the cars a good run, a round trip of 120 miles.

**9th February, MG & Triumph Auto-Jumble, Stoneleigh**

**Park**, one to keep in mind, does depend on how keen we are nearer the time, "do we, or don't we!"

**3rd May, New Forest and Wessex Triumph Run**, starting from Ringwood car park and finishing at Hazelbury Mill which is near Crewkerne. The run will be of approximately 2 to 2 ½ hours in length. You will be pleased to note that dogs, under supervision, will be welcomed at this venue. The original buildings date back many centuries and are of great local interest with a history stretching back to the times of William the Conqueror and are reportedly mentioned in the Doomsday Book. These together with a newly built Tithe Barn are surrounded by 14 acres of scenic gardens. All we need to do now is to sort out a suitable route that avoids the major problems we now face, we still hope to include a section covering the forest. Onto the logistics, if any of you can spare some time, any help given to Trevor would be much appreciated, our band of helpers has diminished over the years and not been replaced.

**16th – 17th May, Beaulieu Spring Auto-jumble,**

TSSC club stand.

**3rd to 5th July, Le Mans Classic.** Alan has communicated with those interested with the various options on prices and availability of ferries etc. and will email the final results in due course.

**31st July to 2nd August, Silverstone Classic.** It was originally thought to perhaps go on alternative years to the Le Mans Classic, as they are only a couple of weeks apart, but if there is enough interest, why not! Hopefully this will have been sorted in time to take full advantage of the early bird discount on offer. Also a suggestion that we arrange a trip to Old Sarum Museum at some point to include a lunch stop at a pub nearby. We just need to decide on a suitable date.

A suggestion has been made that we go back to having roving meetings, which people seemed agreeable to, so any suggestions would be welcome.

Any decision on this and other points raised, will be communicated by email. For now though our next meeting will be at the Tyrell's Ford.

**Next meeting, Tyrrells Ford, Thursday 27th February**

Martin

## New AO for NORTH YORKS!

We are Currently looking for an AO  
to cover NORTH YORKS

We can offer as Much help as  
needed, so please get in touch!

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

Tel. 07976 163006

# THE INTERNATIONAL MG & TRIUMPH

## SPARES DAY

SUNDAY 9TH FEBRUARY '20

SPONSORED BY  
HERISHED VEHICLE  
INSURANCE SERVICES



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



### TICKETS

**£11**  
IN ADVANCE  
Plus booking free

**£14**  
ON THE DAY

**Under 15's  
FREE!**  
when accompanied  
by an adult

**MG** ENTHUSIAST

**TRIUMPH**  
WORLD

### Trade Stands & Autojumble

Specialists, professionals and smaller stands for the enthusiasts, 'garage clearouts' and a massive choice of spares, accessories, tools, models etc. Stand and autojumble space is limited and must be pre-booked, **SO CALL TODAY**

### Club Displays

All the best clubs - displays, projects and advice available. Anything old or new, you're sure to find it here!

### Cars For Sale

Lots of cars for sale. **MUST** be pre-booked, so ring to book your car in today..|

**125,000 sq.ft Heated Halls**

**Pride of Ownership Awards**

See website  
for further  
details

**NEW FOR 2019** Dedicated MG & Triumph parking with reduced entrance price

**BOOK YOUR TICKETS ONLINE NOW**  
[www.mgandtriumphsparesday.co.uk](http://www.mgandtriumphsparesday.co.uk)

FOR OFFICE & TRADE ENQUIRIES CALL **01775 768661**



**LIVE**  
PROMOTIONS • EVENTS

# **SOUTH OF ENGLAND MEET**

## **3RD & 4TH MAY 2019**

**Sat 3rd**

**Free Chill out day**

**Sunday 4th**

**ALL Triumph Car Show  
& Concours**

**Autojumble & Stalls**

**50th GT6 MkIII**

**50th Triumph Stag**

**Camping from**

**Friday 2nd afternoon**

**£5.00 Per Night TBC**

**Entry - Pay on the Gate**

**£5.00 Per Person TBC**

**FREE Entry for children under 16.**

**FREE Autojumble pitches.**

**FREE Concours - All Triumph cars**

**TSSC Club Shop**

**Insurance Valuations  
etc etc.**

**CHANGE OF DATE !**

**Location:**

**Leatherhead Leisure  
Centre, Guildford  
Road, Leatherhead,  
Surrey, KT22 9BL**



**For more information contact Mickey Hazell**  
**Telephone. 07773 623807**

**E-mail: [chippymickey@yahoo.co.uk](mailto:chippymickey@yahoo.co.uk)**



# The Legendary Triumph Enthusiasts Social Gathering



## The Fox Inn Public House & Restaurant

2 Cliff Brow, Roxby Saltburn by the Sea TS13 5EB

### Friday evening

Meet and Greet, Quiz,

Live music from Abbie Johnson

### Saturday

Run out to Lion Inn, Blakey Ridge,

BBQ, Live music from Fizzy Fish.

### Sunday

Polish & Shine Concours

Classic Autotest, Agility Dogshow

Autojumble and more.....

**Adult Weekend Pass £25**

**Camping £35** per pitch  
(2 nights extended stay available))

**Weekend registration & Campsite Booking in advance via website**

**[www.NYTW.org.uk](http://www.NYTW.org.uk)**

# WESSEX AREA PRESENTS



## 28TH ALL TRIUMPH RUN

Sunday 3rd May 2020

All Triumph Cars and their owners are invited to join us again for what has become a must event in the Triumph calendar, now in our 28th year.

The Run will start from the Ringwood Long Stay / Lorry Park at approximately 10.30am on Sunday 3rd May 2020. It will be the usual leisurely drive starting in the New Forest and, then head west into the adjacent county of Dorset in the company of other Triumph cars and their owners.

As last year, there will not be a halfway halt, instead the Run will be of approximately 2 to 2 ½ hours in length which will end at Hazelbury Mill, which is situated near Crewkerne. (You will be pleased to note that dogs, under supervision, will be welcomed at this venue).

The original buildings date back many centuries and are of great local interest with a history stretching back to the times of William the Conqueror and are reportedly mentioned in the Domesday Book.

These together with a newly built Tithe Barn are surrounded by 14 acres of scenic gardens.

We hope this will prove a popular finish venue for our Run and allow everyone more time to enjoy the day and socialise with other Triumph enthusiasts, and, at the end of the Run, enjoy the facilities provided within the Tithe Barn and adjacent hotel complex if desired.

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 11th April 2020 or could be sooner if oversubscribed.

Entries received after 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)

# Yorkshire Dalesrun 2020

## 12th, 13th & 14th June

**The 2020 Dales Run will be based at High Laning Caravan and Camping site, Dent, Near Sedburgh, Cumbria, LA10 5QJ**

and once again we will be taking you through some of the most beautiful and scenic areas of the Dales. For just £10, you are welcome to take part in any vehicle, providing it is capable of keeping up with a Triumph from the 1960s! Please be aware that the run will be organised with Triumphs at the front, followed by other classics with the more modern vehicles at the rear. Anyone is welcome, our event is primarily to raise money for Charity! All proceeds for this year are to be shared equally between Yorkshire Air Ambulance and North East Air Ambulance.

Arrival is with us on the camping field from Noon on Friday 12th June. Saturday 13th will include our run through the Dales with a leisurely lunch stop (you provide your lunch!) with an evening's entertainment and fundraising (raffle, games and general fun OR ELSE!) in the Village Hall with our very own Alan!

Come along and enjoy yourselves and help us raise some much needed funds for the two Air Ambulance Charities.

Wind down on Sunday 14th and enjoy our treasure hunt (on foot!) We have managed to negotiate once again for the same discounted rates as we have been offered for the last several years. (Only if booked through us) We cannot guarantee these prices or a place on the site if you do not book through us. Booking is essential to ensure your place.

Complimentary tea/coffee/squash all weekend.  
Dog friendly site. (Must be kept on leads and all waste collected)  
The site accepts tents, caravans and motorhomes. There is an option for a small hiking tent pitch but this does NOT include space for a vehicle. If you select this option, there will be an additional charge of £5 per night should you wish to bring a vehicle.

All Donations welcome, including any raffle prize donations.  
**PLEASE ARRIVE WITH A FULL TANK OF FUEL AS THERE WILL NOT BE ANY STOPS DURING THE RUN**

Please note: If you are bed and breakfasting elsewhere and wish to join us on the campsite at any time throughout the weekend, there is a £5 per day charge.

We recommend you park in the free parking provided by your B&B.

**Any run related queries, please contact Richard on 0776 635 4449**

**For all booking enquiries, please contact Candi on 0781 046 1252**

Our preferred method of payment is BACS to Miss C J Allen, 53-50-52, 13057022.

Please email your booking information to [tssc-dalesrun@outlook.com](mailto:tssc-dalesrun@outlook.com)

Paypal payments:- Please put "Dales Run" and your name as a note and send as "friends and family" to: [tssc-dalesrun@outlook.com](mailto:tssc-dalesrun@outlook.com) or tel Candi on **0781 046 1252** for alternative methods of payment or any booking queries

Name(s) : ..... Address: .....

..... Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

### 2020 Camping Prices

**Tent or caravan (inc 2 adults and 1 car) - £21 per night**

**Motorhome (inc 2 adults) - £18 per night**

**Small Hiking tent (single occupant) - £9 per night**

**Extra cars - £3 per night (First car free per pitch)**

**Vehicle on Hiking Pitch - £5 per night**

**Electric hook up - £3 per night**

**Run Booklet - £10 per vehicle taking part**

**Are you staying in a Tent/Caravan/Motorhome? (please circle)**

**Camping Friday \_\_\_\_\_ Camping Saturday \_\_\_\_\_**

(Please tick for night/s you are staying)

### Extras:-

**Extra occupants \_\_\_\_\_ £2 per night Extra vehicles \_\_\_\_\_ £3 per night**

**Dogs \_\_\_\_\_ £2 per night Hook Up \_\_\_\_\_ £3 per night**

**Total per night for camping**

**£ \_\_\_\_\_ - \_\_\_\_\_ x \_\_\_\_\_ nights = £ \_\_\_\_\_ - \_\_\_\_\_**

**Run Booklet PER CAR taking part in the run is £10**

**Grand Total Enclosed £ \_\_\_\_\_ - \_\_\_\_\_**





Join us for the Northants Area

## CAMPING WEEKEND

**Friday 17th July - Sunday 19th July 2020**

At Top End Farm Campsite,  
Colmworth Road, Little Staughton MK44 2BY

This year's theme is...

# Hawaiian

So mark it in your diary and we look forward  
to seeing you there!

Further information/booking details will follow  
once the campsite has confirmed pricing for 2020.



In the meantime, any enquiries may be made via email to  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

**Silverstone Classic**  
31 JULY - 2 AUGUST 2020

JOIN US FOR THE CLASSIC'S  
30TH ANNIVERSARY

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)  
Our club's exclusive Car Club Display Package code is:  
**2020CCD006**



# LE MANS

## CLASSIC



## RING FIRST!! FOR AVAILABILITY!!

Once again the **Triumph Sports Six Club** is organising the premier Le Mans Classic camping experience at the top-rate exclusive Tertre Rouge campsite, right on the circuit.

Our tried and tested package includes:

- **Exclusive, spacious private camping at Tertre Rouge**, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- Initial Priority booking for members of the TSSC and invited other Triumph clubs.
- **Premier Package.** Le Mans Entry & Discount on ferry crossings

Booking forms available from:

TSSC Website **[www.tssc.org.uk](http://www.tssc.org.uk)**  
or by E-mail at **[info@tssc.org.uk](mailto:info@tssc.org.uk)**

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



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





# Triumph Sports Six Club

Office Use

## Lemans Classic 3rd 4th 5th July 2020 Booking Form

Camping available 12 Noon Thursday July 2nd to 12 Noon Monday July 6th

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

XLS form

Name			
Email Address			
Day time phone number			
If TSSC Members insert Membership Number/s			
No of Cars in Party -----			
Drivers Names Phone No & email Addresses will be required - Full Details to follow			
Non-members of the TSSC may book from 09/12/2019			
<b>Page 1 ENTRY - CAMPING - CIRCUIT LAPS</b>			
All entries this year will include a FREE T Shirt - Please state Numbers required & Sizes			
3XL ----- 2XL ----- XL ----- Large ----- Medium ----- Small -----			
Item	Cost	No. required	Total (GBP)
LEMANS CLASSIC 2018 at TETRE ROUGE			
Entry ticket only (Per person 16 and over)	£80		
Entry + Paddock	£103		
Entry + Paddock + Open Grandstand	£138		
Entry + Paddock + Covered Grandstand	£168		
Camping (Member Discount £14 per Pitch)	£195		
Camping (Non Member)	£209		
Gazebo/marquee ticket (max size 3mx3m)	£195		
Classic car parking (Please Indicate)	FREE		
Modern Car Parking	£48		
Circuit Laps available Friday 3rd July - Morning	£199		
LeMans Organisers Picnic Basket (2 People)	£75		

<b>Page 1 SUB TOTAL</b>			
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## Page 2 - FERRY BOOKING OPTIONS

Item	Cost	No. Required	TOTAL (GDP)
<b>Please Note that all Brittany Ferry Bookings are Non Refundable/Non Transferable &amp; Times given are Compulsory</b>			
<b>Model Make and Year of Car required for Ferry bookings</b>			
<b>Car Make &amp; Model</b>		<b>Make/Model</b>	<b>Reg. No.</b>
<b>Prices quoted for Hull/Zeebrugge Crossings are based on Sunday-Thursday Ferries/Fri-Sat £85 per Car Extra</b>			
P&O Hull/Zeebrugge Overnight Under 5 day return	<b>£165</b>		
P&O Hull/Zeebrugge Overnight Over 5 day return	<b>£225</b>		
<b>Plus Cabins price for each way</b>			
Inside 2 berth Cabin	<b>£105</b>		
Inside 4 Berth (with Bunks No window)	<b>£115</b>		
Outside 4 Berth Cabin (Small Port Hole Window)	<b>£130</b>		
P&O Dover/Calais Under 5 Day return	<b>£105</b>		
P&O Dover/Calais Over 5 Day Return	<b>£125</b>		
Eurotunnel Folkestone/Calais Under 5 day return	<b>£145</b>		
Eurotunnel Folkestone/Calais Over 5 day return	<b>£170</b>		
Royal Mail Delivery (UK Addresses)	<b>£12</b>		
Multiple Bookings(over 10 people)Delivery Charge UK	<b>£16</b>		
Airsure Delivery (European Zone)	<b>£20</b>		
<b>Page 2 SUB TOTAL</b>			
<b>Page 1 SUB TOTAL to add</b>			
<b>TOTAL</b>			
I wish to pay by      Credit Card _____      Debit Card _____      Cheque _____			
<b>If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday</b>			
Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2020 Please see the accompanying Booking Notes for details of the possible currency surcharge. Non-TSSC bookings will be taken from 09/12/2019. Bookings confirmed by email (or by post otherwise). Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/20			
I authorise you to debit my card with the amount shown above & agree with the terms and conditions.      Signed			
<b>Delivery Address for Tickets</b>			
<b>For Further Enquiries regarding your Booking Please contact us By email/Phone or Fax</b>			
Tel: +44 (0)1858 434424      Fax: +44 (0)1858 431936		<a href="mailto:info@tssc.org.uk">info@tssc.org.uk</a>	
<b>PLEASE PRINT/SIGN THE COMPLETED FORM AND POST, FAX OR SCAN/EMAIL TO TSSC:</b>			
<b>Le Mans Classic Bookings,</b>			
<b>Triumph Sports Six Club, Sunderland Court, Lubenham LEICS LE16 9TF</b>			