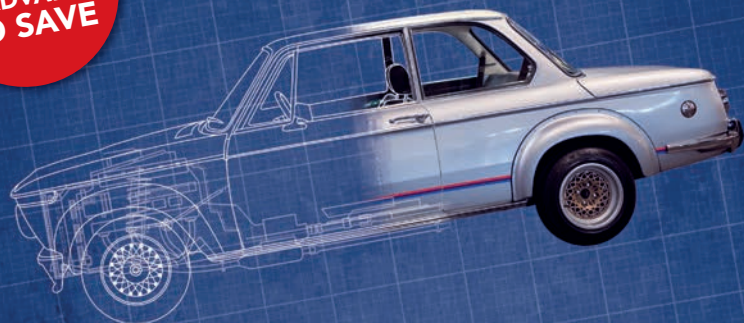


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THE COURIER NUMBER 477 MARCH 2020 TRIUMPH SPORTS SIX CLUB

# THE COURIER

No. 477 MARCH 2020



## KEEP CALM & SCRAMBLE! TWO SPITFIRES!

## TSSC COUNCIL OF MANAGEMENT 2020

Chris Gunby - Chairman/Gen Sec



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Martin Hughes - Director



Tom Hartley - Director



Jane Rowley - Director



Neville Wright - Director



**TSSC HQ** TEL. 01858 434424

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



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



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



## TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans. Dave Gleed.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.



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THE March 2020

# COURIER

Price £3.50 Free to Club Members.

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SCRAMBLE 2 SPITFIRES!  
PICTURE BY JOHN HARPER

## Courier Copy/Area news



Editor. Bernard Robinson

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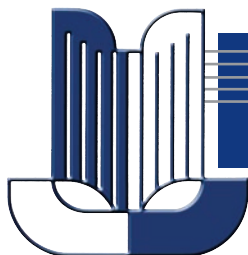
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## THE GET OUT

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# TSSC HQ Services

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**TSSC Head Quarters are Open Daily**  
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**Excluding Bank Holidays**

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

## INSURANCE VALUATION SERVICE -

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

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

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

TEL: 01858 434424 Fax: 01858 431936

## TSSC INSURANCE PANEL Contact Numbers

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Tel: 01480 400763

### CLASSICLINE INSURANCE

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## COUNCIL OF MANAGEMENT

**2020 meetings:**

**8th 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

# Spring into March Courier

The Club is attending the Practical Classics Restoration show at the NEC on Friday 27th through to Sunday 29th March. Our team of Staff and helpers and some Council members will be on the TSSC Stand so pop along to see us.

Discount Ticket code **RSCC1615** [www.necrestorationshow.com/clubtickets](http://www.necrestorationshow.com/clubtickets).

Preparations are underway for the **Annual General Meeting on Sunday 19th April**. In the morning we have an area Organisers Seminar where all of the Area Organisers meet with the Area Liaison officers and discuss new plans and ideas for different areas, having always our members best interests in mind and finding out what each area is doing or going to do around the country.

The Annual General Meeting in the afternoon is a great place to discuss and get answers to any questions that may have been rattling around in your head. And the only way to find out is come and have a seat and get involved on questions and answers by the Council of Management. Discussions regarding money spendings. Ideas on venues and joining the Council or thinking of taking on an area. This meeting is very important to everyone who has the club to heart. We do try to keep the meetings upbeat and informative.

Looking at our young members who are very important for the future of Triumphs. Keeping the trend going into the next generation we can not express how important it is to keep the Club going. Do you have any questions that you would like answering? Come along and ask and hopefully we can give you positive answers. There is always a way to get questions answered by email or via text to one of our Council members or your Area Organiser.

During the AGM at TSSC Headquarters, the Club Shop will be open and the Herald Bar will be open for refreshments as well. If you are attending the AGM we will start around 1.00pm and hoping to finish for 4pm. TSSC Chairman Chris Gunby and the Council will be in attendance. So make your voice count, make your voice heard, come to the AGM and see for yourself how the Council manages the TSSC. And look forward to the future of our wonderful Club.

Get in your Triumph to have a blast or even in your modern to come and see the TSSC museum and have a drink in the Herald bar, we will be there. Looking forward to seeing you at the **TSSC HQ on April 19th**.

Go on.....



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

**BY NIGEL HILL**

**TSSC COUNCIL OF MANAGEMENT  
AREA LIAISON OFFICER**



# 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**

CONTACT TREVOR. 01425 475376

SUN 3 MAY 2020

**NOTE! CHANGE OF DATE!!**

**SOUTH OF ENGLAND MEET**

LEATHERHEAD LEISURE CENTRE

CONTACT MICKEY. 0777 362 3807

THURS/FRI/SAT/SUN 7/8/9/10 MAY 2020

**NOTE! CHANGE OF DATE!!**

**ISLE OF WIGHT CAMPING WEEKEND**

APPULDURCOMBE CAMPSITE

CONTACT TRACEY. 07754 751672

ELAINE. 07842. 249591

### June 2020

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

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CONTACT CANDI. 07810 461252

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

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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**

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

### August 2020

FRI SAT SUN 14 15 16 AUGUST 2019

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**STRATFORD - UPON - AVON RACE COURSE**

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

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

## CLASSIC CAR SHOWS (CLUB INVITED)

### March 2020

FRI/SAT/SUN 27/28/29 MARCH

**PRACTICAL CLASSICS**

**RESTORATION SHOW NEC**

TICKET CODE RSCC1615

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

### April 2020

SUN 26 APRIL

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### May/June 2020

SUN MAY 17

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# NEWS REVIEW

## Monthly News of a Triumph Nature

### TSSC ANNUAL GENERAL MEETING 2020

**Notice is hereby given** that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 19th April 2020** at TSSC HQ in Lubenham.

#### Resolutions for Agenda

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

These should be forwarded to myself (TSSC Chairman) to be received by **1st April 2020**. Any item received after this date will be regarded as null and void.

#### Questions for the Agenda

Any questions also need to be with myself (TSSC Chairman) by **1st April 2020** to be guaranteed

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

#### General Issues

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

#### Council of Management Elections

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

The Council meets six times per

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

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

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

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

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

**Chris Gunby.**

**20 Audit Hall Rd, Empingham,  
Rutland. LE15 8PH.**



## OFFER for March 2020

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

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*Spitfire* Mk 1/2/3

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

## Readers Cars

It's just about the start of the season, or at least for us it is as this Sunday, as I write this, we'll be at Stoneleigh for the Triumph and MG Show (I think the organisers most disrespectfully actually name it the other way round). I'll have our usual plates, stickers and T-shirts and Guy and friends will be trying to make some space in their garages by selling some desirable and rare Triumph and Bond car parts.

I'm sure we'll see many of you there on your annual early season buying – and catching up with old friends – day.

Many of our cars are still tucked away from the cold weather, although Guy's Bond 2+2 was nearly press-ganged into action today as my Honda is brakeless, and the motor factors don't seem to be able to find the right pads for my 1987 model. Last night I had been thinking of taking the Bond into work – until I woke up this morning and saw the thick layer of frost on everything. Luckily Guy's Volvo, with its heated seats, was available, as was its owner, to take me to work today. However, we did take the Renown out a couple of weeks ago for a Sunday lunch with some Triumph friends (see the Andover Area News for more about this).

Despite not so many cars being out and about I do have some pictures and notes from



members about their cars to share with you.

Some time ago, last year, **Mark Miller** sent me a couple of photos of his car, together with the numbers for the Club's IVR (International Vehicle Register). The car was first registered I on 1st November 1963, Mark is only the third owner over that time and the car had done 105,000 miles on the original engine, (possibly more now)



when he contacted me. Having now retired he was hoping to write its history so perhaps this snippet will encourage him to put quill to paper.

From the photos it looks like a substantial amount of work was carried out on the car so I look forward to hearing more in due course.

*Although I was £20 short of the asking price Henry kindly let me buy it. He knew it would be well looked after as my brother is a mechanical engineer. It's thanks*

**"Henry kindly let me buy it. He knew it would be well looked after as my brother is a mechanical engineer."**

*to brother's care and attention over all these years that I've been able to keep it for so long and in such pristine condition.*

*After owning it for a few years I then got a winter car and so used the Spitfire in spring, summer and autumn and kept it in the garage overnight. It was my pride*



Another car owned for a long time is that of **Denise Harrison** who contacted me recently.

*"It's with a somewhat heavy heart I've decided the time has come to sell my lovely Spitfire Mark 2, (christened the Noddy car by my two little nieces at the time!), that I've had for almost 46 years.*

*It was in 1974 that my brother returned from his cycling club to ask if I might like to buy a little red sports car. Petrol had just gone up to 75p a gallon and his friend Henry had decided that it was becoming very expensive to run. He also thought that it was a bit of a waste to keep it in the garage, just starting it up now and then, to make sure it kept ticking over.*

*I'd been working for two years and was saving up for a second hand mini, but couldn't resist the car as soon as brother brought it over for a test drive.*



*and joy and admired by all my work colleagues, who also used to tease me, as when it rained you wouldn't see it in the car park, even in the summer months.*

I'm afraid I've not been involved with the club other than getting the Courier magazine, which I've immediately passed on to my brother. I did, however, go on two Peak runs and was delighted and amazed to receive the trophy for the Visitors Choice in 1989.

In 2003 brother decided to take the car off the road to "do some jobs on it"! This suited me fine, as I was spending weekends with my partner, who didn't have a garage and I wasn't keen to keep the Spitfire on the drive. Brother has kept starting it up and tinkering on it ever since, promising faithfully to get it back for me to drive. Unfortunately he's a perfectionist and very busy with his own loyal customers. I've been patiently waiting for it to reappear. He finally got it back to me, in full working order, in 2017, having passed its MOT and being valued by the club that summer for £16,000.

Brother has continued to look after it since then and I've had a few drives in it, but feel it's time now to let it go. Brother is too busy and my mechanical knowledge is zero. I feel it needs an owner that can drive it with confidence and, if something goes wrong, will know how to deal with it.

As you can see from the photos, it's in tip top condition.

I've a wardrobe full of TSSC magazines, a garage full of spare parts and also a hard top. I really want it to go to a good home,

where it'll be loved and cared for as much as I have.

If you are interested in more details, servicing history etc. and what I'd like for the car please email [denise.harrison@sheffield.co.uk](mailto:denise.harrison@sheffield.co.uk)

Denise has told me that her brother is somewhat of a perfectionist and if these photos are anything to go by the car appears to be in lovely condition and been looked after very well.

I've just had a perfectly timed note from **Dave Harding** "I sold my Spitfire a couple of years ago but thought of you on Friday (7th February) when I was attempting the Guardian cryptic crossword as the theme is Triumphs. 4 down is Spitfire and other clues lead to answers of Stag, Herald, Courier etc including a few obscure ones."

[www.theguardian.com/crosswords/cryptic/28050](http://www.theguardian.com/crosswords/cryptic/28050).

Might have to have a go at that myself. "

That's about it for this month, except that I do have one, or rather, two, oddities to include this time. I freely



admit that I can't see any link to Triumph, but they're certainly odd – scooter anyone?

*Suzie*



# NEW Product!

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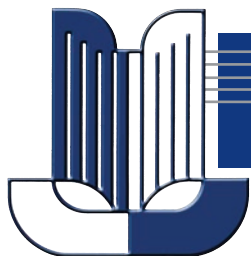
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# NEWS REVIEW Extra!

More News of a Triumph Nature

## Ladies & Gentlemen Your Attention Please

I hope you are all looking forward to a busy 2020 with the TSSC, as ever the team at HQ and your CoM have been really busy in the background organising events and shows for us all to enjoy.

The team that run your Club are always looking to improve what we as a Club offer to our membership but we can only do so much with the man power that we have available to us.

We would like to put together an **event team** spread across the country that can help with running and attending new

events and shows with help from HQ, would this be something that you could help with?

We are also looking for someone with **PR experience** to help the TSSC promote itself to a wider audience as well as within the classic car world if you can help please get in touch.

The TSSC has grown into a global Club with the arrival of social media and the internet it is now easier to be in contact with members and friends all around the world, Triumph had a good export market and sent cars all around the world with lots going to warmer climates with no salt on the road meaning a very good survival rate for over seas cars with enthusiastic owners, this is a market that the TSSC can expand in with the the help of an

**International Liaison Officer** role, could this be something that interests you?

Who doesn't love a shiny car, our Club has some of the best Triumphs in the world, could you offer some time to help run our **Concours** at Stratford this year with help from the team you could have a great weekend looking at the best of the best.

As ever we are always looking for help in all areas of the TSSC whether you can give an hour at a show or have time to commit to a role within the Club please get in touch and I will be very happy to speak to you about how you can help your club.

Thank you.

**Chris Gunby**

TSSC chairman

**07843 435190 mobile**

**E-mail: chairman@tssc.org.uk**



## Important News! 2020 SPA Classic Bookings

If anyone would like to book for the Spa Classic event this year, the dates are **May 22nd – 24th 2020**.

**NOTE: We are only able to offer Entry Tickets and Track Laps this year.**

The prices are the same as last year.

<b>Members Entry</b>	<b>- £35</b>
<b>Non-members Entry</b>	<b>- £39</b>
<b>Track Laps Members</b>	<b>- £110</b>
<i>Currently available for most sessions</i>	
<b>Track Laps Non-members</b>	<b>- £125</b>
<i>Currently available for most sessions</i>	
<b>Picnic Baskets</b>	<b>- £70</b>
<b>Ticket delivery charge</b>	<b>- £12</b>

If you would like to Book or have further information please give me a ring on **01858 434424** – we are open 9am – 5pm Monday – Friday

**Angie Hill**

TSSC Membership

**Tel. 01858 434424 E-mail: info@tssc.org.uk**



## Carburettor Issues & Observations

Last months article on carbs and 'tuning' created a lot of interest and I've received some more great advice so it's only fair that I share them with you.

The following is from member **Tony French**.

"These notes are generally aimed at the later European specification Twin SU setups, but some observations apply to any carburettor setup. This is not an instruction on how to correctly set them, but a guide as to how to get to the right place. I spend a lot of time viewing the forums and the issue of poor running associated with the setup (or lack of) of carburettors seems to crop up very frequently. The opinions given on these forums vary wildly, are often conflicting and sometimes wrong. This can be quite an emotive issue, but as someone who used to run a garage at a motor club in the "good old days" when these cars were mainstream, here is my two pennies worth.

First and very important. Was it after you did something, after a long time in storage, or has it just gradually got worse? If it was after you did something, then think carefully about what you did before going on to the forums, describing your symptoms (possibly not as accurately as you thought!) and going off at a

tangent because someone has put forward a suggestion you like the sound of. If it is after long term storage, or has gradually got worse, it may be down to a combination of things.

Also a lot of people suggest things "because it worked for them". It is often the case that they think they are correct, but it was actually something else that sorted it.

Unfortunately, the true solution may have been lost in a whole host of other applied "solutions".

### Ignition

Before doing anything with carburettors, it is essential that you have checked and re-checked the ignition system carefully. It is a total waste of time trying to set carbs when the ignition system is not working correctly or is incorrectly set up. Use the Triumph manual, Haynes manual, or the handbook that came with the car. The settings suggested on the forums may be incorrect as there were many variations, due to different series, markets, etc. Fred in Boston, USA may have completely different ignition timing figures to Joe in Boston, Lincolnshire, United Kingdom. Some very experienced people who have been in the trade will suggest other ways of setting the timing. The figures in the manuals are what the manufacturer used. There may be other ways to set it up, but those that can use alternative methods have generally been doing it for years. Not for beginners! Settings may vary very slightly from car to car, but beware using another method because it was on the forums. Just because it is on the internet doesn't make it correct.

### Fuel Supply

Often overlooked is the fuel supply to the carbs. The fuel tanks are often rusty, full of silt and dirt, and even water, especially now that modern fuels have ethanol in them which attracts the moisture. If anyone has removed the float bowl of the carb and seen the silt inside, then that is a fair representation of what is in the bottom of the tank. Many a restoration has been frustrated because the tank dried out and the rubbish from the bottom got disturbed when it was refilled. Fit a good quality cleanable glass type filter before the fuel pump. It will pay dividends as it takes a long time for that rubbish to settle and filter through. Is the fuel fresh or has it been sitting in the fuel tank for a long time? If so, drain the tank, and then fill with fresh petrol.

### Other Factors affecting set up

I hear no end of complaints about the dreaded waxstats (jets), but let's look at the why, before we go doing stuff unnecessarily.

**" Fit a good quality  
cleanable glass type  
filter **before** the  
fuel pump. "**

The purpose of the waxstat was to improve running at higher ambient temperatures and also to comply with European emission regulations at

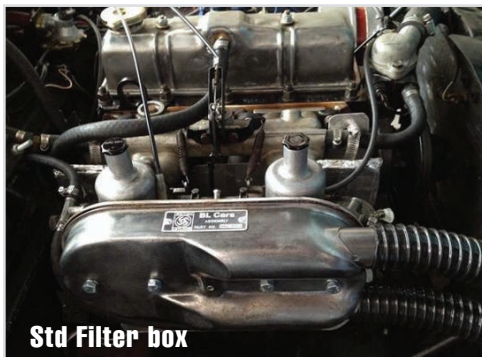
waxstats is the pancake filters that have been used to replace the standard airbox setup. On a standard car there is absolutely no measurable difference in power to be gained by fitting K & N filters (check on a rolling road if you are in doubt), but it sounds wonderful and makes it feel like it is quicker (the human senses are not very accurate sometimes). The standard air setup box draws cooler air in from beside the radiator. When stationary, this cool air flowing through the carbs keeps them cool, whereas



**Heat shield**

the time (fitted as standard to the later 1500s in Europe). They weaken the mixture as the air temperature rises. On a standard, well maintained setup they probably work quite well. So why do they go wrong? One of the biggest causes is the lack of a heat-shield between the carburetors and the exhaust. A lot of people don't even know it is missing, as they tended to deteriorate to the point where they fell apart. It is an essential piece of kit, despite what some people think and I would recommend retro-fitting to earlier models of the spitfire even though they don't have waxstats fitted. The best material to make them from (if you are able to) is aluminium sheet (leave unpainted), or they can be purchased from outlets such as the TSSC club shop. The other thing that affects the

to very poor running, which can take a few miles of open road



**Std Filter box**

the pancake filters are drawing in the hot air from within the engine bay under the bonnet (hood to those in the USA). This causes the waxstats to over weaken the mixture and leads



**Pancake Filters**

driving to clear. Not only that, it can cause the waxstats to fail prematurely. To really make life difficult we then add to the increase in engine bay air temperatures by fitting electric fans.

The old fashioned finger chopper at the front of the engine did at least push the hot air coming off the exhaust underneath the car.

If you have a pancake filter setup with electric fans, then you may wish to consider either converting the existing waxstats (the

"penny" modification), or replacing them with the non-wax-stat jets.

Also consider fitting an override switch so you can switch the fan on when in traffic.

Before setting up, make sure that the carburettor float chamber needles are doing their job and haven't eroded or failed or are jammed open. The new float needles and valves supplied by SU (Burlen) are ethanol proof and are not overly expensive. Make sure the dashpot has oil in it (engine oil or the SAE 20 SU oil, supplied by Burlen, are perfectly acceptable, despite the hosts of claims out there to the contrary). If you're still having trouble setting the carbs up then use a specialist service such as Anglian Triumph services (others are available or check with your TSSC Area Organiser for a local "classic friendly" specialist), as most techies in modern garages don't know what a carburettor is, let alone how to set them up. Most specialists are really helpful and can give you advice from many years of experience and ultimately may save you spending a lot of money unnecessarily on new needles etc, when they are not needed (most needle replacements are only required to compensate for the changes in fuel octane and the addition of ethanol, and may not be required at all). Only if an engine has been modified is it normally necessary to change needles and springs to get optimal performance and that is specialist or rolling road territory.

Finally, if you look at the photograph you can see an example of this owner thinking he

had checked everything, but still had a problem. When installed, this could only be seen by shining a torch into the intake and lifting the dashpot.....hours of "fun". The gasket had slipped during installation. This made balancing the carburettors virtually impossible. Also, because there was so little gasket on the edge, there was a nice little air leak.

Best Regards,

**Tony French**

Thanks for your words of wisdom and experience Tony, I think we can all take something away from this article. Finally another plea to help to find someones long lost Spitfire.....

**Hi Steve**

*"I don't know whether you can help me and I'm sure you get many enquiries such as this....."*

*Having owned three Spitfires back in the 80's, I'm now, as I approach 60 looking for another to use in retirement. I'm actively looking for the right one at the moment having previously owned a Mark IV and two 1500s. However, I still hanker after finding my very first Mark IV, an Inca Yellow 1971, registration LYY 248k. A couple of years ago I saw for sale LYY 246K or LYY 247K unbelievably in Inca Yellow also, but unfortunately wasn't in the financial position to purchase it and therefore missed out.*

*Now I can't trace it!!*

*I will be looking to join the TSSC once I find the right car, but before I decide on a car, please could you put my mind at rest about either LYY 248 or 246/7K.*

*Do you know of their whereabouts?*

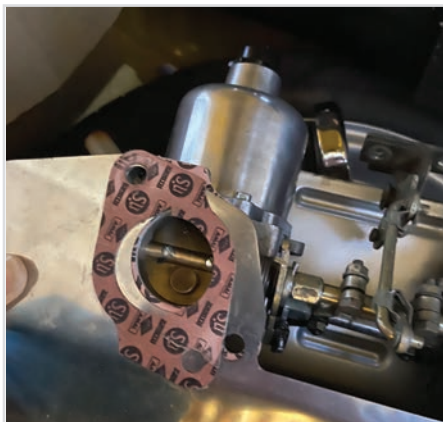
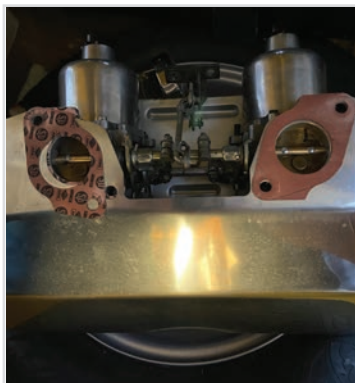
*I've searched everywhere, I recollect selling my LYY 248K to a guy from Banbury, but can't be sure and it hasn't been taxed since the mid 80's. You're my last hope!*

*Thanks in advance"*

**Neil Henderson**

Can anyone out there help? If so contact me and I'll pass any info onto Neil.

*Steve*





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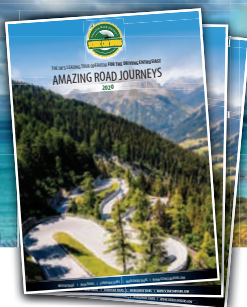
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TR 4/4A/5/250/6

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

## Somewhere in Wales

While planning to take my TR out on an impromptu Sunday run I checked my diary and found that the day coincided with one of the invitations to a Classic Car event/run that I had received in 2019.

So, with all fluids checked the day before I turned the key in my TR's ignition and it fired up straight away (no sign of the nonfiring issue from the previous run which I only remembered as I jumped into the car, SPARKTASTIC!). It had been raining overnight (yes, rain in Wales during January!) and the early morning was a bit damp and dismal, but this had changed by 10am and we enjoyed a nice sunny but chilly winters' day.

The meeting point was about 20 miles from my house and mainly motorway so it was nice to get my "ton of the run" out of the way early on along the private road near my house. Although I have owned my TR for many years, when I haven't driven it for a week or so (sometimes longer than that in the winter) it never fails to impress me, when turning onto dual carriageways or

motorways and a driver in a smart modern car decides to cut in on the inside to pass "that old car" and the look of surprise as they disappear in my rear view mirrors when they find that the stupid and dangerous manoeuvre that they had intended to carry out had left them trailing in the wake of "that old car" (I wish I could do that in my Vignale or Herald), the TR responds instantly and smoothly and reaches the maximum legal speed limit with graceful ease.

When I arrived at the meeting

**"I went out into the car park where 2 of the drivers were looking under the bonnet of a very nice but non Triumph Classic Car"**

or txt (I'm not certain which) to the pub at the end of the run. With an all day breakfast being my and most other people's choice we were ready to go. With the cars organised into groups of 3 and 4 cars to avoid



Looking Good!

point in a Superstore's car park in Llantrisant there were 8 Classic Cars of all descriptions there, this had risen to 19 (including mine) by the time we left and the run organisers passed menus around so that we could make a choice for our lunch that they relayed by email

causing any traffic disruption I followed the 2 cars in front of me as we travelled along the Ely Valley Road onto the A4233 through Maerdy then onto the B4276 through Trecynon, joining the A465 shortly afterwards before taking the A470 through the Brecon Beacons to our des-

tinuation of Builth Wells.

At the destination the pub had a spacious car park and there were lots of locals in attendance to look at the cars as the pub had advertised the event to its regulars. I was invited to sit at a large round table with a group of other friendly run participants (thanks Steve & Alice) and after a Breakfastastic meal the run organisers announced that some people had decided to have an extended stay at the pub (probably the non drivers) and that those who did not want to stay longer should assemble in the car park for the return run.

I went out into the car park where 2 of the drivers were looking under the bonnet of a very nice but non Triumph Classic Car. Not wanting to interfere I loitered around and heard the one say "I had to nurse it along, it was miss firing and wouldn't tick over". I left them to check it out themselves as I didn't want to interrupt and I know from personal experience that if you have an issue with your car the last thing you want is half a dozen very well meaning "mechanics" offering an opinion especially when you know your car inside out and are trying to concentrate, but after 5 minutes I felt I had to offer my assistance. I removed the distributor cap, checked the points and all ignition connections, everything seemed fine. "it's probably either a spark plug, condenser or coil problem" I said and as I had a spare coil in my TR's boot and as it was the easiest part to change without finding my glasses (also I don't carry MGBGT points, condensers or spark plugs) I tie

wrapped the new coil to the coil in the car, swapped the connections and started the engine. "Coiltastic!" the car owner said (or was it the voice in my head) as the engine revved smoothly and settled down to a steady tick over. So, with another friend made who insisted I take £10 for the coil (a £1 profit as I had bought it from GB Classics for £9) I eased my way into my TR as the other 11 car drivers who were leaving at the pre designated time came out of the pub and got into their cars. With the whole assembly split into 3 groups of 4 cars I was asked to follow 3 cars from a certain Morris Garage! On a stretch of dual carriage way the other 3 cars in my group decided to "stretch their legs" and although it probably wasn't the case, my TR seemed to sense that this was meant as a challenge to which it responded instantly and I soon found myself at the front of my group (nothing to do with me honestly). We were soon winding our way through the Brecon Beacons in the January sunshine and as we approached the Aberdare roundabout the car behind flashed its headlights and the driver gave me a wave and thumbs up (I think it was his thumb) as the 3 cars turned off in the direction of Gelli Gaer.

As I covered the last 20 miles home I thought what a Classiccar-tastic day I had just had, using my TR as it should be used and in the company of other like minded classic car owners.

Another great day out in my TR.

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

## THE PRESIDENTS RUN 2020

January 19th, 8:30am, I open the door into my garage, walk to the up and over door and attempt to open it, it is frozen solid! Back into the kitchen for a cup of hot water to pour over the lock mechanism, Locktastic! This frees the lock up to enable me to open the door. Keys in the TR4A ignition and the engine turns over and fires (still no sign of the issue from Amber's run). I move the car onto the icy drive, close the garage door and head off to the petrol station, with the tank filled up I head onto the private road near my house for my "ton of the run". As I turn onto the road a modern hot hatch pulls alongside, the driver dips his clutch and revs the engine, as it is my 61st birthday I am too old for this type of game and besides the driver of the hot hatch obviously has issues, he couldn't even put his baseball cap on the right way! So taking it easy through the gears at normal TR4A acceleration I reach 20mph listening to the annoying whine from the hot hatch, at 30mph the whine is still annoying me and it's still the same distance in front, this continues at 40mph, 50mph, 60mph and 70mph until I can stand it no longer, so with my right foot to the floor the annoying whine is level with me at 75mph, but falls behind at 80mph and is just a memory at 105mph. I slow down to 70mph and turn onto the M4 and after about 5 miles the annoying whine is level with me and the driver gives the TR a "thumbs up".

Arriving at Pencoed I meet the S. Wales TSSC, three Spitfires and



an Acclaim, all braving the icy conditions for the run. Our small group heads off for destination Pier Café at Mumbles, enroute Monmouth Mafia Mike's Acclaim has an argument with a modern car in heavy traffic along the coast road, the damage is limited to the front bumper and fittings, but it's a shame as Mike's car is beautiful. "I'll take it to Rocket Dog Restorations in the week" Mike says, "they will sort it out".

After a cold breakfast that should have been hot we had a look at the Mumbles lifeboat and were lucky enough to watch a practice launch after which it was time to head home in the cold, bracing, but sunny weather. Gwyn led us back through Swansea then took the Neath road home in his lovely Spitfire 1500 while the rest of us headed off eastwards along the M4.

My TR again performed faultlessly and with Sir Rod Stewart blaring out from my USB player telling me "I wear it well" it seemed to be a perfect day out in my TR with TSSC S. Wales, thanks to all those who were able to turn up and celebrate my birthday, Membertastic!

*Whether 1 birthday or 61 a  
TR is FUN FUN FUN!*

*Bern*

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# TR7-8

## ALL MODELS

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

# Parcel Shelf Upgrade

As the storms hit the UK it was time to turn to the jobs in the garage, there is something quite satisfying about refurbishing parts especially the interior. I read an article recently in one of our sister club's magazines and asked if they would allow me to reproduce to our members. So, a big thank you to **Keith Redhead of the TR Drivers Club** for the article.

One of the great challenges with the TR7 interior is the rear parcel shelf. The parcel shelf is covered in vinyl at the factory by heating up a sheet of the

**" New parcel shelves are not available "**

stuff and then introducing the formed cardboard shape. The vinyl adheres to the shape without any form of glue. As the years go by and the car heats up and cools down the vinyl shrinks leaving a "blown" look.

When Keith bought his TR7 it came with two parcel shelves. One was a Fibreglass aftermarket reproduction and the other an original factory parcel shelf from which the covering had been removed.

New parcel shelves are not available so what can be done to make the shelf resemble the new item.



**Parcel Shelf Top**

Having two shelves left Keith free to choose either of the shelves for the refurbishment. Both were dry fitted into the car and the factory original shelf was chosen to be the best fit and more aesthetically pleasing.



**Parcel Shelf Underside**

I have seen that you can cover the shelf in leather, but the cost is quite high, vinyl is very difficult to form into the grooves in



**Parcel shelf - Original Hardboard - Dry Fit before Flocking**



**Parcel Shelf - Priming in Progress**



**Parcel Shelf - Priming Finished**



**Flocked shelf (2nd Attempt)**



**Finished Parcel Shelf Installed**

the shelf. Flocking, which was introduced on the rally cars of the 70's was designed to reduce glare to the driver.

#### **Could this be an option?**

Flocking needs a reasonable, non-porous, and stable surface. The 'formed hardboard / cardboard' material was very flaky and weak with no inherent strength or stability so it was initially strengthened with a couple of coats of a 'Timber stabilising solution'. Ronseal Wet Rot Wood Hardener was used but other makes are available. The resultant stronger shelf was then given a couple of coats of grey primer and two coats of Matt Black paint. A flocking kit, enough to cover a meter square, was purchased from a well-known Internet market place.

The kit came with a 'puffer' applicator, which was proved useless during the first small area trial, so a small kitchen sieve was purchased. Be sure that you do a small trial area on something to familiarise yourself with the characteristics of the materials,

To apply the flock firstly you have to coat the whole of the item with the adhesive that comes with the kit.

Be aware that the adhesive has a very short 'life' once applied so everything needs to be in place and to hand ready to apply the actual flock as quickly as possible.

Keith applied the flock using the kitchen sieve. You also need to be aware that the flock is very, very, fine and goes everywhere. Be sure to wear the breathing mask that is provided in the kit and also wear protective gloves. After the flock has been applied leave the article over night and simply turn it upside down to remove any surplus flock that has not adhered to the surface and then pass over the surface, without touching it, with a vacuum cleaner to remove loose flock.

So, job done. A non-original, but acceptable and durable finish, at a reasonable cost of around about £30, with the added satisfaction of being something that you achieved yourself so that

when people admire it and ask you can smugly say *'Yes I did that myself'*.

## **PRESS RELEASE TR SPARES DEVELOPMENT FUND**

Well the new Season has arrived, and we can now get on with the important things instead of elections and Brexit. Some of our owners are currently beavering away in the cold getting their TR's ready for the finer weather. Some of you requiring panels will have noticed the increase in costs and how some panels are getting scarce.

So, if you wasn't aware the reasons behind it are as follows:

### **Background**

Triumph dealers found out that British Motor Heritage had scrapped the TR7 press tools when a bulk order for TR7 front wings could not be fulfilled. Although nothing had ever been reported to the Triumph clubs or dealers, it is believed that the decision to sell the press tools for scrap was taken when the BMH Blackburn site was cleared out several years ago. Had advance warning have been given, main Triumph dealer Rimmer Bros. would have put in a mass order to guarantee supply for many years into the future and it is also possible the Triumph clubs would have joined forces to re-site the enormous press tools. A whistle blower notified the TR Drivers Club that the press tools had been scrapped only a month prior to Jon Burgess of Classic Car Weekly contacting the club to ascertain if there was any truth in the story leaked to him.

Since the shocking news that British Motor Heritage had scrapped the Triumph TR7 press tools, the TR Drivers Club has been looking into the best way to reintroduce these no longer available panels. The TR Spares Development Fund came on board in the spring of this year and together we are now able to report that instruction has just been given for the tooling up and



supply of the all-important TR7 front panel (a.k.a. the headlamp panel). The chosen supplier is:

**Ex-Pressed Steel Panels Ltd.** of Keighley near Bradford. This company has an unrivalled reputation in the industry and when looking for a suitable supplier for Triumph's last sports car, the TR Drivers and TRSDF felt it was important that replacement panels should be made in Britain by British workers, so Ex-Pressed Steel was the ideal choice.



It is hoped to have the first panel on display late in 2020, whereupon a decision will be made as to which panels should follow - currently, front wings are the favoured option, but that may change dependent on the TRDC and TR Spares Development Fund



sourcing alternative supply of new, old stock panels. It is essential therefore that this first project is successful, and anyone interested in obtaining one of the first batch of ten headlamp panels - which will be to the cost of around £625 including VAT for TRDC and TR Spares Development Fund members (i.e. just about every TR7/8 owner in the UK) - is requested to make contact with **John Clancy of the TR Drivers Club – [john.clancy@bfcc.biz](mailto:john.clancy@bfcc.biz)**

More details of the TR7 panel project and other reintroduced TR7/8 parts can be seen on the club's web site at **[www.trdrivers.club](http://www.trdrivers.club)**.

*Paul*



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Recon Servo (exchange)	£148.00
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Stag Mk II Rostyle wheel trims	£100.00 set

### TR6

Front L/H flitch panel 907097/576477	£350.00
Late type rear centre bumper O.E.	£245.00
Rear quarter bumper 910158 O.E LH Only	£95.00
Seat belts with sensor wire type	£95.00 pair
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Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£75.00
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Track rod end GSJ158 .....	£9.50
Steering joint 142140/FAM1718 .....	£22.50
Steering lock 216449/UKC2719 .....	£85.00
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Gearbox exchange .....	£425.00
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Recon exchange J Type O/D Mk IV .....	£450.00
Recon exchange J Type O/D 1500 .....	£450.00
Recon Exchange Diff .....	£450.00
Recon Exchange Diff (NCW&P) .....	£550.00
Rear wheel bearing kit GHK1029 .....	£14.50
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Recon exchange drive shaft assembly .....	£225.00
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## GT6

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Recon manual steering rack (exchange) .....	£75.00
Gearbox (exchange) .....	£450.00
Mk II front side/flasher lamp 216149/216150 .....	£42.00
HT lead set .....	£12.50
Clutch kit .....	£80.00
Recon (exchange) water pump GWP201 .....	£29.50
Rear wheel bearing kit .....	£19.50
Rear shock absorber .....	£20.00
Recon exchange brake caliper .....	£65.00
Brake shoes Mk I (axle set) .....	£39.50
Brake shoes Mk II (axle set) GBS803 .....	£19.50
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# Herald

948/1200/1250

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

## Lone Survivor?

My postman is a great character - East European of some description - and he knows me well enough by now to leave large parcels in the garage rather than just leave a card, as they're usually car parts, or clothes from my daughter's on-line shopping which by themselves would be enough to keep Royal Mail in full operation.

He was off work the other week which is why his replacement decided that my letterbox was expandable, and the more force you used, the bigger the package would fit through. He did manage to squeeze 97% of one through, consequently the contents ended up inside, and the envelope and accompanying letter ended up shredded inside the door itself, and had to be fished out.

After a lot of jigsaw work and miles of sellotape I reconstructed a very welcome letter from member **Jim Wright** from Tamworth and a huge pile of photos concerning his early Herald 1200, 9961 HP.

I knew that the number should be familiar to me, but it took Jim to explain why, as the Herald was originally one of the Press Cars loaned out by Triumph to motoring journalists, and featured in magazines of the day like Autosport, Autocar and Motor. There were quite a few which spanned the lifetime



of the Herald, from the earliest 948 to the last 1200, and many of them had numbers in a sequence such as RW, KV, VC and of course HP, being all local Coventry suffixes.

**" as the Herald was originally one of the Press Cars"**



(It has long been believed that A1 was the first ever car regis-

tration number; and Earl Russell camped out all night to get it,

reportedly beating a rival by just by a few seconds. The first plate on record is actually DY1, issued in Hastings, but that's by the by as neither were Triumphs and so not worthy of consideration.)

Jim writes: *'In the early 60s I was working with my friend at a house in Kenilworth. On one of these days the owner a Mister Reginald Cudlip arrived home in 9961 HP. Reg was a 'top man' at Triumph and told me that the car was a 'press fleet' car. I managed to find a road Test in Autosport July 1961. (Strange that my Certificate*



*from Heritage Trust states that the date of build was 20th Dec 1961!) I said at the time that if you ever want to sell the car would you give me first offer? In 1965 a letter arrived and I became the owner of 9961 HP. After many years I gave the car to my father and mother. In the end I had the*



*car back. It was in a sorry state and so the restoration began, and now it looks like new again.'*

It certainly does, from what I've seen. Jim sent me a goodly quantity of photos showing the entire process and I've reproduced some of them here, although he apologises that they're photographed copies from his album, so not perfect quality. This has been a total and very complete restoration, and the Herald looks good for many more years to come.

I did a little bit of research on the car, and was able to find a Road Test article dated July 14 1961 by John Bolster; it's interesting to note that a Road Test from April in the same year features a Herald with the number 9962 HP, and in fact the next in the sequence, 9963 HP, also features later. John's review was very positive, stating that the car emptied his local pub as patrons emerged to stand and stare, but he did find an excessive amount of oversteer which he put down to the new rear spring. He also found the speedometer wildly optimistic, reading over the maximum 90



mph when actually performing at a more modest 76 mph, yet even so he had no trouble in out-accelerating all other popular makes of car; hardly surprising as this is a twin-carb model, although the article mentions only a single down-draught carb. I'm wondering if this was a sneaky little trick by the factory: supplying tuned or uprated cars to journalists in the hope of a more positive reaction? There was a 'hum' from lower gears that disappeared once in fourth, and John praises the interior and exterior looks, particularly the 'refresh-



ing absence of chromium plated trim', but he does state that the rear seat is really only suitable for children, or adults for short distances.



I'm assuming that after a period of time the car was handed back to the factory. One later magazine article examines a Herald at the 50,000 mile mark, in 1965, but this car is a 12/50, 756 FLD, and as I cannot find any further articles concerning the HP series I reckon that by then they were back in a fleet, or else sold off, presumably at a discount, to employees, which is where Jim first saw 9961 HP.

Over a rather large coffee I checked the govern-

ment website on vehicle status for each Herald in the book up to 1965 - you can try it yourself



at <https://vehicleenquiry.service.gov.uk> - but none of the other early press Heralds seem to have survived, as they are neither taxed nor SORNed, which leads me to believe that they either hiding in a barn somewhere, off the official records and waiting to be rediscovered, or else have long since gone to the big scrapyards in the sky.

If you want to read the period roadtests, they're available in the Brooklands Books series, covering both Herald and Vitesse, and available online quite cheaply at present. (*and from the Club Shop! - Ed*)

Many thanks to Jim for the update on the car and the huge selection of photos. It's nice to see a finished car; for myself, I'm off to the garage to try to remove a diff from a 1200 that some idiot of a previous owner has decided to weld in place... you get them.



There's wiser eating grass...

See you next month

Colin

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## Running in the Family - 2

Last month we had the first installment of TSSC member Jonathan Ratheram's story of how he became the owner of a 13/60 Herald. I really enjoyed reading it, so I am pleased to bring you the second and concluding part, over to you Jonathan.

*"For those of you who have read the first part of my article you will know that in May 2018 I inherited my father's 13/60 convertible. At the time I had,*

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

*had a provisional driving licence for about 8 years but I never got round to taking my test. I had started to learn a few times but something always got in the way of me seeing it through. I also had very little mechanical knowledge, it is true that I had done some welding on an Austin 7 Dad and I were restoring but engines and Hydraulics were a complete mystery to me.*

*In early 2018 Dad had found that one of the master cylinders had let all the hydraulic fluid out into the footwell so my first job was to fix that. I roped my Uncle Sean in to help, but before tackling that we thought we would try to get the car started. I turned the key and*



**Dad (left) and Sean (Right) with our Austin 7 Ruby shell**

*the CD player and the heater started but nothing else. We checked the battery which was fine, the ignition, starter solenoid and everything we could think of. Everything worked individually but not when we put them together. We tried referring to the wiring diagram but due to the modifications and the fact that Dad seemed to have an abundance of blue wire when rewiring it, the diagram in the manual bore little or no resemblance to what we could see. About 4 hours later and completely by chance we stumbled on a hidden immobiliser switch, after flicking it, it started on the second try. Which had us in fits of laughter imagining Dad's face.*

*When we eventually managed to change all the seals in the master cylinders it went remarkably smoothly and we began the laborious task of bleeding the brakes. Once this was done the car was ready for MOT. In the mean time I had started driving lessons and was hoping to pass my test before the end of the record breaking 2018 summer. I first drove the car on the 18th August 2018 complete with 'L' plates and Sean by my side to and from the MOT, it was one of the most surreal and emotional experiences of my life, which I am not ashamed to say left me in tears.*

*I failed my first driving test in August (apparently a red light means stop, who knew) but passed on 14th September 2018 3 days before what would have been Dad's 59th birthday.*

*To celebrate and see if anything else was going to go wrong*



### **A quick drive the day of passing with Helen**

with it Sean and I decided to take it for a nice long drive. So with a boot laden with tools I thought we might need I drove it alone for the first time to pick him up and apart from flooding the engine in the petrol station and having to have a nice man tell me what to do, nothing went wrong. From then on I was hooked on the sound and feel of driving it.

As I still don't have a garage it still lives at mums so it is never going to be an everyday car but I was able to use it most weekends for the rest of the summer. That is until I noticed one of the wheel cylinders leaking. I had got some new seals with the master cylinder pack but thought it might be easier to buy some new cylinders. The nut holding the brake line in

place had rounded so I couldn't get it off. First I tried to replace the seals with the cylinder in situ which sort of worked but, eventually with a pair of mole grips a flare spanner and a bit of brute force and ignorance it came off and both sides were replaced with new cylinders. I had broken one of the shoes getting the drum off so had to replace those. At the time I had no idea that the brakes were Vitesse and not Herald. Thus began a long list of parts being bought that should have fitted but didn't. Once this was all done it of course meant more flaming brake bleeding!



### **At the Boxing Day car meet**

I used the car sparingly over the winter just taking out on nice days, the occasional run up and down the dual carriageway for fun and of course our local classic car meet on Boxing



### **At Coughton Court, I couldn't resist stopping to take a picture**

Day. While it was laid up I converted it to electronic ignition and did my first oil change.

In April 2019 we took the car away for the weekend for the first time going to Banbury along the country lanes and through Stratford. It was wonderful and the car never missed a beat. In May my other uncle who used to own a Herald but now has a TR250 amongst several other classics came over from Sweden and showed me how to balance the carbs and set the mixture (I am still not very good at it and it still feels like witchcraft to get it right).



### **At Bicester Heritage with TSSC**

In June when the summer finally started we stayed with family in Chipping Norton to go to Bicester Heritage Super Scramble, it was a lovely drive and saw some great cars and met some great people. The only negative was the fact the Brake light switch broke as we got there and so we had to drive two hours back doing hand signals. I bought a new Lucas Brake light switch but of course it didn't fit because the one on the car was a Delco Remy one which Dad had been lengthened by sticking a screw into the plunger. That was Dad all over I can imagine him saying 'I'm not paying for a new one if I have one that I can make fit'. It must have rubbed off on me because I ended up fixing the existing switch with glue and a cable tie.

I had a week off in August and as the weather was supposed to be dry I kept the car at our house intending to use it as much as possible. Day one gave me my first true classic car experience. We were supposed to be going to Warwick Castle but after getting fuel from the petrol station about 50 yards from my house it wouldn't start. With some help I was able to push it into a parking space and start investigating after an hour I let my wife call the AA. Several hours later it was found to be a flat battery and a worn float valve



### **'The AA man said he hadn't had a chance to play with Carbs for years**

meaning the engine kept flooding itself. After the AA man got it started I ended up reversing into the gate when parking at home, all in all not a great day.

The car failed its MoT the next day due to tyres so I didn't get to use it at all that week. Sean and I upgraded to an Alternator after this and I replaced the battery and float valves.

Over Christmas we spent 4 freezing hours replacing the Trunnions as these were an



### **My Niece and I pretending to drive to the zoo**



## Helen and I (I can't wait for it to be summer again)

advisory on the MoT, by the time we were reassembling the second hub it was so dark we had to use the lights on our phones and so cold we couldn't feel our fingers (I have only just been able to get the muck and grease from under my finger nails). I was hoping to be able to re-discover welding as rust on the front outrigger was another advisory. Unfortunately it seems to be worse than I was hoping so I am going to get it replaced by a professional. I also think I am going to have to get the overdrive refurbished in the near future as well as it keeps slipping when you put your foot down.

My Niece who is 4 loves the car and although she has only been out in it once we have spent many happy hours pretending to drive it to places. At some point I would love to take it back to the Isle of Wight as I know Dad wanted to take it back one last time but for now I am happy just having it.

So in conclusion after nearly two years of ownership I have discovered that there is always something going

wrong, experienced the frustration and endless expense of buying the wrong parts and having to refer to 3 Haynes manuals to fix anything. But the engine and even the Carbs have started to lose some of their mystery and I think I am starting to get the hang of it (famous last words I know!). But would I swap it all for anything? Not for the world!

Hopefully in 30 years' time one of my as yet unborn kids will be writing another chapter to this ongoing saga. Finally I would like to thank all the members of the TSSC Facebook group who have put up with all of my beginner questions and given me tons of helpful advice."

**Jonathan Ratheram**

What a wonderful tale of a cherished Triumph being passed from father to son and continuing to be enjoyed. Our cars are fairly straight forward, but can provide hours of head scratching even to the most competent mechanic given the opportunity, so it's great to hear how Jonathan is becoming more and more confident in carrying out repairs and maintenance.

Spring is almost with us and show season is on the horizon, so it's time to get the last of those winter jobs finished and ready for the better weather. See you next month.

*Darren*



## NEW PRODUCT

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## Spring is almost with us

**Hello folks. March here, hopefully winter will be on its way out by now.** This should mean spring and that warm sunny weather should be just around the corner. Due to abundance of salt on the road and the general damp conditions most owners in the UK choose to keep their Vitesse off the road over the winter months. I can't wait to hear that sweet sound of the straight six again.

But with the thought of Spring in mind maybe it's time to check on a few things under that bonnet. Stuck clutches and seized brakes come to mind, but I intend to cover an area often forgotten at this time of year - the cooling hoses. What, I hear you say do I



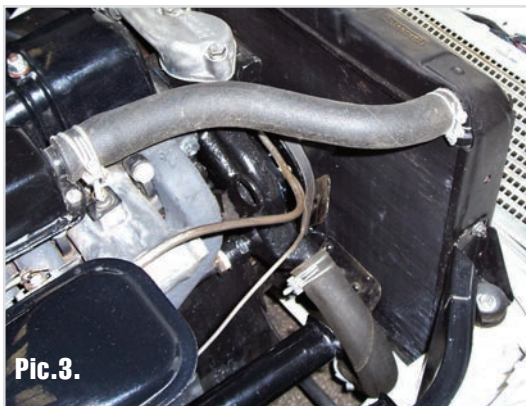
**Pic.1.**



**Pic.2.**

really want to worry about those things as it's freezing outside. Well hopefully it won't be when it comes to regularly using our cars. Even those boring old cooling hoses have a history so let's get on with it! The original hoses when the Vitesse 6 was introduced in

May 1962 were a mixture of reinforced and non-reinforced type. Generally, but not always, the large diameter hoses, to radiator, could be the reinforced type, [Picture 1](#) and the heater hoses were not. All hoses had a fabric covering, [Pictures 2 and 3](#). If I remember the fabric was coloured green. The one shown in [Picture 2](#) was in the boot of my Vitesse 6



**Pic.3.**

back in the 1960's and was new at that time, but has aged a bit now! The fabric covered hoses started to be phased out over the production of the 2 Litre Mk 2 and all hoses were now reinforced. This changeover relied on what was in the parts bin and if there were still some of the older type present they got used. The fabric covered hoses feature on most of the Triumph range of the same period though a number of different colours were used e.g. yellow and orange. The Triumph's 1970's Models had the non-fabric covered reinforced hoses and as a result

**Pic.4.**



the Stanpart/Unipart replacement hoses for the Vitesse changed to the same, [Picture 4](#).

**Pic.5.**



Up to the 1990's some Unipart spares were still available for the Vitesse, after that for a few years we all relied on the autojumbles for old new stock. At that time lots of garages were clearing out their Triumph stock of spares, [Picture 5](#), but once those hoses had gone the repro type started to appear. Some of these would last a couple of years, where others lasted a

little more than six months. Most weren't reinforced. As the originals lasted considerably longer this wasn't really acceptable. In most cases cracks would start to appear and then closely followed by leaks if you didn't replace them. Though the cost of the hoses wasn't that high, not counting the cost of the coolant, it was still a pain having to drain the system and fit new hoses on a regular basis. Following much muttering about the quality of repro replacement around 2000's I am glad to say a number of enterprising people started manufacturing reinforced hoses made

**Pic.6.**



from silicon, [Picture 6](#). These are more expensive than the existing repro type but are worth the extra cost.

**Pic.7.**



Back in 2009 my Vitesse was used as the original test car to get the fit correct for production, [Picture 7](#). I used original hoses as the point of reference and in picture 7 a later Unipart hose was being used for this purpose. If you look at the end of the original, note that

reinforcing is present. As can be seen the manufacturer had done a good job as only a few minor changes were required, mainly involving reducing the length of a number of the hoses. I did an article back then on these hoses and still have fitted to my Vitesse. So just how have they fared in some ten years? The first thing I remember is when I first fitted them they had a very shiny finish which to

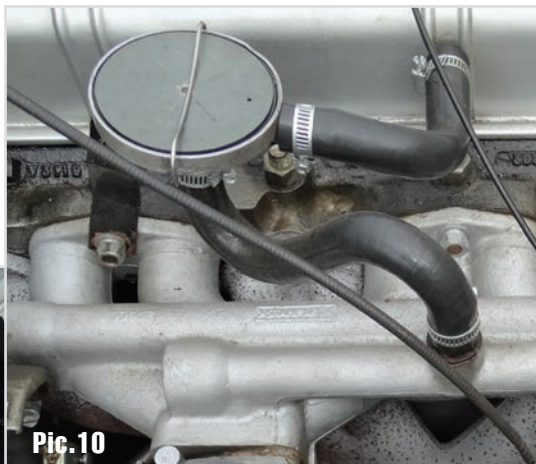


some may have looked a bit out of place, [Picture 8](#). But after a couple of years this wore off and they now look more in keeping with the period of the car, [Picture 9](#). (*Hoses Supplied by the Club Shop now have a Matt Finish as Standard - Ed.*) They have



lasted well, having out lived the repro type by many years and still appear to be in good condition.

Apart from removing the bottom hose, plus the thermostat cover, to flush the system out every couple of years and renew the antifreezes that is all the attention that has been required. This leads me to say yes they are worth the extra money and may well



exceed the original reinforce hose specification. I also fitted the hoses associated with the Smith's breather valve.

As these hoses handle oil vapor they should be oil resistant. Some rubber made types become soft and lose their form after a couple of years of use. This results in them closing up and preventing the engine breathing correctly. The silicon type I was supplied with were stated to meet oil resistant requirement. Like the coolant hoses they have been in use

on my Vitesse since 2009 and have maintained their shape, [Picture 10](#).

Both types of the silicon hoses are available at the Club Shop. Though it's difficult to get too excited over any hoses they still are an important part of the car and when they fail it's normally somewhat inconvenient to say the least.

So, don't turn your Vitesse into a steam engine at the wrong moment, get those silicon hoses.

If you want to share your experiences with your Vitesse we would love to hear from you. Just send me some text, and a few photos and I will include them in the Vitesse Column.

This Club is about the members. That's my stuff for this month.

Roll on Spring!

**Good Vitessing  
and Keep Running On All Six**

Dave

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**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.

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

What does fifteen pounds buy you nowadays?  
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Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself",

then it **IS NOT a TSSC "Backed" Agreed Value policy.**

Most self-certified condition/value forms are woefully undervalued as their current owners hold a very inaccurate estimate of current values.

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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**

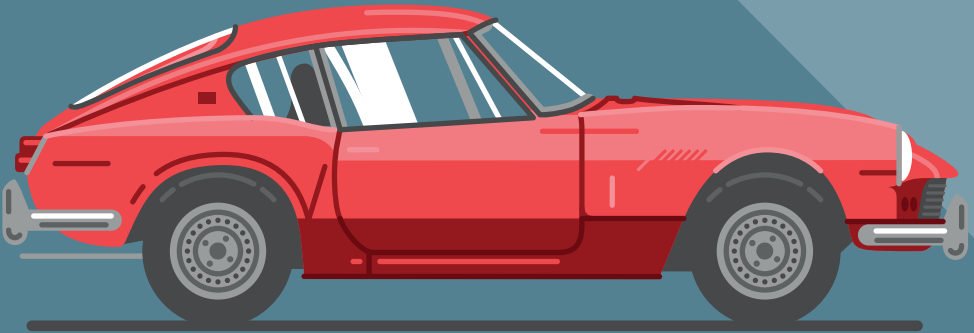
**Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)**

**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 1/2/20

Insurance Partner



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# GT6 Wheel Options

This article is in two parts and is all about **Wheels, Standard Wheels, Wire Wheel Options, alloys and other wheels that fit GT6s**. Part 1 covers the standard wheels and alternative Triumph Wheels from other models. Part 2 to be published next month will cover aftermarket wheels.

## Standard Steel Wheels

### MK1

MK1 GT6s had 13x4.5J Steel Wheels as Standard finished in a cream colour and embellished with a slotted chrome hub cap similar to the early Vitesse. Original tyres were with Dunlop SP41 or Goodyear G800 radials, tyre size was 155 SR 13. It's worth noting that sizing category

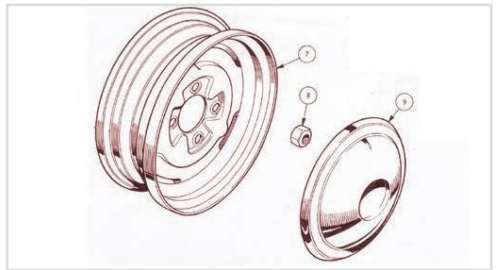


**GT6 MK1 Standard steel Wheels with slotted Chrome Hub Caps**

rization for tyres has changed since when GT6s were in production to include the height/width ratio and 155 SR 13 tyres are now labelled as 155/80 R 13. The wheels are held on by 4 x 3/8 unf wheel nuts on a 3 3/4 inch (95.25mm) PCD.

The parts catalogue picture shows a small hub cap on the centre of the wheel, however the MK1s I've seen including Dennis Benson's press car have a full width slotted hub cap so it seems

the picture in the parts catalogue is misleading and is probably actually the Spitfire 4 (Mk1) arrangement and Triumph used a common picture in the parts catalogue.



**GT6 Mk1 Parts catalogue picture shows a smaller hub cap which is misleading.**

### Mk2

The Mk2 also has Steel 13x4.5J wheels as standard, however the hubcap was changed to a Rostyle type cap. Tyres were Dunlop SP41 or SP68 in 155 SR 13 radials.

The Rostyle wheels were fitted to other marques of the era (MG, Rover, Ford Vauxhall etc) and the



**GT6 MK2 with Rostyle style hubcaps, the 5 wheel nuts on the hubcaps are dummy ones, underneath the wheel is held on with the standard Triumph 4 x 3/8 unf wheel nuts on a 3 3/4 inch (95.25mm) PCD.**

trims were no doubt trying to look like an actual Rostyle wheel. A similar design was originally featured on US muscle cars such as Pontiac GTO, Shelby Mustang, Plymouth Barracuda etc. They were manufactured in the US by the Motor Wheel Corporation. In the UK cars they were manufactured by Rubery Owen, the design was used under license and the name Rostyle came from the initials for Rubery and Owen with the word "style" added.

The Rostyle hubcaps fitted to MK2 GT6s were aiming for this look but with a standard steel wheel underneath.



**Proper Rostyle Steel Wheels were fitted to other Marques in the 60s and 70s like this MGB GT.**



**Ford also fitted Rostyles to their sporty upmarket models, these are fitted to a 2000 GT Mk1 Capri.**

### **MK3**

The Mk3 was fitted with Dunlop oval holed wheel pattern wheels again in 13x4.5J, the same wheels were fitted to the Spitfire Mk4.

Although a wider 5.5J version of the wheel was often fitted as an unofficial aftermarket accessory this was never an official Triumph factory option despite some owners believing their cars had these wheels fitted when they came off the production line! The fact that GT6s were never fitted with the 5.5J version is clearly documented in the originality guide by John Thomason which

really is the bible when it comes to Triumph originality. Also the final print version of the factory parts catalogue covering all MK3 GT6s to the end of production only lists the 4.5J wheel, part number 312046 which to me is pretty categorical evidence that the 5.5Js were not factory fitted



**GT6 MK3 standard 4.5J Dunlop oval holed wheels.**

despite many owners saying they were!

On the GT6 MK3, the wheels were fitted with chromed aluminium alloy centre hub caps held on by the wheel nuts which were again 3/8 unF on a 3 3/4 inch (95.25mm) PCD. Original Tyres were Dunlop SP68 155 SR 13 radials. The wheels are fitted with special wheel nuts with a plastic washer to locate the hub cap. These nuts are also fitted to Spitfire MK4 and 1500s.



**Special wheel nuts used for Mk3 GT6s to secure the centre hub caps.**

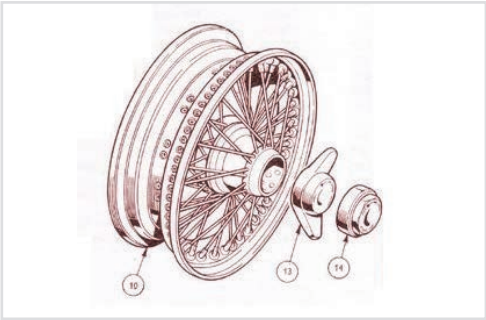
### **Wire Wheels**

Wire Wheels were offered as a special order on all GT6s. As a triumph supplied option these were in a painted finish, silver on MK1 and Mk2s but interestingly the parts catalogue shows a lime green optional colour for Mk3s although I've never actually seen this on a car!

On Mk1s and Mk2s a splined adaptor with large thread was used bolted onto wheels studs on the hub. From the factory Mk1 GT6s had eared spinners to fix the wheels to the spline up to com-

mission number KC7875 after which the spinners were changed to the hex type. MK2s had hex type spinners fitted from the factory..

Aftermarket versions of wire wheels are available in chrome and many aftermarket wheels have the eared spinners for the "Classic" look.



**MK1/MK2 Parts Catalogue details for the Wired wheel special order option**



**Spline fitment wire wheels with eared spinners as fitted as a factory option to early MK1 GT6s**



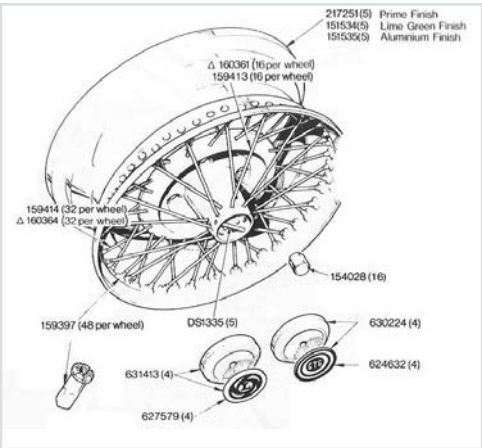
**Spline fitment wire wheels with hex spinners as fitted as a factory option to late MK1 and MK2 GT6s**

Due to issues with the spline wear, Triumph decided to drop the splined adaptor fitting from the Mk3 onwards and a bolt on wire wheel was the available factory option. The wheels use the standard 3/8 unf on a 3 ¾ inch (95.25mm) PCD fitting to the hub.

Some Mk3s are fitted with Splined fitment wire wheels but this would not have been original supplied as an option by the factory..



**Bolt on Wire wheels as fitted to Mk3 GT6s as a factory option.**



**Bolt on Wire Wheel details in the factory parts catalogue.**

All factory fitted optional wire wheels were 13x4.5J size and fitted with the same tyres as the standard steel wheels.

**Other Triumph Wheels**

Dolomite Sprint Wheels can be fitted but they are not ideal. Firstly the offset is different and you would need to fit longer studs and wheel spacers. Secondly you need to use the Sprint Wheel nuts and these were originally made from aluminium which is obviously not brilliant in terms of thread durability. Due to this Triumph upgraded the later Sprints to a 7/16 thread so if you wanted to use this arrangement you would

also need larger diameter wheel studs, these will however fit the GT6 hubs. Thirdly Dolomite Sprint wheels are Hub Centric and rely on the Dolomite Sprint Hub to locate the wheels centrally rather than the wheel nuts like on GT6s and Spitfires. In my opinion it's probably best to avoid using Sprint Wheels with so many other types of wheel available.



**Dolomite Sprint**

Dolomite Steel Wheels can be fitted, again the offset will be different and you may need wheel spacers and longer studs.

TR7 Wheels can also be fitted, again beware of the offset and be prepared to use spacers and longer studs. The Steel TR7 wheels can also use the Standard GT6 wheel centres. TR7 Steel Wheels look very similar to Dolomite Wheels but



**TR7 Alloy Wheels**



**Dunlop Oval hole 5.5J Wheels.**

As mentioned previously there is also a 5.5J version of the Dunlop Oval holed wheel, many people believe these were fitted to late GT6s and Spitfires, however they were never factory fit. These wheels were originally made for Formula Ford racers. They are a good choice however as an aftermarket upgrade for a GT6 as they look standard and again allow fitment of wider tyres, up to 185/60 R 13s



**TR7 Steel Wheels very similar in appearance to Dolomite wheels**

are wider at 5.5J. Late TR7s (and TR8s) had alloy wheels. These will fit but like the Sprint alloys they are hub centric so not ideal. You will need to use the TR7 Wheel nuts which have a shoulder and TR7 studs.

The later Triumph Spitfire 1500 Wheels, the Dunlop oval holed ones can be used these are a 5J rather than 4.5J and allow fitting of wider tyres up to 175/70 R 13s. This wheel was also fitted to the limited edition Dolomite 1500SE.

## From the Archives

From the paperwork I keep for my GT6 I have an original Triumph Parts list from 15th July 1971, my GT6 was first registered on 23rd August that year so this would have been the current price list at the time.

The dealership has altered the Purchase tax and gross price by hand so it looks like there must have been a reduction in purchase tax after the price list was printed from around 30% to around 25%.

I've also extracted the GT6 prices, related to the



**PRICE LIST**

Illustrations of Triumph models and accessories are available throughout the country in the U.S.A. where they are not listed in this Price List.

**\*STANDARD AND OPTIONAL ACCESSORIES**  
All accessories recommended by Triumph Distributors are indicated by an asterisk. All accessories are available at a special factory-direct price. The price of the car and the accessories are shown in the Price List. The price of the accessories is shown in the Price List. The price of the accessories is shown in the Price List.

Accessories	Price
Antenna (Radio)	1.00
Antenna (Radio) - 1/2 inch	1.00
Antenna (Radio) - 1/4 inch	1.00
Antenna (Radio) - 1/8 inch	1.00
Antenna (Radio) - 1/16 inch	1.00
Antenna (Radio) - 1/32 inch	1.00
Antenna (Radio) - 1/64 inch	1.00
Antenna (Radio) - 1/128 inch	1.00
Antenna (Radio) - 1/256 inch	1.00
Antenna (Radio) - 1/512 inch	1.00
Antenna (Radio) - 1/1024 inch	1.00
Antenna (Radio) - 1/2048 inch	1.00
Antenna (Radio) - 1/4096 inch	1.00
Antenna (Radio) - 1/8192 inch	1.00
Antenna (Radio) - 1/16384 inch	1.00
Antenna (Radio) - 1/32768 inch	1.00
Antenna (Radio) - 1/65536 inch	1.00
Antenna (Radio) - 1/131072 inch	1.00
Antenna (Radio) - 1/262144 inch	1.00
Antenna (Radio) - 1/524288 inch	1.00
Antenna (Radio) - 1/1048576 inch	1.00
Antenna (Radio) - 1/2097152 inch	1.00
Antenna (Radio) - 1/4194304 inch	1.00
Antenna (Radio) - 1/8388608 inch	1.00
Antenna (Radio) - 1/16777216 inch	1.00
Antenna (Radio) - 1/33554432 inch	1.00
Antenna (Radio) - 1/67108864 inch	1.00
Antenna (Radio) - 1/134217728 inch	1.00
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Antenna (Radio) - 1/536870912 inch	1.00
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# SilverstoneClassic

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# STAG

PHIL WILLSON [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## Money savers & Tips

This month I'm taking a look at three Stag parts that can be bought more cheaply than normal (if you know where to look) or which do as good or better job than some of the bits usually available.

### 1. Air Filters

Air filters usually cost around £14-16 from most suppliers. However, **Euro Car Parts** stock them and frequently offer 50% discount on their website ([www.eurocarparts.com](http://www.eurocarparts.com)).

To find the filter ([photo 1](#)) either enter their part code **502630129** or do a vehicle search for Triumph TR7, then select the air filter. When I did this, the cost was just under £7 per filter with the 50% discount. You would probably have to pre-order as it's unlikely they will be in stock at your local store, but you can usually pay and collect next day.

Euro Car Parts are also useful for buying top quality batteries

(litre) on their system, so it should be useful to owners of those cars as well.

### 2. Wiper blades

If you still have the original wiper arms on your car then you only have to replace the blades and these come as a set made by Tex Classic and are available from **LD Part** ([www.ldpart.co.uk](http://www.ldpart.co.uk)) Part number **GWB178R** comes in at about £14.

The useful blurb from their site is as follows:

*"These 14 inch refills are suitable for installation in original centre hinged Trico speedblade wiper blade frames or SOCTFL\* funded replicas. They are not secured with the original metal arrow head type clip they have an easier plastic clip arrangement. One clip is already fitted and the other is attached after the refill is installed.*

*When fitting these refills look at the undisturbed blade as a guide to ensure the refill is inserted in the correct manner.*

*Note these refills have the thin metal spine which is made to allow the full articulation of the centre hinged style blades used on Stag. The refills on the market with plastic spines are not flexible enough to flex properly in speedblade frames. Tex Automotive are an OE supplier meeting the quality standards required by the major British Prestige marques. These inserts are not suitable*



**Pic 1: Mann air filter for the Stag**

at a similar discount. Interestingly, they still list the TR7, Acclaim and Dolomite (1.3 to 2

for frames that are not the centre hinge type, ie the frame is not hinged at the mounting rivet."

\*If you don't know already, SOCTFL (Stag Owners Club Tooling Fund Ltd.) is a wholly owned company of the Stag Owners Club that funds the production of previously unavailable parts.

I would always recommend checking out the LD Parts website anytime you need anything. They don't stock the full range of Stag parts by any means, but what they do stock is of very good quality. That is, if it's dubious (and we know that some parts are!), then they don't stock it.

### 3. Seat back webbing

A couple of years ago I rebuilt my front seats because some of the foams had decayed. The actual main squab (i.e. back) and base cushions were fine, but the squab side foams, back web-



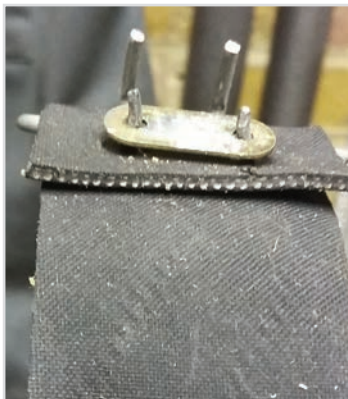
**Pic 2: Prizing the fixing staples open**

bing and the base rubber platforms were all shot.

I purchased the foams and base diaphragm from **South East Trimmings** (email: [j.vangent@hotmail.co.uk](mailto:j.vangent@hotmail.co.uk)), a Stag specialist based near Faversham, Kent (while having my hood frame replaced with a straight one and new mohair hood fitted) and I proceeded to rebuild the seat.

However, when it came to the webbing, I was rather horrified at the price. A set of 8 straps came in at

nearly £100 and that's per seat. By contrast, a set of 6 very similar ones for a Herald cost less than £40. I can see no reason for this discrepancy, unless they think that Stag owners are all wealthy, and I soon realised that they are made from readily-available 38mm Pirelli webbing that costs less



**Photo 3. Staple ready to be removed**



**Photo 4. The constituent parts**

than £5 per metre at current prices. All the end fittings can be removed from the old straps and, with care, reused. I reckon you need 12 inches of webbing per strap, which is 16ft altogether i.e. just under 5 metres, costing about £25. I was lucky to find some in stock at a local furniture restorer which he sold to me at £2 a metre – so £10 for the whole job instead of nearly £200.



**Pic 5. Old strap versus new strap**



**Photo 6. Fitted back on the seat**

If you look at photo sequence 2 to 6 you can see some of the various steps required to remove the ends from the old straps and fit them to the new ones. You need to sort out what tension you require, but there is no need for it to be very tight. I would suggest a 0.75 inch turn over at each end should give good results. This would give an active webbing length of 10.5 inches which, when fitted, gives a final length of the stretched webbing of 11 inches. You could go for more or less tension than this, it is up to you.

To make the holes for the staples I just used a drill of the same diameter.

## Stag 50th Birthday

As I've mentioned in the last two articles, this year marks 50 years since the Stag finally appeared in the showrooms. It was a protracted birth taking about 5 years from start to finish but we got a very good car at the end of it, albeit with some initial problems.

Anyway, we would like to celebrate the car at the various main shows this year. At the time of writing one should be appearing at Stoneleigh on 9th February. However, later in the year it would be great to get as many Stags as possible to **The South of England Meet, Leatherhead on 3rd May** and especially the **TSSC National Triumfest and TR Register International, Stratford on Avon, 14th to 16th August**. We also aim to have one or two on the stand at the NEC in November.

So, if you can get your car to Leatherhead or Stratford that would be a great help. I understood that there were over 30 Stags at Stratford last year, which was an excellent turn out but I am sure we can do better. I know there are a lot of Stag

owners in the Club and it would be great to see you there.

Please let me know if you plan to come so that I can get an idea of how large an area we need to reserve.

Even if you can't make it to a show, please let me know that you are out there and reading the Register articles. As Darren Groves (13/60) said last month, the register secretaries do work

in a bit of a vacuum and it's good to know that our efforts are worthwhile.

Also, if there's a topic that you would like covered or something you would like to contribute, then please get in touch.

Email. [stag@tssc.org.uk](mailto:stag@tssc.org.uk) will get to me.



**Pic 7. Tony Hart handbrake improver as fitted to lever**

## An Improvement?

I have just bought a pair of handbrake improvers from Stag expert Tony Hart (eBay trader tonyhrs). I haven't fitted them yet but the idea is that they enable the handbrake to apply more force to the shoes, thus making them more effective. I suspect that most of us, and T2000 owners too, are wary of the efficiency of the handbrakes on our cars. What these components do is make the operating lever on the backplate a bit longer to improve the leverage (see photo 7). The trade-off is that the handbrake lever will have to move a bit further than normal and I am not sure how that needs to be set up until I actually try it. I will report back.

**Stagger onwards.**

**Spring and summer are coming.**

Phil

# PRACTICAL CLASSICS APRIL ISSUE ON SALE NOW!



We reveal our twenty best classic buys for 2020 and meet the owner of a pristine Dolomite Sprint. Meanwhile, **Matt George** continues repairing the sill on his 2000 saloon, while **Nigel Clark** explains how to fit a 2.5-litre engine to your small chassis Triumph and also finds the time to crack on with his current Spitfire MkIII project.



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# SPECIALS

# ALL MODELS

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

## Ettore Evocation

In January 2017 at a Gooding and Company auction held in Scottsdale, Arizona, a 1925 Bugatti Type 35 sold for three million United States Dollars. I wonder how many miles this car has been driven by its buyer since then?

With values at such stratospheric levels it is not surprising that various enterprising automotive engineers have set out to produce replica Bugatti Type 35s. In Argentina a company called Pur Sang hand builds new Bugatti 35s, and you can have one for around 250,000 USD. More reachable, I suppose.

I can do even better, currently on sale in Lancashire for around a tenth of the cost of a Pur



Lancashire's alternative

**"I wonder how many miles this car has been driven by its buyer since then?"**

Sang is **LPC961D**, here is the seller's text from

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

*"Type 35 evocation, do not confuse this with cheaper fibreglass models, this has all alloy body and wings. Triumph 2.5 straight-six power, 4-speed box. Great to drive, with bags of power, side exhaust. Correct historic V5 registration, tax and MOT free. Cost a bomb to build one in today's money. Great fun, at a fraction of the cost of the original."*

Looking up the reg number on the Government web site shows that Swansea does have the car described as a "Bugatti Replica", with a first registration in 1966. The engine capacity is shown





**TAX EXEMPT.** We have taken this vehicle in as a part exchange. Lots of invoices for work carried out. This is based on a 1969 Triumph Herald 13/60, the build of this car cost more than we are asking for the vehicle. An original Bugatti Type 35 would cost around £1,000,000 (1 million pounds), even replicas are selling for hundreds of thousands of pounds. This must

as 2-litre, as opposed the 2.5-litre in the ad. Also, apparently, the car's last MOT expired on 1st April 2009.

The current asking price is £24,995 – if I was thinking of forking out that sort of sum for a Triumph kit car I would definitely subject it to an MOT test first, and probably get a Triumph expert to give it a full examination – we could help the buyer with that. Further research reveals that this car was previously sold at an H&H auction in May 2016, for the sum of £15,680; the catalogue description then was:

*"A popular Bugatti Evocation constructed by Mike King in 1986 and previously sold by H&H in February 2000. Triumph Vitesse six-cylinder engine and finished in an appropriate paint colour. Current (deceased) ownership since September 2008 and in storage from soon afterwards."*

Still a bit expensive for you? How about **CWA702H**, which could be yours for just £7,000. It is also for sale, in Cleaveland, as I write, on **carandclassic.co.uk**; here is the seller's blurb:

**"TRIUMPH BUGATTI TYPE 35 INSPIRED RECREATION**



*be the cheapest recreation around. Please take note this is not an original Type 35 Bugatti, it is a REPLICA. Also ideal for a display item in a restaurant, bar, shop, garage showroom etc.."*

The reg CWA702H (I'm not sure the police would be too impressed with those dashes intermingled) comes up on gov.uk as a Herald 13/60, it last passed an MOT in July



of 2018.

I have featured Type 35-style Herald-connected cars in my



column before. The first time was in April 1992, and it was just a photograph of a car I'd seen at a kit car show in 1991. The registration of that car was **TPC27F**; I still know nothing of its history, but I can see from [www.gov.uk](http://www.gov.uk) that it is still taxed for the road. If anyone sees it give the owner my contact details, I'd love to learn more about the car.



In March 1995 (and again in February 2004, in colour) I brought readers a detailed article written by a chap called **Mike Waun**, about his Vitesse-based Bugatti replica. That car was also one of the series built by Mike King. It had the registration number **BUC700B**, but, thanks to the Internet, I have found out it has been re-registered. It is now IU15451 (an Irish configuration), which has been taxed for the road right up to 2017.

**The Mike King** series of Triumph-based Bugatti Type 35s is interesting; I found another one, **JIL5259**, which was sold by Historics Auctioneers at Mercedes World in Surrey in

November 2017, for £19,600. The catalogue text is usefully illuminating: *"1970 Bugatti Type 35 Recreation by Mike King Racing - Among racing cars, it is the Type 35 Bugatti which tops the list of beautiful cars of the 1920s period. Some would say it's the most beautiful racing car of all time. Although it underwent detail changes through the years and the radiator was enlarged, its lines were virtually unchanged from its appearance in the Grand Prix of the Automobile Club of France in July 1924, through to its final Type 51 version of 1931. For those who yearn for Bugatti-style motoring yet cannot afford the associated expense, a replica is the obvious solution, and for many years the classic Type 35 has inspired the construction of nu-*

*merous lookalikes, some using a mixture of components from other Bugattis, others, like the example offered here, being almost entirely manufactured anew. This well-constructed Type 35 replica was built by Mike King Racing of Sandwich, Kent, a specialist firm noted for the design and construction of replica vintage cars including Bentley, Bugatti, Alfa Romeo, ERA, MG and Delage. Con-*



structured around a Triumph 2000 with six-cylinder engine and mechanics, it features aluminium coachwork, glass-fibre mudguards and tail, and wheels to Type 35 specification. It featured instruments by Marks of Tunbridge Wells, mounted in an engine-turned, aluminium dashboard.

It is believed that only fifteen Bugatti Type 35 replicas were built by Mike King Racing, and this car is the only one to be made with a driver's door, for the disabled first owner. Having been in storage for the last few years, it has been the subject of re-commissioning and has been fully checked through, including new brake and clutch master cylinders. Finished in Bugatti blue with black seats, this Type 35 replica is supplied with a blue V5 registration document, an MOT test certificate, a file of SORN documents showing the car has been off the road for the last sixteen years. There are recent invoices for the master cylinders and some articles on replica cars. Unlike most Bugatti recreations, the cars built by

*Mike King Racing are much closer in proportion to the original Type 35 and have a lot more attention to detail."*

It is interesting to note that the auctioneer describes the car as being based on a Triumph 2000, and the gov.uk MOT check site does describe it as a Triumph 2000. From the auction photos we can't see its chassis, nor its suspension components, but I did find a low resolution photo of the car where

I can see the Herald wishbones at the front and the end of a transverse leaf spring at the rear, so we can be pretty sure the base was a Herald or Vitesse.

The car is currently taxed and MOT'd, so look out for it, and if you do see it, tell me about.



These cars are a great example of the engineering ingenuity we love and admire; see an object we love, but it's not available? No problem, we'll adjourn to our shed and build our own version. I was talking to a bloke the other day, turns out he spends hours each week in his workshop shed building faithful, working, studio-scale models of vehicles and machines from Thunderbirds and other classic Gerry Anderson productions. A little bit mad, but mostly... quite brilliant.

*Trevor*



# BOND EQUIPE

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

## Monte Carlo Bond Equipe

Well it's now happened – only 56 years late a Bond Equipe 2+2 has completed the Monte Carlo Rally and was placed.

You may recall from my last article that, unfortunately, Bond's attempt in 1964 with TCK 300 was not successful in that although the car finished but was out of time arriving 24 minutes too late to be classified as a finisher, the car had however successfully completed the Rally, the delay being due to two late punctures and a navigation error – due, I suspect, to tired drivers.

Roll on to 2020 and CJA 304B, which had been partly restored by Steve Fox, and then in an uncompleted state sold to Paul de Varine who completed the restoration and entered the 2020 Monte Carlo Rally.

The car started from Reims on 31st January 2020, No 310. The team, OBV Racing, also had an A35 entered (No 309) and a Karmann Ghia (No 179). As far as I can establish, the British cars performed well although, unfortunately, the Karmann Ghia had an accident and had to retire.

The Equipe finished the rally at Monte Carlo and was placed **236 out of 250 ranked cars**.

I would like to express my admiration to Paul and his team for their work and effort in finally putting the 2+2 on the rallying map.

Below are some photos from



**Starting at Reims (31st Jan)**



**Arriving in Valencia (1st Feb)**



**Checking to make sure it still has 4 wheels**



everything off – and now pushing a year to put it back together and sort out the



niggles which needed sorting out!"

I have been trying to get my car finished; one of the niggles was that the captive bolts holding on the bonnet catches had



**After the end of the Rally at the post in Monte Carlo.**



**Old plate and replacement plate**

the OBV Racing Magazines which I received from their editor, **Theo Gentry**.

More can be found on the OBV Racing facebook page: <https://www.facebook.com/OBVRacing/>

Well after all that excitement, onto other matters I have heard from **Mike Carter** whose respray is proceeding well – *"the paint is on, now just the job of putting the car back together – I found it took 2 days to take*

rusted out – these were originally studs welded onto a plate and fibre-glassed into the bonnet. On one side everything was missing and on the other the stud has sheared just leaving the plate remaining. I started by cutting back the old fibreglass that held the plates onto the bonnet, then



**Bonnet cleaned off**

made some new plates from some stainless steel that I had around (I never throw anything away as 20 years later it



**Plate being stuck on**

might come in handy!). I had some studded bar, so welded a short length of the studded bar to the plates, then holding a bonnet catch in position located the plates and marked an outline of where they should fit. The next step

deviated from the Bond system in that I stuck the plates onto the bonnet using a mastic CT1 which seems to stick most things together. Finally, when the mastic had set I fibre-glassed around the stud over the plate to secure the plate to the bonnet. The same system can be used for the upper bonnet mounts which locate the bonnet onto the cone – I know someone is currently getting this done so hopefully will report later. I might even do mine – they could do with being done but will last a bit longer and I want to get the rest of the car done before next Christmas!

Lastly, I have heard of a number of new old stock rear screens for the 2 litre Equipe Coupes, they are near Birmingham and are £40 each. They are not the heated laminated versions but are difficult to find now so well worth getting in as a spare. If you are interested please let me know and I can put you in touch.

Guy



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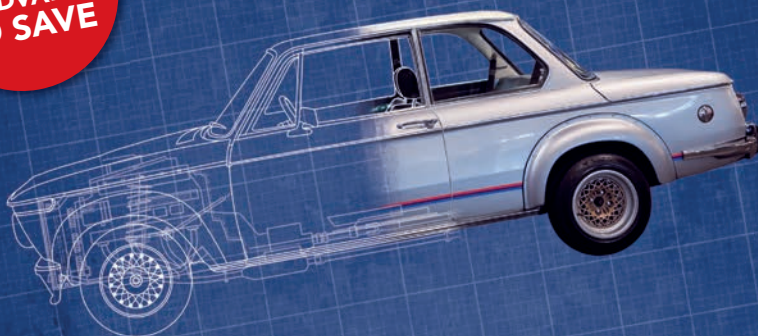
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## Rescuing CPE

Hello. A warm welcome to the Big saloon section! I understand that this maybe read by other Triumph models owners, which is great to hear!

**So, if you don't own one, but still read, my thanks!**

Well, here we are. Seems the time is going by quite quickly again. Maybe it's the hopeful part of the brain to look forward to getting out and about. Speaking of which, I took my 2000 out for a run on my own test route as it was a cold, but dry and not too cold to have been salted. All was well and even had a wave from someone in a modern car, and even stranger, was a young man in the back of his family car, taking pictures or video of my car!

After the Brooklands event (thanks again Bern) it was the much more local and less glamour gathering at a local pub for the petrol heads meet near Pinewood. Unfortunate double booking meant Harry and I could only attend the last half hour, but again, gave the car a good run. As you can see, a P6 in a similar colour was face

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to face with the 2000 !!

If you are a regular reader, you will know, and probably have a 'oh no, again Carls 2000! '. Well, as you also probably read, I request images and stories of your big saloon.

Fortunately Jake Barnes has very kindly sent in just as I requested. He has written this and great to read. I have split the story so to reduce the num-

ber of images of my car!

Thanks again Jake...

### Rescuing CPE

*I spent quite some time in 2017 and early 2018 looking for a "nice" Triumph 2.5Pi. Having had several Pi saloons many years earlier. I started by reluctantly selling my late Mk2 Vitesse convertible to make way for the "Big" Triumph. Looking at several cars in vari-*



ous conditions, locations and prices I eventually found a nice original 1972 Pi saloon and bought it, job done. But that is not the car I am going to talk about here (maybe we can come back to that one another time). It was while looking for various little bits and pieces for that white car that I met Richard who had "a few spares" he wanted to re-home.



Well after a brief telephone conversation I arranged to drive 3 hours to his and have a look at the spares he had. I remember the day well, as it was a scorching hot day and my A/C was not working, ah the joy of sitting in the stop-go traffic of the M25 for an hour or more in over 30 degrees of heat!

Anyway, I eventually arrived and looked through the many parts new and old that Richard had to find what I needed. Richard also showed me a 1970 2.5 Pi saloon that he had had for some while, bought in bits and still largely in bits. He asked me if I'd like to buy it, but I'd only just bought the white car and had nowhere to store it, so not really.....

Well I bought a few bits and left, but all the next week I thought about that Green car Richard had shown me and how it needed rescuing after many years of non-use. Eventually I decided I would "save" it as it had such a solid body and the paint didn't look too bad under the all layers of dust.

I called Richard and arranged a price for the car and all the remaining spares eventually collecting it on my Birthday weekend, on a trailer with a mate. I bought the car back and stored it in a shed until the winter when I planned to reassemble the car using the new and old parts that seemed to mostly there.

My target was to get the car together and road-worthy between the clocks going back on the 28th of Oct 2018 and going forwards again on the 31st of March 2019. Not too tall an order from a rolling car with an engine I'd heard running.

The car was duly collected from storage and delivered to my home on Sunday the 21st of October

2018 ready for the next week. Worked started the next weekend when I managed to get the car running and ticking over reasonably well. Various tasks were completed over the following weekends and a few holidays. Remove and clean fuel tank, change water pump (it was new but started leaking as soon as the engine was running after years of inactivity!). Fit and connect clutch hydraulics (New master and slave cylinders). One of those what would appear to be straight forward little jobs. Initially, there was a new stainless-steel reservoir with the master cylinder, but the cap was missing. Eventually I gave up looking for the cap and purchased another new reservoir complete with a cap (The new one was obviously not the same as the one with the car and I've still not found a lid to fit that one!).

Easy job to bleed the new clutch hydraulics right? No, the opaque red plastic pipe is quite large in diameter and try as I might even using the pressure bleeder I could not bleed it properly.

In the end I removed the slave cylinder from the gearbox and positioned it above the master cylinder and bleed it from there, easy when you know how.

I then distracted myself with the electrics. Fixing all the interior light switches on the doors and the light unit itself. Boot light switch and light. Testing and fixing all the controls as I went two speed heater blower,

heated rear window, cigar lighter (Power outlet) Choke light, handbrake warning light, hazard lights, wipers again two speeds, flash wipe, screen washer, warning light cluster, horn and all instrumentation illumination. Side lights, dip lights, main beam, including flash feature, front/rear and side repeaters, rear lights, brake lights, reversing lights and number plate illumination. All gone through and everything working as it should even the clock ticking away..

**More next month!**

## % Ethanol in Fuel

I was also most pleased to receive an email from **Peter Hennell**. Peter was picking up on my previous articles about the increase in Ethanol, and the risk that can be to your classic vehicle. I have seen later classics suffer from 'thermal incidents' when the rubber had been damaged by the Ethanol, and leak fuel, usually in the engine bay, and this can be the beginning of the end of your vehicle.

Here is Peter with some most useful info. Thanks Peter..

*"I enjoy reading your columns, even though I only have a Vitesse! Further to your mention of ethanol in fuel these days, I just wanted to remind you that the club sell two sizes of Gates ethanol-proof rubber fuel lines, which I fitted to the Vitesse last year. However, as far as I know, Esso are the only company who don't put any ethanol in their Supreme fuel in most of the UK, which they told me when I asked them a couple of years ago and this was mentioned in the Courier at the time. I only use Esso Supreme now, unless I can't get it for some reason, when we were on holiday in Yorkshire in the Vitesse last July we did notice the new 'E5' stickers on all the pumps, though the cashier had no idea what it meant, but I assume these are just to cover them in case some slips in one day. Hope that's helpful!"*

Cheers

**Peter Hennell**

I asked Peter if he knew any more details as I have read various different information. He kindly found this info too. Thanks again Peter..

*"This was following on from a few years earlier when Ken Cooke, a member of the 750 Motor Club, wrote to all the fuel companies to ask*

*about their position on ethanol and put something in all the Austin 7 (which I had at the time) club magazines about it, so I thought I'd like to get an update on it and emailed the four which had told Ken that they didn't use it:- I wanted to check the current position of ethanol in fuel, since it was a while ago that someone asked the fuel companies, and it looks as though we can now only safely use Esso if we want to avoid ethanol..I contacted the four companies which originally said their 97 octane did not contain any, and asked either: 'What is the ethanol content of your fuels?' or: 'Could you please tell me if there is ethanol in your 97 octane petrol.'*

*These are the replies I received and if you think it might be of interest to other members, please feel free to summarise the replies.*

Cheers

**Peter**

**ESSO -**

**What is the ethanol content of your fuels?**

The majority of unleaded 95 Octane petrol sold in the UK contains up to 5% ethanol as required under the Government's Renewable Transport Fuels Obligation (RTFO). There is currently no requirement for renewable fuel (such as ethanol) to be present in super unleaded (97 grade petrol). Esso super unleaded petrol (Synergy Supreme+ Unleaded 97) is ethanol free (except in Devon, Cornwall, the Teesside area and Scotland). We would therefore advise anyone who has concerns about the presence of ethanol in petrol to use Synergy Supreme+ – providing they do not fill up in Devon or Cornwall, the Teesside area or Scotland.

**TEXACO -**

**Do Texaco supply fuel containing Ethanol?**

**Yes.** We are required to supply ethanol blended fuel to meet the RTFO (Renewable Transport Fuels Obligation) for petrol (EN228). The specification allows for up to 5% Ethanol (E5) and we currently supply this in the majority of our 95 unleaded grade. In addition we now also supply E5 (contains up to 5% bio ethanol) 97 Octane Super Unleaded grade to much of the country.

**BP -**

**What is the ethanol content of your fuels?**

Dear Peter Hennell,

Thank you for your email concerning the fuel sold

by BP. Bioethanol is present in nearly all regular unleaded petrol being sold by fuel suppliers in the UK today.

Bioethanol is also becoming increasingly present in the UK's super-unleaded (premium/higher octane) petrol too; this is because, in compliance with the UK government's Renewable Transport Fuel Obligation, fuel suppliers have been required to increase the quantity of bio fuels in their transport fuels since 2008. As a consequence, the inclusion of bioethanol in our BP Ultimate Unleaded supply chain is an evolving situation and we are therefore unable to give you categorical assurances as to its absence or presence. However we can assure you that – as required by the The Motor Fuel (Composition and Content) (Amendment) Regulations 2013 – the content of bioethanol in our BP Ultimate Unleaded petrol may contain up to 5% ethanol and diesel fuels up to 7% biodiesel. Currently there are no plans to increase the ethanol content.

All BP fuels, Regular and BP Ultimate, contain special ingredients which have cleaning and protection properties for the engine. BP Ultimate has been rigorously tested on a wide range of vehicles, covering hundreds of thousands of miles, in various conditions. Its advanced formula offers a wide range of benefits compared to ordinary fuels, including better fuel efficiency and enhanced performance, all of which give long term benefit and value to the consumer and their vehicle.

BP does not supply 100% bioethanol as a retail

fuel in the UK. Thank you for taking the time to bring the matter to our attention and for allowing us the opportunity to respond to your concerns at this time.

Kind regards,  
Sofija - BP

### **TOTAL -**

#### **What is the ethanol content of your fuels?**

Dear Mister HENNELL,

We acknowledge receipt of your e-mail sent on November 9th, 2017 and we thank you for your interest in the Total Group.

We are really sorry to be unable to answer your question as Total doesn't anymore sell gas in UK as Total has sold all his UK's Service-stations to the Rontec consortium.

We remain at your disposal on our Website **www.total.com**.

I think that it was published in a couple of places in the Courier, presumably in 2017

On another on going note, the wedding of long term member Daniel James is getting married to his fiancé Elaine late March, and as I have said, Triumphs will be the wedding cars! His Stag and my 2000 will be on duty! Pictures of the event (mainly of the cars!) will be next month. Congratulations Mr and Mrs James!

As I say, please do send me stories and images of your big saloon! Take care,

Carl



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## Essex Christmas Weekend,

by Andy Walton

**Christmas comes but once a year, but not if you are TSSC Essex area.**

On the weekend of January 4th and 5th a belated Christmas weekend was organised by **Mike Titchen and Allan Jannaway**. Invitations were issued and I immediately accepted. The initial plan was to take the GT6 but on January 1st it went to the Classic Motor Hub New Year's Day at Bibury in the Cotswolds. On the way back (in the dark and in pouring rain) it developed a screechy fanbelt. Due to a lack of time the decision was taken to use the modern car, particularly as most of the route from Exeter, via Cheltenham to collect daughter Faye, to the venue at Waltham Abbey involved motorway.

On Friday afternoon we duly arrived at the Waltham Abbey Premier Inn where Mike and Sue were waiting, in the bar of the Bakers Arms pub next door.

As the afternoon went on our group grew and we had dinner together in the pub.

Unfortunately the Standard-Triumph motor company was a little under represented with Mike's GT6, Brian and Jean Pringle's "Lightning Mc-

Pageant of Motoring. They agreed to open especially for us, so we had a "private" visit. After an introduction we were allowed free rein to explore and



Queen", Melvin Dawson's Spitfire and the Vitesse of Stuart Grant. But then the weekend wasn't, for once, about the cars.

The main event started on Saturday morning when we met up with the rest of the group at the Farmhouse Cafe for a particularly good breakfast.

From here we drove to the Whitewebbs Museum of Transport at Enfield ([www.whitewebbsmuseum.co.uk](http://www.whitewebbsmuseum.co.uk)). This fascinating place was not actually open to the public on the morning of our visit. It is run by volunteers and relies upon donations and the proceeds of the Enfield

admire the exhibits which range from cars and motorcycles to vintage typewriters and models. A wide range and something for everyone.

The museum itself is a former





Thames Water Company pumping house with an interesting history.

The outstanding feature is the borehole which can be seen from the basement of the building. This is 200 feet deep and can be seen through a grid. We



were lucky enough to have an extensive explanation of both the construction and history of the building.



Unfortunately, we had limited time here to view all of the exhibits and all too soon it was time for lunch. We met at a local garden centre and afterwards the group had free time to visit the local attractions. Faye



and I found an architectural salvage yard (while looking for somewhere else), this was full of things I never knew I wanted and I have no idea of what I would do with if I bought them. On the way back to the Premier Inn we visited the Lea Valley White Water Centre where the white water rafting events were held during the 2012 Olympics.

It all looked rather cold and wet and probably something I will never do....

Back to the main event. About 6:45pm we met in the foyer of the Premier Inn for the short walk to the Plough for Christmas Dinner. This was a superb evening with excellent food and good company. Mike and Sue had organised a "secret Santa" and a raffle. Thanks, must go the TSSC HQ for the donation of some of the prizes.

One or two of the group were a little subdued at breakfast after which the group started to disperse. The remaining people drove to Hangman's Hill not far from the hotel. Again, this is a place with an intriguing history and is known for ghostly appearances, spooky sounds and bizarre phenomena that seem to defy the laws of science. Luckily for us at 10:00am the ghostly spooky things were absent so we were left in peace to experience to famous gravity defying hill. If left in neutral cars at the bottom of Hangman's Hill appear to defy gravity and roll up the hill. According to local legend this is the spirit of a hangman dragging his victim to his execution.

In the real world it is an optical illusion but that's nothing like as much fun!

From here we drove through Epping Forest to the

Queen Elizabeth Hunting Lodge for coffee and a tour of the historical hunting lodge.



After this Faye and I left for home after a very enjoyable weekend and thanks must go to everyone involved with the organisation of the weekend.

Finally, you may be wondering why someone from Devon is writing this report on and Essex area event.

The answer is simple, they filled me up with beer before they asked me.

Many thanks for everyone who came, hope you all enjoyed yourselves & we look forward to Christmas Weekend as an annual Event each year.

# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Vitesse



**GENUINE MK1 VITESSE ESTATE.** This is the only known survivor of 14 Mark 1 Triumph Vitesse Estates. These were sold by special order and built at Standard Triumph's Service Depot Park Royal. This car is classed as Condition 1 by the Triumph Sport Six Club and the Agreed Value for this car is £40,000. The car has cover 92000 miles it has a few modifications brake servo fitted, Hi-Torque Starter, Kenlowe Fan and alternator conversion. £38,000 Jason Burke (Hertfordshire) 07757 770140



**MKII CONVERTIBLE.** Good engine, Sierra box, chassis, chrome, hood, brakes, tyres, suspension and electrical equipment; but, despite MOT to end August, body needs much work, interior shabby in parts and some wiring needs tidying. Driven every day. £1,650. Andy Huggett (London) 07932 145409

## TR7



**1980 TR7 DHC.** Selling due to coaching commitments not allowing time to drive. Great vehicle, lovely to drive, should be driven and on the road. Mostly original, radio / CD added out of sight leaving original in place. Spare parts including original wheels (not alloys) which will go with the car. MOT until 19 July 2020. In good condition. All work from previous vehicle inspection undertaken. £5,950 Ken Maggs (Spalding) 07849 844209Pac

## TR6



**1972 TR6 PI 150 BHP** in Sapphire Blue TSSC Valuation in August 2019 £23,500. MOT October 2020. Original Lucas fuel-injected UK car, overdrive 2nd, 3rd & 4th. Paintwork is in good condition with no rust & the chassis, wheel arches and underneath is fully rust proofed. Several upgrades, stainless steel sports exhaust, chrome wire wheels, roll bar, finned aluminium sump, Kenlowe fan, spin-on oil filter conversion with oil cooler and thermostat, bullet fuel filters £19,999 Jim & Ann Black (TN10 3QU) 07951 811671.

## PARTS WANTED

**SET OF WHEELS WANTED** to fit original chrome hubcaps and wheel trims. Four 13x3.5 J (or 4.5J or 5.5J) wheels wanted for Herald 13/60, must be able to fit original wheel trims and hub caps. Hopefully in decent condition as drive car regularly. Can pick up anywhere up M27/M3 corridor to London or will pay sensible postage. Price depends on quality and if sandblasting required. Stewart Coombes (Dorset) 07798 877451.

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**clubshop@tssc.org.uk**

## Practical Classics Restoration Show NEC March 27/28/29 2020

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

# PARTS 4 SALE

**MIKE PAPWORTH.** GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopenworld.com (Trade)

**RB MOBILE CLASSICS.** Highest quality recon driveshafts. All models non roto small chassis car £97.50. Rotoflex rebuild using Churchill tools to customers specifications inc CV conversions, from £230. Mobile servicing, pre mot, electrical, repairs, rebuilds. Modern cars serviced also. All Yorkshire area covered, based Nr Selby. Contact Richard on 07766 354449 or 72stag@gmail.com (trade)

**GT6 ENGINE AND OVERDRIVE GEARBOX** Removed from a running car, dry stored since 2017. Will sell whole or separate. Complete with carbs and pancake filters. Good runner. Offers. Steve Payne (Midlands) 07885 449609.

**WHEELS FOR SALE** Triumph Vitesse/Herald original wheels with centres. Two good tyres, two not so good. Buyer collects. £140 ono Grenville/Mandy Avery (Devon) 07977 951079

**ORIGINAL TRIUMPH VITESSE GAUGES.** Speedometer, Jaeger £15. Temperature Gauge, Jaeger £10. Fuel Gauge, Jaeger, £10. Original light switch £5. Also Oil Gauge, Smiths £5. Grenville/mandy Avery (Devon) 07977 951079.

**TR6 DRIVE SHAFTS.** Pair of Heavy Duty hubs with Teflon coated splined drive

shafts minimise 'splines lock'. From TD Fitchetts & covered around 8000 miles. Cost £300 per pair, excellent condition, might be worth replacing the UJ's prior to fitting as a matter of course. £150.00 Simon Morgan (Telford) 07786 806189.

**MKIII SPITFIRE HEATER MATRIX** Brand new from Rimmer Bros (part no. 904140MATRIX) unused. Cost £124. Best offer over £50 secures. Paul Sutton (Chelmsford, Essex) 07585 775741

**HERALD/VITESSE SEAT** Squab and cushion for Herald or Vitesse convertible. Black. Material in good condition. Some springs need attention. Please Call. Rikk Harrison (Warwickshire) 02476 348991

**CAR INTERIOR** Vitesse/Herald saloon, front and rear seats also rear cards and front door cards. Good condition. £300.00 ono Barrie Kinsey (Chesterfield) 07976 928951

**GT6 MKIII TRIM ITEMS.** Bonnet Gas Struts. Tank Support RHS Bolt like PT No 715930. RHS Luggage Floorboard one with Handhold and Jack handle Clips. Pt No. 815029. Call. Iain Atkinson (Jn 4 M25. Kent) 01689 486268.

**RE-CONDITIONED SPITFIRE 1500** engine please ring me for details. £800 ono Roger Barford (Essex) 07885 443133.

**MINILITE REPLICA WHEELS.** 5.5 J x 13. Set of 4. Tyres, nuts and caps, good clean condition. £270 ONO. Christopher Makin (E. Surrey) 01737 843993 or 07807 717080

## MICK DOLPHIN CLASSIC TRIUMPH SPARES

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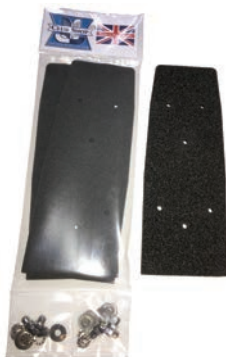
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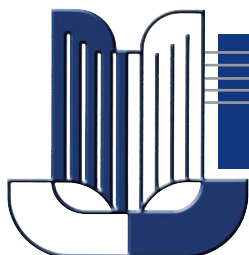
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# TSSC OFFICERS

## 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 SECRETARY

**TBA, NEW Secretary 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

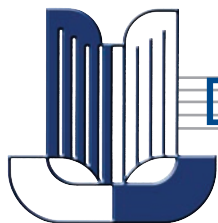
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e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk) **TSSC HQ:** e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

### 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)



March 2020

# AREA NEWS

## AREA Directory • News • Events

### SOUTH OF ENGLAND MEET 2ND & 3RD MAY 2020

**Sat 2nd**

**Free Chill out day**

**Sunday 3rd**

**ALL Triumph Car Show  
& Concours**

**Car Anniversary  
Displays**

**Autojumble & Stalls**

**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)**



# AREA DIRECTORY

Triumph Sports Six Club

## SCOTTISH AREAS

<b>SCOT CENTRAL</b>	<b>Michael McCallum:</b> 07725 804602 <b>Colin Sansome:</b> 01236 423795 Harvester, Springfield Quay - GLASGOW. G52 4DR.	<b>Jacqueline Rankin:</b> 07853 153691 <b>Mark Allan Smith:</b> 07794 799263 1ST THURS. 7.30PM
<b>SCOT N. EAST</b>	<b>Danny Stroud:</b> 07823 539047 Various - see report in Area news	LAST THURS. EVES.

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones:</b> 07779 878125 Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ	1ST THURS. 8.30PM
<b>CUMBRIA</b>	<b>Roy Ross:</b> 01229 316501 <b>Tony Holliday:</b> 01946 830663 Advertised in Cumbria News & Website	LAST SUN. 12 NOON
<b>MANCHESTER</b>	<b>Wayne &amp; Anne Ash:</b> 07770 565670 <b>Mark &amp; Lorraine Kilgallon:</b> 07954 784342 Moss Vale Hotel Lostock Rd, URMSTON. M41 0TA.	1ST TUES. 7.30PM.
<b>NORTH EAST</b>	<b>Geoff Dent :</b> 07773 440201 <b>Deryck Beadling:</b> 07939 068976 The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.	1ST SUN. 7.30PM.
<b>LIVERPOOL</b>	<b>Mark &amp; Tracey Lamb:</b> 07975 591421 Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.	1ST TUES. 8PM.
<b>LANCASHIRE</b>	<b>Kevin Makin:</b> 07980 604021 <b>Dennis Petty:</b> 07951 727747 CONTACT AO's FOR MEETING VENUE	LAST TUES. 8PM
<b>WIRRAL</b>	<b>Richard Lloyd:</b> 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ.	2ND TUES. EVES.
<b>NORTH YORKS</b>	<b>TBC: AO NEEDED!</b> Greyhound Inn - RICCAL. YORK. YO19 6TE.	4TH TUES. 8PM
<b>SOUTH YORKS</b>	<b>Richard Oakes:</b> 07702 492349 Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.	1ST & 3RD TUES. 8PM
<b>WEST YORKS</b>	<b>Alan Heaton:</b> 07944 909823 New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.	2ND TUES. 8PM.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith:</b> 02476 457487 The Bull & Butcher - CORLEY MOOR CV7 8AQ.	1ST TUES. 7.30PM.
<b>DERWENT VALLEY</b>	<b>Colin Wright:</b> 01773 531580 Various - See Derwent Valley Facebook Page or Courier.	CONTACT AO
<b>LEICESTER &amp; RUTLAND</b>	<b>David Smith:</b> 07770 650802 Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>David Samways:</b> 07709 565118 The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.	2ND TUES. 8.00PM.
<b>NOTTS</b>	<b>Nigel Hill:</b> 07976 163006 Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.	3RD WED. 7.30PM
<b>NORTHANTS</b>	<b>Nigel Hawes:</b> 07879 491778 Overstone Manor - Sywell - NORTHANTS. NN6 0BB.	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 Duke of Cumberland's Head - CLIFTON. OX15 0PE.	3RD TUES. 7.30PM.
<b>PETERBOROUGH</b>	<b>Doug Balderson:</b> 01778 560507 <b>Paul Lumsdon:</b> 01780 470358 <b>Charlie Noble:</b> 01778 392629 The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
<b>SHROPSHIRE</b>	<b>Bill Bate:</b> 07887 605778 <b>David Embury:</b> 0770 1049881 <b>Simon Morgan:</b> 07786 806189 CONTACT AO's FOR MEETING VENUE	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

## MIDLAND AREAS Contd.

<b>NORTH STAFFS</b>	<b>David Woodward:</b> 07939 603061 <b>George &amp; Dragon</b> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
<b>WEST MIDLANDS</b>	<b>Chris Allen:</b> 07505 110922 <b>Drakes Drum</b> Great Barr - BIRMINGHAM. B44 8TR <b>Sharmans Cross</b> - SOLIHULL WEST MIDS B91 1HT	1ST TUES. 7.30PM. 3RD WED. 7.30PM.
<b>WORCESTER</b>	<b>Vicky Kitchen:</b> 07745 299457 <b>The Nightingale</b> - 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 <b>"Passing Thyme" Cafe</b> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <b>The Royal Hotel</b> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
<b>NORFOLK</b> ALT MONTHS START JAN	<b>Mike Carroll:</b> 07828 103064 <b>The Oak Tree</b> - Ipswich Rd - NORWICH. NR4 6LA	2ND MON. 8PM
ALT MONTHS START FEB	<b>Paul &amp; Christina Girling:</b> 07584 000442 <b>The Windmill Inn</b> - Mill Street - NECTON. PE37 8EN	2ND MON. 8PM.
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <b>Sorrel Horse</b> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <b>The Shire Horse</b> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <b>The Harte &amp; Magpies</b> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Anne Mullender:</b> 07845 916665 <b>The Red Lion</b> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <b>The Red Lion</b> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <b>The Crooked Billet</b> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <b>The Raven</b> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 Various - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <b>The Woodman</b> - Goathurst Common - IDE HILL - TN14 6BU <b>The Castle Inn</b> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 <b>The Travellers Friend</b> - Crookham Common, THATCHAM. RG19 8EA <b>The Downgate</b> - Down View, Park St. HUNGERFORD. RG17 0ED	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <b>The Seven Stars</b> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <b>Wellhouse Inn</b> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <b>The Halfway House</b> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <b>George &amp; Dragon</b> - Dragons Green - HORSHAM RH13 8GEB	3RD WEDS 7.30 PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <b>Fairmile Inn</b> - Portsmouth Rd - COBHAM. KT11 1BW. <b>George Inn</b> - 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> 07860 878058 <b>The Wishing Well</b> - CODRINGTON. BS37 6RY	1ST TUES. 7.30PM.
<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

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<b>SWEDEN</b>	<b>Odd Hedberg</b>	<b>odd@triumphclub.se</b>
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	<b>robin.Labarre@Bluewin.ch</b>
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	<b>0041 79 347 1221</b>
<b>UNITED STATES</b>	<b>Ben Blaney</b>	<b>benblaney@gmail.com</b>



March 2018

AREA NEWS

# AREA Directory • News • Events

**practical CLASSICS**  
**CLASSIC CAR & RESTORATION SHOW**  
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**SPRING'S BEST  
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# AREA DIRECTORY

Triumph Sports Six Club

## SCOTTISH AREAS

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

## NORTHERN AREAS

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

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith:</b> 02476 457487 <i>The Bull &amp; Butcher</i> - CORLEY MOOR CV7 8AQ	1ST TUES. 7.30PM.
<b>DERWENT VALLEY</b>	<b>Roger Buck:</b> 07970 619149 <b>Colin Wright:</b> 01773 531580 <i>Smalley Common Ex- Servicemans Club</i> - ILKESTON. DE7 6FY	1ST TUES. 7.30PM.
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer:</b> 07530 307371 <i>Rose &amp; Crown</i> - 45 Main St, Thurnby - LEICS. LE7 9PJ	1ST TUES 6.30PM
<b>LINCOLNSHIRE</b>	<b>Simon Oliver:</b> 07841 450715 <i>Swan Holme</i> - Doddington Rd - LINCOLN LN6 3RX	1ST WED. 8.00PM.
<b>NOTTS</b>	<i>Nigel Hill:</i> 07976 163006 <i>Sandy Pate Sports Bar</i> - MANSFIELD TOWN FC. NG18 5DA	3RD WED. 7.30PM
<b>NORTHANTS</b>	<i>Nigel Hawes:</i> 07879 491778 <i>Overstone Manor</i> - Sywell - NORTHANTS. NN6 0BB	2ND WEDS. 8.30PM.
<b>OXFORD</b>	<b>Thomas Cope:</b> 07972 039532 <b>Nick Morse:</b> 01869 246543 <i>Duke of Cumberland's Head</i> - CLIFTON. OX15 0PE	3RD TUES. 7.30PM.
<b>PETERBOROUGH</b>	<b>Doug Balderson:</b> 01778 560507 <b>Paul Lumsdon:</b> 01780 470358 <i>The Five Horse Shoes,</i> Barholm - STAMFORD. PE9 4RA.	2ND MON. 8PM
<b>SHROPSHIRE</b>	<b>Bill Bate:</b> 07887 605778 <b>David Embery:</b> 0770 1049881 <b>Simon Morgan:</b> 07786 806189 <i>The Red Lion</i> - Priorslee - TELFORD, TF2 9NN.	3RD WED. 7.30PM

AREA DIRECTORY CONTINUES OVERPAGE

## MIDLAND AREAS Contd.

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

## EASTERN AREAS

<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <b>Tyrrells Ford</b> - Avon, Christchurch, BH23 7BQ.	LAST THURS. 8PM
<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 <b>"Passing Thyme" Cafe</b> - RAYLEIGH ESSEX SS11 8SJ	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <b>The Wharf</b> - DARTFORD (Venue Swaps Monthly) The Good Intent - HORNCHURCH	4TH SUN. 12 NOON APRIL TO OCTOBER
<b>NORFOLK</b>	<b>Mike Carroll:</b> 07828 103064 <b>The Oak Tree</b> - Ipswich Rd - NORWICH NR4 6LA	2ND MON. 8PM.
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <b>Sorrel Horse</b> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Mark Smith:</b> 07989 104324 <b>The Shire Horse</b> - Nr MAIDENHEAD on A4	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <b>The Hart &amp; Magpies</b> - BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Derek Hewett:</b> 07749 232024 <b>The Granville</b> - Faussett Hill, CANTERBURY CT4 7AL	1ST THURS. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <b>The Crooked Billet</b> - (A30) HOOK. RG27 9EH	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <b>The Raven</b> - HEXTON, HITCHIN SG5 3JB	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <b>Various</b> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <b>Moody Mare</b> - Seven Mile Lane - KENT. ME18 5QY <b>The Royal Oak</b> - London Rd - FLIMWELL. TN5 7PJ	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Lloyd Garvey:</b> 01635 255159 <b>The Cottage</b> - Bucklebury - READING. RG7 6QJ <b>Fox &amp; Hounds</b> - Donnington. - NEWBURY. RG14 3AP	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <b>The Seven Stars</b> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07900 657176 <b>Wellhouse Inn</b> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST TUES. 8PM.
<b>EAST SUSSEX</b>	<b>Ian Gordon:</b> 01273 813691 <b>The Laughing Fish</b> - ISFIELD - TN22 5XB	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <b>George &amp; Dragon</b> - Dragons Green - HORSHAM RH13 8GEB	3RD THURS EVES.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <b>Fairmile Inn</b> - Portsmouth Rd - COBHAM. KT11 1BW. <b>George Inn</b> - 29 Windsor Road. - WRAYSbury. TW19 5DE <b>Tyrrells Ford</b> - Avon, CHRISTCHURCH, BH23 7BQ.	1ST THURS. 8PM 3RD THURS. 8PM LAST THURS. 8PM

## SOUTH WESTERN AREAS

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <i>The Bell</i> - WHEYHILL. SP11 0PN	2ND THURS. 8PM
<b>AVON</b>	<b>David Stroud:</b> 07816 952524 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY	1ST TUES. EVES.
<b>CORNWALL</b>	<b>Carol Coventry:</b> 07979 464643 <i>Hawkins Arms</i> - ZELAH. TR4 9HU	2ND THURS. 8PM
<b>DEVON</b>	<b>Sue &amp; John Franklin:</b> 01548 821348 Nigel Kenneison: 07804 731599 <i>Claycutters Arms</i> - CHUDLEIGH KNIGHTON. TQ13 0EY <i>Ring A.O. Details</i>	3RD WED. EVES. 1ST SUN. LUN
<b>NORTH DEVON</b>	<b>Darren Groves:</b> 07806 351499 <i>Crealock Arms</i> - BIDDEFORD. EX39 5HN	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <i>Red Lion</i> - WINFRITH. DT2 8LE	LAST MON. 7.30PM
<b>GLOUCESTER</b>	<b>Jane Rowley:</b> 07802 171227 <i>Aviator Inn</i> - Staverton - GLOUCS AIRPORT. GL51 6SR	3RD MON. 8PM
<b>SOMERSET</b>	<b>Martin Hughes:</b> 07760 384236 <i>Puriton Inn</i> - Puriton - BRIDGWATER. TA7 8AF	2ND TUES 8.00PM
<b>SWINDON</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <i>The Village Inn</i> - LIDDINGTON. SN4 0HE	3RD WEDS. 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM

## WELSH AREAS

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

## NORTHERN IRELAND

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

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<b>SWITZERLAND</b>	<b>Robin La Barre</b>	<b>Robin.Labarre@Bluewin.ch</b>
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	<b>0041 79 347 1221</b>



## 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

## ALO REPORT . . . ANDOVER AVON

'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

Tel. 02476 457487

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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  
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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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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  
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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*

**ESSEX** Allan. 01375 672072 or 07934 027704  
Mike. 07860 708356

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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 alco 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*

**HERTS & BEDS** Tel. 01582 750943

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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 won't mention all those but it's 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**

**LEICS & RUTLAND** Tel. 07770 650802  
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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 as 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

Tel.TBC

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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*



## NORFOLK . . . NORTH EAST NORTHERN IRELAND

**TSSC AREA NEWS**

**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

**Tel. 07707 288233**

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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** 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 Trunnon 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

Tom Tel. 07972 039532

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

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

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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

## SOMERSET

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

## TSSC AREA NEWS



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

Tel. 07939 603061

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

Web. [www.tssc-staffordshire.co.uk](http://www.tssc-staffordshire.co.uk)

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

*Ian*

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

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

Tel. 0777 362 3807

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

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

Tel. 01691 600215

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

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

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**

**www.triumphwales.moonfruit.com**  
**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

Tel. 01425 475376

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

Email Trevor: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com) or Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

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



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



## TICKETS

£11  
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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-Thursdays 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>			