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THE COURIER NUMBER 499 JANUARY 2022 TRIUMPH SPORTS SIX CLUB

# THE COURIER

**No. 499 JANUARY 2022**

**Happy New Year!**  
**not Another New Variant?**





## TSSC COUNCIL OF MANAGEMENT 2022

Chris Gunby - Chairman/Gen Sec



Tom Hartley - Director



Tracey Hawes - Financial Lead



Nigel Hill - Area Liaison



Jane Rowley - Director



Carl Swanson - Director



Neville Wright - Director



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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.

Victor & Vivien Thompson. Peter Williams.



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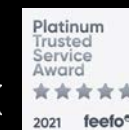
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# THE January 2022 COURIER

Price £3.50 Free to Club Members.

**THIS ISSUE - 499**

## Regulars

4	HQ SERVICES
5	CoMMENT
6	EVENTS CALENDAR
7	NEWS REVIEW
70	CLASSIFIEDS
72	TSSC OFFICERS
73	AREA DIRECTORY
78	AREA NEWS

## Registers

8	SPITFIRE I/II/III I
12	SPITFIRE MKIV/1500
16	VITESSE 1600 MKI/MK2
20	HERALD 948/1200/1250
24	HERALD 13/60
30	SPECIALS
34	STAG
38	GT6 I/II/I
44	International Liaison Secretaries
50	TR 4/4A/5/250/6
54	BOND EQUIPE
60	BIG SALOON
64	Show & Tell - Heater lighting
66	Historic Rallying

Cover Shot



DIP YOUR TOE INTO  
SOMETHING DIFFERENT THIS YEAR!  
PICTURE SUPPLIED BY DAVID WOODWARD

## Courier Copy/Area news



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

We will only accept e-mail TEXT & Jpeg files

NO Word/etc Document attachments please

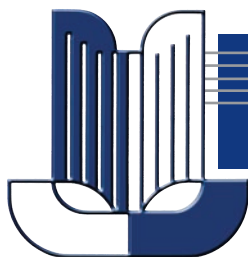
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## THE GET OUT

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# TSSC HQ Services

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**TSSC Head Quarters is Open to Visitors**  
**9am to 5pm - Monday to Thursday.**

**Head Quarters is Closed on Fridays**

## **TSSC MEMBERSHIP & RENEWALS**

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

**Direct Debit:** Worldwide Membership &  
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*Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring*

## **TSSC MEMBERSHIP ENQUIRIES**

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

## **INSURANCE VALUATION SERVICE -**

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

### **Email Valuations**

e-mail Form To: TSSC Valuation Service

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

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

## **TSSC INSURANCE PANEL Contact Numbers**

### **FOOTMAN JAMES & CO LTD**

Tel: 0333 207 6080 Fax: 0333 207 6104

FJ Breakdown Recovery - 0800 132 278

### **PETER JAMES LIMITED**

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### **LANCASTER INSURANCE**

Tel: 01480 400763

### **CLASSICLINE INSURANCE**

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## **TSSC SHOW CAR REGISTER**

TSSC HQ, Sunderland Court,

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

## **COUNCIL OF MANAGEMENT** **2022 meetings:**

**Feb 13th**

**March 20th**

**April 10th AGM**

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, Riverside Forge,  
Water lane, North Witham, Lincs,  
NG33 5LJ**

**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



# HQ? have you been?

I'm sitting here writing this Comment the day after the Christmas open day at TSSC HQ in early Dec what a year the club has had emerging from the depths of Covid restrictions to get as near back to normal as is safe.

The team at HQ deserve a big thank you for all they did in 2021 and I'm sure all they will do in 2022.

The thing that struck me on the Christmas open day was how many people attended HQ for the first time, at least half of the people had not visited our head office before and all went away totally amazed at what we have in our Lubenham Headquarters.

Thanks to our membership Sunderland court is a Mecca for anything to do with Triumph cars, if you have not visited it should be put on your list of things to do in 2022.

The TSSC means so much to so many different people if you are happy to receive your monthly Courier then enjoy it but please get more involved in 2022 attend your local area meetings, come out to our shows but most importantly drive your Triumph with fellow petrol heads.

This year will see us returning to classic Le man with around 1000 of the TSSC membership as usual.

You will not find a better event anywhere with an epic drive down to what has to be the most iconic race track in the world, see the classics racing on the circuit then the best social

event of our calendar why don't you give it a go ?



*'65 Le Mans - Before the start : The Spitfire squadron line up next to a lone Alpine*

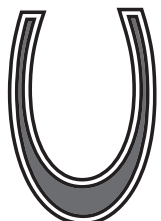
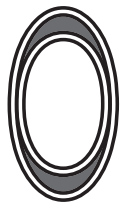
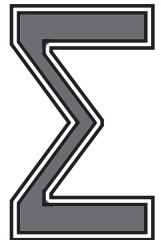
Looking forward to meeting you all out and about this year

## Doing More with our Triumphs



**CHRIS GUNBY**

**COUNCIL OF MANAGEMENT - CHAIRMAN**



# EVENTS CALENDAR

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

**TRIUMPH**  
SPORTS SIX  
CLUB

TSSC NATIONAL, REGIONAL  
& EUROPEAN EVENTS

See also further adverts in Courier

## April/May 2022

FRI 29/SAT30/SUN/MON 1/2 MAY 2022

TSSC ISLE OF WIGHT WEEKEND

WAVERLEY PARK PO32 6AW

Tel 01983 293452. [www.waverleypark.co.uk](http://www.waverleypark.co.uk)

## July 2022

FRI/SAT/SUN 1/2/3 JULY 2022

TSSC TRIP TO LE MANS CLASSIC 2022

Confirmed Date: Tel 01858 434424

## August 2022

FRI SAT SUN 19 20 21 AUGUST 2022

INTER-CLUB TRIUMPH WEEKEND

STAFFORD COUNTY SHOWGROUND

STAFFORD 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)

## January 2022

SUN 23 JANUARY

INTERNATIONAL TRIUMPH & MG

SPARES DAY

TELFORD INTERNATIONAL CENTRE

Discount Ticket Code **MGTRICLUB22**

Tel. 01775 768661



# Insurance Valuations

**Insurance Valuations** can be done via E-mail.

Valuation Forms Available from here:

[www.tssc.org.uk](http://www.tssc.org.uk). Click on 'The Club' in Left hand Menu. then Scroll down to Club Document Downloads. Download TSSC Insurance Valuation Form, print off, fill it in, Scan or Take a Picture of it and email this to Bernard at: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

with Minimum of 4 Pictures attached.

£15 Payment By BACS Transfer only please as

This is much more Secure than Card details.

Sort code 53-81-46. Account number 87120461

Triumph Sports Six Club Ltd.

Please put Name & Membership Number on the payment for reference. Thank you.

## Triumph Sports Six Club VALUATION CERTIFICATE

**TRIUMPH** **TSSC** **FOOTMAN JAMES** **PETER JAMES**  
SPORTS SIX CLUB **INSURANCE** **PANEL** **VALUERS** **VALUERS**  
[www.tssc.org.uk](http://www.tssc.org.uk) **CONCOURS** **CONCOURS** **CONCOURS** **CONCOURS**

### POLICYHOLDER'S DETAILS

**Important: MUST BE COMPLETED** (If Not a TSSC Insurance company then this is not an Agreed Valuation!)

Title (Mr/Ms etc) and first name(s) ..... Surname .....

Membership No. .... / ..... Membership Expiry Date .....

Address (Including Post Code) ..... Post Code .....

Daytime Tel. No. .... Evening Tel. No. ....

Fax No. .... Email: .....

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

VEHICLE DETAILS - MUST BE COMPLETED									
Make & Model	Year	Engine Size & Type	Transmission	Colour	Body Style	Interior	Exterior	Exterior	Exterior

Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project

Body Paintwork Glass & Trim Oils & Lubricants Interior Engine Bay Transmission & Suspension Electrical

LAST Known Valuation Figure of Vehicle here

**CONCOURS:** The vehicle must be in perfect condition with bodywork/finish mostly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

**A1+:** The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.

**A1/S - SERVICEABLE:** The vehicle must be in excellent condition with bodywork/finish mostly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

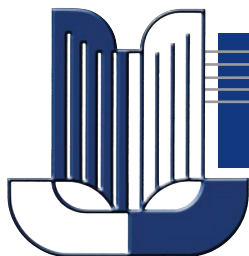
**P - PROJECT:** The vehicle is usually in need of a full restoration of all its components.

**YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'**

**NOTE:** This certificate will NOT be TSSC Backed unless Insurance is with a TSSC Insurance Panel Company. Provided the details and member's valuation are in order, it will be issued. 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 require more information or a personal inspection.





# NEWS REVIEW

Monthly News of a Triumph Nature

## Calendar Girl

The 2022 Frost Restoration Charity Calendar (in support of [Rosemere Cancer Foundation](https://rosemere.org.uk/home) <https://rosemere.org.uk/home>) features a certain little green sports car as "Miss August" pictured on the Start/Finish straight at Albert Park in Melbourne. Frost gives £4 to Rosemere for each calendar sold - Frost Charity Calendar 2022 (A4) - Frost Auto Restoration Techniques

Dave Beardsley



## New Year New Start!

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

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- ▶ Uses less current than conventional starters

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<b>HITORQ101</b>	VIT/GT6	£175.00
<b>HITORQ100</b>	2000.2500/TR5/6	£175.00
<b>HITORQ400</b>	STAG	£175.00
<b>HITORQ406</b>	DOLOMITE SPRINT/TR7	£175.00
<b>HITORQ414</b>	DOLOMITE 1300/1500	£175.00
<b>HITORQ103</b>	TR2/3 BOMB TYPE	£175.00
<b>HITORQ102</b>	TR3A/4/4A	£175.00
<b>HITORQ318</b>	TR8 + Rover Eng STAG	£195.00



P & P 10Kg



## Sybil - Cover Model at 60

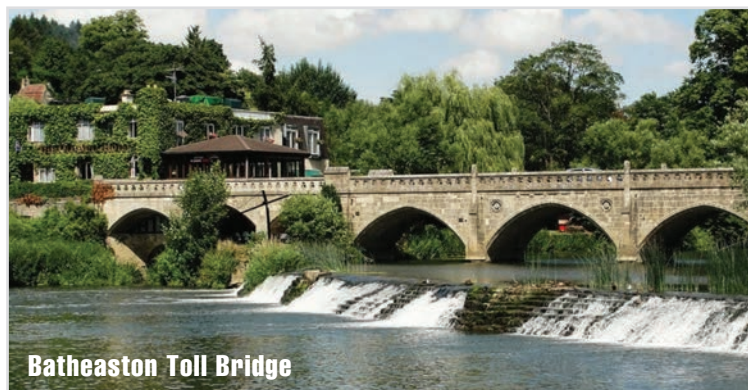
A few months ago I was contacted by Sam Dawson from *Classic Cars* magazine as they were planning to do a 60th Anniversary tribute in 2022, who asked if I knew of any significant early cars they might be able to feature.

I did, of course tell him about the ADU racing Spitfires of Dave Pearson and Mark Field and also mentioned that we have a 1962 Spitfire ourselves.

I wasn't expecting to hear any more but a couple of weeks later Sam got in touch again to ask about doing a photoshoot and test-drive of our Sybil. Well, it sounded interesting enough but she had spent most of the last couple of years in the 'top bunk' above my Mk3 so it was time for Guy to get them both out, put

pening and for her to get in a funk and 'fail to proceed'). Then, in early September we headed off to Bath one afternoon to meet up with them as they wanted to do something a little different than the usual pretty country lane shots.

As it happens my brother, Ian, lives in Bath so we arranged to meet up with him too. It was a lovely warm afternoon so Guy took us by the scenic route,



**Batheaston Toll Bridge**

Baby Blue on the top, and throw a bucket of water over Sybil (a few days early so as not to let her think anything special was hap-

pening and for her to get in a funk and 'fail to proceed'). Then, in early September we headed off to Bath one afternoon to meet up with them as they wanted to do something a little different than the usual pretty country lane shots. As it happens my brother, Ian, lives in Bath so we arranged to meet up with him too. It was a lovely warm afternoon so Guy took us by the scenic route,

going over the Batheaston Toll Bridge, which we have used previously. A very picturesque toll bridge, with a toll cost of a whole £1. It was quite busy due to roadworks closing another bridge in central Bath but 'most' motorists seemed to be taking it in good spirits.

We got to the agreed car park and a few minutes later Ian arrived, and we were soon joined by Sam and the photographer, Laurens Parsons. They told us where they were heading, which Ian knew anyway, but we followed then to a small cul-de-sac, Beauford Square, behind the Theatre Royale, a small



area of original Georgian buildings, away from the busier streets and ideal for some static photos.

I had only recently had my first cataract operation done so couldn't see too well, and struggle now to stand for any length of time so it was ideal to have Ian's car there to wait in just along the road while Guy stayed with Sybil as they took various photos from all sorts of angles, with and without him in the car.

Luckily they seemed to have completed most of their photos from one angle when the homeowner popped her recycling boxes outside her front door just beside where they were working!

Once they had enough photos in that location, and the sun had set, it was off to Queens Square. Guy's instructions were basically just to keep driving around the square. The journalists at times led, with the photographer leaning out of the rear of the car when they were leading or the side window when driving alongside. Ian did a couple of laps behind them to try to keep

some of the other traffic from getting too close to them, then peeled off when he had a chance to drop into a parking spot at the side of the square, and we passed the time while the others kept going round an uncountable number of times.

Eventually they felt they had enough of those shots



**Pic Classic Cars/Laurens Parsons**

and told us where to head off to next, which was right outside the Café Rouge in Milsom Street.

Here they took several more photos, some close ups and some moving ones by driving round the nearby



one way streets and back again, Sam taking a spin behind the wheel at this time. There was one lovely interlude when a lady passing got quite excited to see the car's registration number (382 SYB) as her name was also Sybil so she had to get a photo taken beside the car. While we were there Ian's partner Andy arrived to join us, having just finished work. She came in her 'modern Spitfire' - her Mazda MX5 - and was able to park right in behind Sybil. We hadn't had a chance to catch up



Pic Classic Cars - Dave Pearson

**QUENTIN WILLSON**  
TIPS the Ferrari Jaguar and Delorean to buy right away

In George Harrison's 928S    Buying the £6k Elan    Rare Aston DB4GT driven

# Classic Cars

19-PAGE SPECIAL SECTION

## 60 Years

**Spitfire**

- 1962 survivor driven to explore its appeal
- Highs and lows of 18 years in production
- Le Mans racers in a Warwickshire barn

**PLUS** 1964-5 racing in glorious pictures

**Dodge Charger** reader bucket list drive

Battered ex-race **Maserati Bora** restored

**Viva first owner** reveals journey through life together

382 SYB

ISSUE 101

BARCLAY CARD 9 770143 726250

remember having for years, and it was lovely being able to stand around watching the fun without needing to be bundled up in many layers. Then, when it was all over it was a lovely drive home through the dark.

Then we just needed to wait until the magazine article was published. I was expecting to have to wait until mid-2022 to see it but Guy caught sight of an advert for the issue, recognising a certain familiar car gracing the cover while he was at the Classic Motor Show at the NEC, but we still had to wait a few days before he could nip into Smiths to get a copy.

Some of you will have seen Sybil popping up in various guises due to the photos of her in photographic libraries, such as in some insurance adverts, and of course, as last month, on the Model car website. However, I certainly wasn't expecting her to be a cover model for the magazine so was really chuffed to see that.

I was also pleased to see in the magazine that they had spoken to Dave Pearson of Canley Classics about his ex-Le Mans Spitfires so there was a nice article about them too.

One thing the trip did remind

for a while so it was lovely to see her while Ian was off holding light stands for the photographer.

As I said earlier, it was an incredibly warm evening, the sort I can't





us of was that we need to send Sybil's speedo off to be overhauled as it was reading a bit over keen, tending to shoot up to 110mph then staying there until it gets tired and drops back to anything it feels like. Guy's been driving her using the rev counter as an indication of speed - just as I had to do with my MkIV Spitfire the whole time I owned it over 30 years ago.

And, finally, for her 60th year

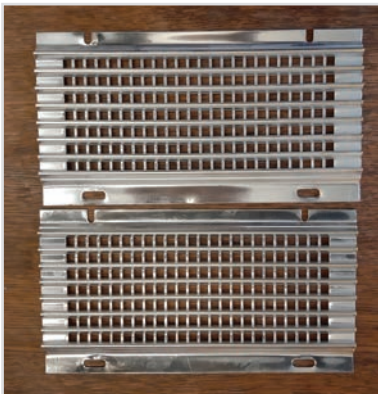
this year at a local show they met someone who was to become the car's new owner.

Denise then contacted me, having seen that we had an early Spitfire 4 to ask if we might be interested in a pair of Mk1 grilles Denise's brother, Bryan, had found lurking in the garage, (it having been he who had been looking after the car for some time).



We were very pleased to accept them on Sybil's behalf and they duly arrived a few weeks ago very carefully, and suitably, packaged with a wooden board from a premium chocolate brand (which I immediately recognised).

The last few weeks having been a little hectic it wasn't until



Sybil has just been given a brand new smile.

Last year I had been contacted by Denise Harrison, having decided that sadly it was time to find a new home for her Spitfire Mk2 which she had owned for 46 years. I accordingly featured it in an article which, sadly, didn't lead to a buyer. However,



this weekend that Guy had an opportunity to get Sybil out again (discovering, in the process that not only had Baby Blue been very naughty dropping oil over her older sister, but that the cover he had put over Sybil wasn't oil proof!) So, after another bucket of water and some car shampoo (that car will start to think she's being pampered) he was able to exchange the grilles and you should be able to see the difference in these photos - the close up showing her original grille on the right and the shiny new one on the left.

*Suzie*

### NEC Classic Car Show

I was lucky enough to not only attend the NEC Classic Car Show in November but have my Spitfire on display.

Paul Lewis of the TR7 register worked his magic and managed to get the MIRA 1381 Classic Car Club a stand, not too far from the TSSC stand. We had three vehicles on display, my Spitfire a white Challenger (E Type Replica) and a Rover P4. I think one reason for my vehicle being added to the line up was the splash of yellow amongst the white and grey.

It was a great show, with steady footfall, and a variety of people in various stages of classic car ownership. A retired gentleman was just venturing out and was considering which classic vehicle to purchase. Although he loved the shape and style of the Spitfire he feared that something that close to the ground wouldn't be his first choice, opting more for the Rover P4, however we had a great discussion about the driving experience of the Spitfire and interior look and feel etc. Later a young girl came to see me, she had just purchased a MkIV and was interested in originality and had loads of questions about the layout of the dash and the different steering wheels fitted. It was great to see a broad age group from young drivers to those with a few years under their belt attending the show and asking



loads of questions.

I was pleased to see that on the Lancaster Insurance Pride of Ownership, celebrating classic cars and their owners, there was a Triumph Spitfire to compete with strong opposition such as a Lotus Esprit Turbo, Jaguar E-Type and Ford Capri 2.0 Litre S







(which as a young driver I was lucky enough to own for a short period - and wish I still had stashed away in a dry lockup somewhere for high days and holidays). People were asked to vote via app for their favourite. The award was presented on Sunday afternoon amongst the competing cars by Mike Brewer. I was delighted and a little surprised to be honest to hear the Spitfire had won amid the high competition, Jake the winner, came over to see me, before the it was announced and was telling me he had owned the vehicle for about 12 months and had bought it fully restored. He was keen to learn more about it and what to look for regarding maintenance and servicing etc. I had a good look around his Spitfire and I didn't think he needed to worry too much about anything as it had been restored really well and had been done so sympathetically, keeping the originality which I really liked.

I hope you were able to go along and have a look around, there was something for everybody and as mentioned the TSSC stand was there with some of the club Triumphs on display.

### Triumph Part Name Smash

As its Christmas and we enter another year I thought I would include a 'festive (ish)' game in the register to start the year. For those of you who are familiar with a TV programme called House of Games this will be familiar, for those of you who are not it may take some practice. To help I'll give you a couple of examples, the idea is you have to put together the two names in the pictures to give one answer. For example;

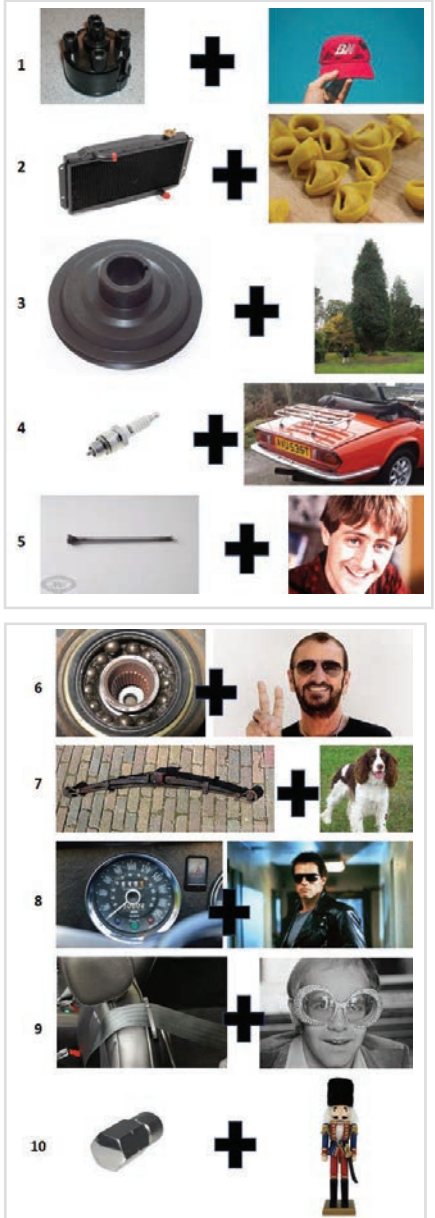


Hope that makes sense? .

The answers are at the end of the article, good luck! Happy New Year.

Steve

### Now here are the real questions



1-Distributor Cap-in-Hand,  
2-Radiator, 3-Crankshaft Pulley, 4-Spark Plug, 5-Engine, 6-Wheel bearing, 7-Leaf spring, 8-Speedometer, 9-Seat belt, 10-Wheel nutcracker soldier

Answers

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Recon exchange caliper type 16P/PB	£62.50
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Recon Exchange Diff (NCW&P)	£550.00
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### TR7

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HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£425.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Recon exchange brake caliper	£50.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
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Recon w/wiper motor (exchange)	£105.00
Clutch kit TR8 Q/H	£110.00

### STAG

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Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
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Recon rear hub assy (exchange)	£150.00
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Caliper seal kit inc pistons	£28.50
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Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trim	£120.00 set

### TR6

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New Brake servo	£125.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£62.50
Brake pads early/late type	£12.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£500.00
Recon drive shaft assy (exchange)	£250.00
Recon rear hub assy (exchange)	£150.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

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Front inner wheel arch 706548/9	£78.00
Bonnet hinge tubes 811679/811680	£62.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£96.00
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Chrome bonnet catch 607663	£60.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Synroc (exchange)	£425.00
Fibreglass Gearbox Tunnel Cover	£42.50
Recon Exchange Diff	£450.00

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

## SPITFIRE MK IV & 1500

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Front wheel arch outer 909351/2	£90.00
Front wheel arch inner 909797/8	£90.00
Headlamp support panel assembly 818871/2	£80.00
Front quarter valance 815391/2	£135.00
Door skins	£90.00
Sills non original, 903097/8	£84.00
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Rear wing rear repair panel	£36.00
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Boot lid 911327	£675.00
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Rear outer wheel arch 909661/2	£132.00
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£60.00
H/ top seal roof/ door glass 716183/4	£12.00
Door hinges 607824	£28.00
Exterior door handle (black) YKC2837 LH only	£85.00
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Recon exchange J Type O/D 1500	£450.00
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Inertia seat belts less warning light wire	£85.00 pair
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Front wings Mk I 907154/5	£120.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£36.00
Main carpet early Mk III new tan 819813	£36.00
Main carpet late Mk III new tan 822633	£36.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£96.00
Seat belts	£85.00 pair
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£42.50
Gearbox (exchange)	£425.00
Recon exchange D Type O/D	£450.00
Clutch kit	£96.00
Front suspension vertical link	£145.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£42.00
Rotoflex bush kit inc tubes per side	£37.50
Brake shoe Mk I/II/III rotoflex GBS750	£19.50
Brake shoe non rotoflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing R/H only 570195/6	£480.00
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Mk II headlamp panel 575894/ZKC1972	£96.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£180.00

Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£150.00
Rear centre bumper (estate) for insert 917813	£150.00
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Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
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Recon manual steering rack (exchange)	£96.00
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
Rear wheel cylinder GWC1205	£17.50
2.5PI Roystyle Wheel trims	£120.00 set

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Dolomite Rear lamp assembly R/H TKC938	£72.00
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp lamp 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£47.50
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£180.00
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Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
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Recon steering rack (exchange)	£96.00
Track rod end	£9.60
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Lower steering column joint FAM1718	£30.00
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Toledo front shock/spring assembly	£48.50
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Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£60.00
Brake pads Dolo/Toledo	£19.00
Brake pads Sprint	£24.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£18.00
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## Turns per Mile

Happy New Year and I hope you all had a good time over the seasonal break.

As we all know the superb looks of the Vitesse were styled by a talented stylist by the name of



Pic.1.

**Giovanni Michelotti**, *Picture 1*, which gives it that cool look. Whether a Saloon or Convertible that style just shouts 1960's and what could be more a classic than a car built on a full chassis. Partly its

chassis construction has contributed to its long-term survival, the other factor is the attraction of the smooth six-cylinder engine in a small sporty car. A very unique car in many ways. Still, I don't have to sell the virtues of the Vitesse to the owners as they already know, after all that's why they own one. It's the Vitesse 60th this year so why not celebrate this by bringing yours to the **Inter-Club** at



Pic.3.

**Stafford on 19-20-21 August. Pictures 2 and**

**3** are of the Vitesse 50th at Stafford in 2012 where we had wall to wall Vitesse from the earliest to the very latest restored.

I guess it's my anorak time this month as the subject of speedo's fitted to the home market Vitesse came up the other day, which I can understand, as there have been three different types over its eleven years of production. To answer this question it's best if I give the history of the changes over the models' life. During the first year of pro-



Pic.2.

**Pic.4.**

duction the Vitesse had what we now call a single dial dash very similar to the 1200 Herald which was being produced at the same time. However, there are a couple of differences between the types used in either car. The obvious being that the 1200 Herald Speedo reads to 95 MPH, whereas the Vitesse 6 reads to 110 MPH, [Picture 4](#). Maybe not an obvious difference between the two is what is known as the turns per mile. This is the number of turns of the speedo drive cable it takes for the speedo itself to read one mile. On

**Pic.6.****Pic.5.**

Vitesse Speedo's this figure can be found just below the trip counter on the right-hand side, [Picture 5](#). 1200 Herald turns per mile are 1248, whereas the Vitesse 6 is 1184.

You may, quite rightly, ask why, as the Vitesse 6 has the same diff ratio (4.11) and 3.5-inch wheel rims as the Herald. However, there was a difference in the size tyres used between the two models, The Herald was fitted with 5.20x80x13, but the Vitesse had the wider 5.60x80x13 which gave it a slightly higher gearing. i.e., From 15.7 to 16.4 per 1000 RPM. The increase in gearing means the speedo cable turns at a slightly slower rate hence the lower turns per mile used in the Vitesse 6. After commission HB15000 the dash was changed to the four-dial type, [Picture 6](#), with a smaller speedo which, as with the larger type, read to 110 MPH and had 1184 turns per mile.

The change wasn't for any technical reasons, but more to do with keeping up with the market. This speedo continued until production of the Vitesse 6 ended in October 1966 and the introduction of the 2 Litre model.

**Pic.7.**

This time the changes were for technical reasons as the diff was changed to a 3.89 ratio (to give 17.3 MPH per 1000 RPM) and an in-





**Pic.8.**

crease in top speed. The size of the speedo was the same, but it now read up to 120 MPH and to match the higher gearing it had 1152 turns per mile, [Picture 7](#). The rim size had increased to 4.5-inches, but the tyre size was still 5.60x80x13 crossply or as it became with radials 155x80x13. The Mk2 2 Litre was introduced in October 1968 where the dash layout was changed to bring it in line with the Herald 13/60, [Picture 8](#), but as the gearing hadn't changed the speedo remained the same, [Picture 9](#).

If you do swap speedo's around just make sure

the turns per mile car correct for the diff and size of tyres otherwise it may not read correctly. Plus, if you change the diff for a higher gear version you will need a speedo with less turns per mile or get it recalibrated. If you suspect your speedo is not reading correctly then a GPS unit can be useful for checking its accuracy.

Well after that I need a lay down because my head hurts.

That's it for now, see you all next month.

***Roll on spring & Keep Running On All Six***

*Dave*



**Pic.9.**



# Stars and their Cars Quiz

by Paul Girling

The following photos depict some of the rich and famous that have chosen to own or drive Triumphs - can you name the stars? Cryptic clues are included just to make things a bit more confusing. Answers in next month's Courier.



1) Doctor, doctor, who's that girl?



2) Beatle maker



3) Who's driving



4) The driver not the band



5) Peel an avenger



6) Mamma mia!



7) Manchester child



8) Street singer



9) The egg lady



10) Don't drop the DJ



# Herald

948/1200/1250

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

## Squirtable fun for everyone...

Now that the long spell of dry weather has ended - as usual, with rain, of course! - I've had a few queries over the last months about non-effective screen washers - either they don't pump, or they do eventually after ages of pumping. Not very practical if you're trying to negotiate your way through traffic with one hand on the wheel! Fitting an electric pump is worthwhile, and it's something I've intended for a long time, however the long-purchased 12v pump is still sitting on the shelf, probably because when the washers work, they're fine. Not brilliant, but adequate, and I suppose keeping them optimum is worth a bit of time and effort.

I've seen quite a selection of washer pumps fitted to Heralds over the years ([pic 1](#)), and that's when they actually were fitted. Imagine driving a Herald with none? Yet it was a factory option back in the early days, and although a Herald without screen washers can still be driven on the roads today, if they're fitted they must work. There's nothing complicated to them, they're a simple system, but inside that apparent simplicity are basic principles that must be addressed to get water to move from the washer bottle to the screen.

The pump itself is simply a rubber bellows with two pipes ([pic](#)



**Pic 1.**

2). There's no in or out, they both suck in, and both blow out. Consequently something is needed to give the water direction, and this is usually a small non-return valve inside the water bottle ([pic 3](#)). Pump the bellows, and on release water is sucked in. Pump again and without a valve, it will take the path of least resistance back to the water bottle. The valve means that water is forced out of the other side of the system up to the screen and with a fully loaded system each pump directs a bellows-load of



**Pic 2.**

water onto the glass. Some of the pump units in my photo are larger than standard, and they do deliver quite a jet. Make sure your valve is working - try testing a clean, dry valve. You should be able to suck through it but not blow. Some stick through time,



**Pic.3.**

or disuse, and they're very easy to replace - many cars of the period have them, they cost about £3, and your local aquarium shop probably has a drawerful too. Incidentally if you're in your local Aquarium shop, look for silicone hose; it's more flexible and less prone to deterioration than the plastic original.

The other common problem is that once you've got a good strong flow to the screen, it disappears overnight and you're back

to the endless pumping before water appears again. This is often found on restored vehicles where the jet assembly has been dismantled in order to be fed into place on the bulkhead from underneath. What many owners don't realise is that, in order to prevent drain-back to the pump, Triumph in-



**Pic 4.**

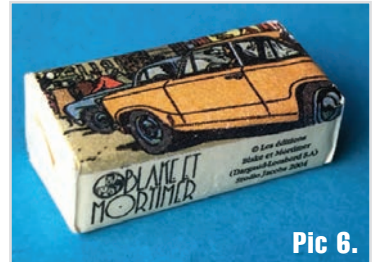
stalled a non-return valve in the shape of a small glass bead inside the jet ([pic 4](#)). This is small enough to drop down inside the brass washer tube and when the pumping stops, the reverse water flow forces it against the base of the jet, thereby



**Pic.5.**

blocking the water. When the pump is next used, the force of water pushes it up the tube to the wider jet assembly, where water can bypass it to the screen. Stop pumping, it drops back again and holds the water at the top of the tubing. Simple, and very clever... unless of course you've lost yours. I've recently killed my digital calipers so can't confirm the size required, but even a ball bearing dropped into the tube should suffice. You can also fit a small inline non-return valve into the tubing ([pic 5](#)) but remember the closer to the jet the less time will be wasted in pumping with no visible results, so ideally buy two and fit one just under each jet. When the system works it is quite good; admittedly not the heavy flow of an electric pump, but my current Herald actually shoots clean over the screen and washes the boot lid. Some slight adjustment required...

Herald spotting time, now. I was sorting through old e-mails and came across a photo of an interesting item sent to me by **Stuart Rose** some time ago; Stuart owns LAR656H, a 1200 Herald which I've featured here before now, and this is a sugar cube packet featuring a Triumph Herald and the legend:

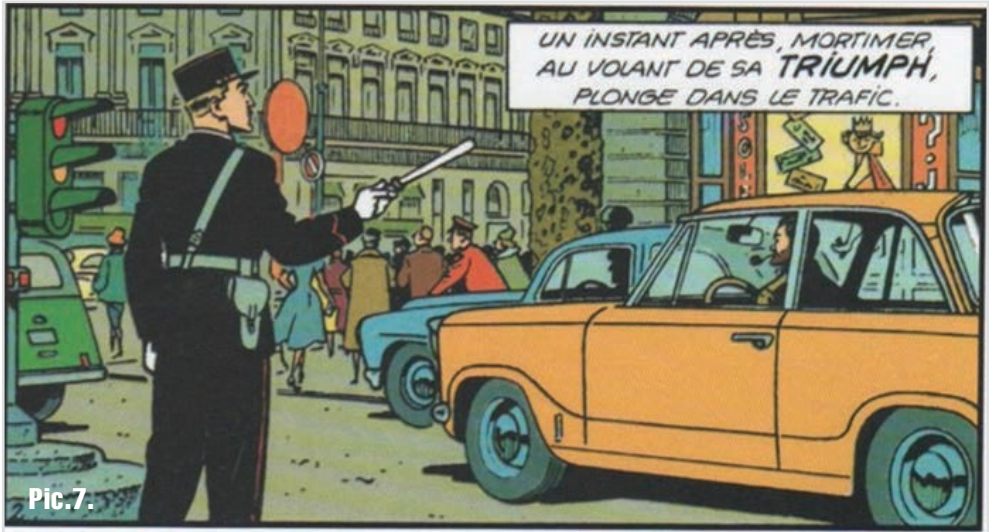


**Pic 6.**

Blake et Mortimer ([pic 6](#)).

I've discovered that Blake and Mortimer were a Scots / Welsh duo in a series of books by Belgian author Edgar P Jacobs; introduced in 1947 they alternated between science fiction, detective and espionage





**Pic.7.**

episodes, with Mortimer as the inquisitive scientist and Blake the no-nonsense soldier who comes to his rescue. In one episode, 'The Time Trap' set in 1962, Mortimer drives an orange Herald saloon from Paris to La Roche-Guyon (pic 7); an interesting colour of Herald, orange with light tan interior, complete with twin front spotlights, rear fog lamp and the registration number HOI 75, which rather strangely dates it to Belfast in around 1975... A number of ve-

hicles featured throughout the life of the books, including a yellow TR2, and most are currently available as scale models. This one is by Hachette, number 45 in their series (pic 8). As with the Herald that appeared in the Tintin books, it's nice to see our cars being featured in such a way. I don't know

if they were especially popular in Belgium, but when you think of the myriads of cars on the roads at that time it's definitely something to have been singled out as the transport of choice in two very popular cartoon series.

If you know of any others, as always: let us know!

Colin



**Pic.8.**



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### Triumph Hescort (Part3) & Overdrive

Happy New Year to you all, I hope you've all had an enjoyable festive period.

Due to working on others people's cars, progress on my Herald has pretty much stopped. The only thing I haven't told you about which I have worked on is the D-Type overdrive.

My overdrive worked fine before the car was taken off the road, but I took the opportunity to do a little basic maintenance on it anyway whilst it was out of the car. So I sent the cone clutch



to OD Spares in Rugby to be re-lined even though it didn't look too bad, changed the O-Rings on the two pistons & relief valve (Pic 01) and fitted new bearings. When reassembling the D-Type



OD you must line up the planetary gears using the marks (Pic 02), so that all 3 dots are lined up together when inserted into the annulus, once this was done the two main components were ready to be put back together (Pic 03). A quick check of the solenoid plunger alignment next, this can be done using a 1/8" drill bit. The easiest way of operating the solenoid is to attach a battery charger, the live clip to the wire on the solenoid and the



earth clip to anywhere on the body of the OD, with the plunger pulled across you should be able to drop the drill bit through the hole to the corresponding hole underneath (Pic 04). It is all back

together now and ready to be mated to the gearbox.

For the main event this month, I am pleased to bring you the next part of **Robin Moore's** story, so here goes.

### Triumph Hescort (Part 3)

Welcome to the third installment of the Hescort, stripping the Escort I removed the electric window mechanism with the idea of selling them to make some money out of the donor car, but an idea entered my head, how easy would it be to fit them inside the herald door frame, I offered up the mechanism and it looked like it was possible



(Pic 5). I'd managed to source a couple of replacement door skins although the lower inners still re-

I then took an Escort door latch and that looked like it was made to fit the Herald also... just, so made a reinforcement plate to go inside the door (Pic 6 & 7). Fitting the door skin was new to me but decided to add structural sealant between the two, tack weld the two together in the four corners and then apply another bead of sealant and fold over the hem flange with two hammers, it worked well and I was pleased with the result.

The bonnet I had was a bit rough in places and looked like a weld-a-thon and would probably rust quickly again, I find with eBay if you're not in a hurry what you want will turn up eventually and it did, a complete bonnet with new wheel arches new side wings and front panel, problem was it was 120 miles away.

We had a Toyota Lucida at the time and I measured the bonnet and it would fit just, they are a bit Tardis like lol, think I paid 100 quid for the whole bonnet. Got it home and inspected my purchase it had been poorly put together and the top panel was rotten at the front while the top panel on mine was the best bit on it, so and afternoon drilling out welds and an angle grinder I had a kit of parts, the reproduction panels were very thin and proved troublesome to weld together and keep from distorting but I finally got the bonnet together.



quired a repair so access was easy to mock it up so tacked a couple of brackets in place and it worked,

You'll recall I had put new floor panels onto the bulkhead, I positioned the engine and



gearbox into the chassis roughly where they would need to go and went to fit the bulkhead, it didn't clear the engine or the gearbox, the thermostat housing on the Zetec engine clashed with the



heater inlet and I had to completely remove this area (Pic 8), later I found they have the same issue when fitting the engine to an early Escort so have developed a kit to move the thermostat, oh well you live and learn.

The new floors have a horizontal flange which would normally sit on the chassis main rails but I had to bend that vertical, I then decided I need to make a transmission tunnel so fabricated a steel cover which I welded to the bulkhead and floors panels, I also added fixing points between the steel transmission tunnel and the chassis fore and aft of the gearbox and jointed these with 1" box



so basically creating a bridge over the gearbox (Pics 8 & 9).

Brake pedals and steering column (Pic 10 & 11) were taken from the donor vehicle, I used the



steering column because I was going to use the Escort wiring harness, I added a beam across the bulkhead behind the dash to mount the





steering column. Found again the Escort was a perfect fit in the Herald so removed the clutch pedal and added a reinforcement plate to mount the pedal box. I wanted servo brakes, so again the Escort 4 line master cylinder with servo was used (Pic 12), in typical Ford style the servo was mounted on the LHS with a lever transferring movement from the pedals on the RHS, so I adapted this and turned the servo and master cylinder 180 degrees so it was pointing backwards, I also fitted the rear brake force reducers so I wouldn't get back wheel lock-up under heavy braking.

There was no way I was going to have a car with no heating and I knew the wife would definitely not tolerate it. I was going to uprate the fan and found a polo fan looked like the ticket, the only issue was working out the fan speed regulator so I've got 2 two speed fan using the original Herald light switch because the lights are now on the binna-cle stalk, I fitted the heater where the battery would have been (Pic 13), the battery is in the boot.

Fabricated a baffle between the heater inlet and the hole in the bulkhead for fresh air inlet, the baffle that would normal direct warm air either side to the foot wells was now on

the passenger's side to I sealed up the two vets either side and welded a tube to allow the hot air to be ducted to a new foot well distributor on top of the transmission tunnel. Finally, the heater matrix was repaired because the bottom had burst away, probably been frozen and I soldered a brass hose end onto the inlet which normally replaces the IMO hopeless valve which leaks, corrodes and sticks, I replaced this with a inline heater valve from car builder solutions. I can report the heater is now quite effective having used the car with the roof down in temperatures below 5 degrees.

### **What next perhaps engine mounts, exhaust and interior trim?**

As mentioned at the start, doing work for other people has stopped put the brakes on my Herald restoration. The last job to pass through was a very solid and honest 2.5Pi from fellow Devon member Dan Chudleigh. This was a complete re-spray due to widespread micro blisters, small rust scabs and some fire damage (Pic 14). It didn't



come out too bad (Pic 15 & 16). A Spitfire needing new NS Outer Sill, Strengthener & Inner Sill





is currently in the workshop, another Spitfire with rear end damage and a Stag needing a com-

plete respray are next up.  
See you next month.

*Darren*



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## Marlin? or Not?

Long term readers will know I have written many words on the Marlin kit car over my years contributing to this august journal. The Marlin is a well respected model, with many hundreds of built cars since the marque was first launched by **Paul Moorhouse** in 1979, and many of those are still on the road today. I have always included the Marlin as a member of the TSSC family; when they were first introduced they made use of Herald front and rear suspension and most were fitted with Triumph engines. They did not, though, make use of the Herald chassis; the kit came with its own chassis, a well designed affair, where the wind-screen surround was attached directly to it, so it acted as a roll bar.

The style of the Marlin body was also appealing, not a replica of any particular car, but many of the cognoscenti consider its shape is inspired by the Alfa Romeo 8C 2300 of the Thirties; you can use Google to find images. For reference I've included a picture of a Marlin here, Q858CGY, which belongs to that guru of all things Triumph Marlin (yes, he knows even more about them than I do!) **Ben Caswell**.

Despite this intro so far, my piece this month is not about Marlins... or is it? My inspiration has come from a car that was up for auction in May 2021, 30



**Ben Caswell's Marlin**

WHO364H. The catalogue title for this car was, "**1970 Triumph Kit Car**", and here is the full catalogue description:

*"The Roadster as you see here has been finished in the style of a*



*Riley / Vincent MPH and was based around Triumph Herald range components (e.g., Spitfire, Herald, Vitesse, GT6).*



The two seat body is built of aluminium and fibreglass and has a radiator grille slightly similar to pre-war Alfa Romeo sports cars.

Fitted with the two-litre in-line-six from a late Triumph Vitesse, a top speed of 177 km/h (110 mph) was achievable.

#### THE HISTORY

This particular car was built in the 80s and painted and then sat in the corner of a workshop for a number of years. The current owner was looking for a project so he bought it and recommissioned it. It is one of a number of projects and now it is again ready to hit the road.

#### THE PAPERWORK

There is a V5 present, a workshop manual and some information on the model. There is no other paperwork present.

#### THE INTERIOR



The interior is sparse as to be expected with a kit car of this type, but functional. The gearbox bell housing



sits down to your left and is partially exposed and the pedals are fairly close together, so it takes a little bit of getting used to. There is a lovely wooden steering wheel, chequer plate dash and a double bench seat to sit on.

#### THE EXTERIOR

The exterior of the vehicle is clean and tidy, the wire wheels really set the car off and the tyres have lots of tread. The

paintwork was completed some time ago and, although it hasn't seen much action out in the elements since, there is some pitting from it being stored and aged. No damage to speak of though. The chromework is in decent condition and overall the car looks the part. A black vinyl tonneau cover also accompanies the car.

#### THE MECHANICS

Mechanically the car is sound; it starts well and sounds throaty and raspy.

The car goes through the gears without issue. The brakes were replaced as part of the recommission and it starts, stops and runs well.



The 2 litre Triumph Vitesse engine is more than mighty enough to make this a small, nimble fun car. The fact the car is mechanically based on the Triumph range also means

name, this just could be a sweet little purchase."

You see that in this description there



that spares are still available from a number of enthusiast outlets.

### **THE APPEAL**

The Triumph kit car is one of those cars made in the days when Britain still had an imagination. It's designed to be built on the Triumph range chassis and won't set the world alight but it's pretty nippy, due to its power to weight ratio.

It's fun, it's quirky and most road users today will never have heard of it. If you like to be that little bit different and fun is higher on your list than a big brand

is no mention of Marlin, and we can see that WHO364H looks different





from most other Marlin's, so why have I connected it with Marlin? Well, in short, though I can't be certain, my guess is that it is built from a Marlin kit, on a Marlin chassis.

A bit of further Googling led me to the web site of a different auction house where WHO364H was up for sale in October 2020. The catalogue description here is much shorter, *"Believed to be a very early Marlin Roadster based on Triumph Vitesse running gear. Last taxed in 1989 and has been in a dry workshop for over 30 years. It has recently been recommissioned, with new brake master cylinder, brake calipers and clutch cylinders. Tax and MOT exempt. The vendor tells us this is a well built car, with wire wheels and is fun to drive. Sounds great and parts are readily available."*

**Auctioneer's notes:** For a modest outlay the lucky buyer of this machine is getting a huge grin factor. That straight six Triumph engine produces 95bhp, it weighs very little, I bet she flies."

There is a short video of the car as

part of the on-line catalogue,

<https://youtu.be/NCPjRoiDP0Y>

There is no indication that the car sold in the 2020 auction, but the web site for the 2021 auction suggests it did sell, for £8,500. As I write the DVLA and DVSA has it as a green 1970 Triumph Vitesse that is taxed until June 2022. It does not have a current MOT, and has no electronic MOT history at all.

I would love to know more about this car, when and who built it, what chassis it is built on. My guess is that it started as a Marlin kit and someone has made modifications to the body to make it look less like an Alfa Romeo and more like a Riley MPH. If you don't know the Riley MPH, I've included a photo of OW1925, registered in 1935, photo credit to [ItzaFineDay](#). Shown previously on page 30.

I should just explain the reference *"the style of a Riley / Vincent MPH"* in the long catalogue description above. The Vincent MPH is a kit car that looks quite like a Riley MPH; it was first produced by the same guys responsible for the Spitfire-based Vincent Hurricane. The Vincent MPH is still being marketed today, under the name of Dwornik MPH (Google it for more info). I have featured the Vincent/Dwornik MPH in the past, they have varying amounts of Triumph content.

As WHO364H car is taxed, hopefully the current owner plans to drive it, so we can all look out for it. If anyone sees it a show, give the owner my contact details.

Trevor  
33





# STAG

Ben Carney [ben.carney@btinternet.com](mailto:ben.carney@btinternet.com)

## Front Brake Replacement -

When it pays to complete the whole job first time around!

**This month I would like to recall my near nightmare experience of attempting to renovate the braking system on my 1973 Mk2 Stag in the autumn of 2007.**

In the summer of 2007, I finally fulfilled my dream of owning a Stag. I had spent twenty years enviously watching a neighbour drive around every summer in his bright red Mk2, now I had my own, my very own Stag. Ok, it was not the concours quality of my neighbour's Stag, but it had an MOT, was taxed, and went like a rocket. In fact, it was so fast it was very, very dangerous! There was in fact, a judder in the front suspension when I braked at around 70 miles per hour. I consulted the local Triumph specialists and had the suspension and braking systems tested, there were no obvious problems discovered. The suspension was found to be completely sound, and the braking system displayed no signs of malfunction, however, it was suggested that the braking system would perhaps benefit from a new set of discs and also pads.

I began talking to the members of the various Triumph clubs associated with the Stag and read several articles about what the options for were upgrading a Stag's braking system. One suggestion was the use of a BMW



servo that would provide better braking for less effort on the brake pedal. Another suggestion was that I replaced the standard discs with vented discs and enhanced pads. (Pic 1) This seemed to be a task within my capabilities.

When I had bought the Stag, it came with many boxes full of new and used spares. I'd glanced in a few but had been more inclined to drive the car instead of looking at exactly what spares I had been given. So, I was delighted when on a wet evening with nothing better to do, I discovered a full front braking kit neatly packed in the bottom of a spares box. This consisted of new standard discs, new standard pads, new flexi-hoses, and recon-callipers, plus all the additional pins and extras including hub oil seals. The previous owner had spent quite a lot of money at a local Triumph specialist. So, I had no excuse for not undertaking the renovation. However, I wanted enhanced braking, this kit was the standard components! What should I do?



Well, time was an important factor as I was in the process of replacing the garage, so all my numerous Triumphs had to fight for space on the new garage base. (Pic 2)



The evenings were getting darker so the job would have to be done during the daylight hours, when it was warm! The decision process was simple, in fact a bit of a cop out. I referred to the Triumph Repair Operation Manual and decided I would only replace the discs and pads. From previous experience it was a straightforward job if the hubs could be withdrawn without too much trouble. I parked the car on the new



garage base (Pic 3) and loosened the front wheel nuts. I assembled the required tools and then jacked up the front end of the car and placed the axle stands appropriately and made sure the car



was stable and secure. I then referred again to the Triumph Repair Operation Manual. I followed the steps to the letter. I removed the road wheels and inspected the brake assemblies; I discovered a month's worth of surface rust. (Pic 4) Then, starting on the near side, I removed the calliper from the vertical link by removing the two bolts (example in Pic 5) and securely suspended it from the suspension, ensuring that the flexi-hose was not strained. I then prised off the hubcap and removed the cotter pin, followed by the nut and washer. The near side hub was easily withdrawn



with the stub-axle. I repeated the process on the offside and found a bit more effort was required with that hub. Soon both hubs (appropriately labelled) were sitting on the bench in my shed! Each hub in turn was placed in the vice and the four bolts and spring washes removed, and the discs came free.

I had been told by a local Stag specialist that before fitting a new disc I had to ensure that both surfaces were immaculately clean, so I ensured this was achieved before aligning the dished side of the disc to the hub and fitted and tightened the bolts and spring washers to a torque of 34 lbf. The manual insisted on the fitting of new hub oil seals, so I conformed to this request. I found myself referring to the hub removal and replacement section of the manual at this point to ensure I did not damage the seals and bearings.



With the appropriate steps undertaken and grease applied, I replaced the nearside hub back onto the stub-axle and gently tightened the nut until the hub end-float was eliminated and the nut tightened to a torque of 5 lbf. This was followed by checking the disc run out using a dial

gauge I had borrowed. This was within limits (not exceeding 0.006 in). I then as directed slackened the nut to take the cotter pin, which I subsequently secured. More grease was then applied before the hubcap was refitted and the process repeated on the offside of the car. With the hubs and new discs back on the car, I set about refitting the callipers to the vertical links, before fitting new pads, (example in Pic 6) replacing the road wheels and returning the car to the ground. The road test was a success with gentle braking showing that the process had worked. I indulged in very gentle braking at seventy over the next couple of days without any judder to be found. Job well done.

The car was used for the next month with gentle braking being applied and the pads bedding in very well. However, on a long run into the Cheshire countryside and some heavier braking I was aware of a slight pull to the right. I turn around and began the 50 miles back home. Three hours later I arrived home on the back of an AA truck! The right front calliper completely locked up. The next morning with the car jacked up; the investigation began. The advice from the phone calls made the previous evening suggested the calliper needed to be replaced, but on inspection the wheel now moved freely. However, pumping the brake caused the binding to reoccur. The recon-callipers that sat in the garage were summoned and old callipers removed. Again, the workshop manual was consulted. On removal of the offending calliper, no problems were encountered. The pistons moved freely. So, what had caused the lockup? Again, phone calls to Stag specialists provided suggestions. Then that eureka moment! Memories of rebuilding a Spitfire in the early 1980's provided the answer. Debris in an old flexi-hose had caused the Spitfire calliper to lockup, but when released, the calliper was shown to be in working order. I checked and double-checked the Stag's flexi-hoses. They were old but had passed the MOT easily (Pic 7).

Well, I had a new set of hoses in the spares box. I made a few more phone calls, the challenge was now on! Ensuring the hose clamp was secure

I cut the old flexi-hose and poured the residual brake fluid from the hose into a glass jar. It



was as expected very dirty, cloudy and on inspection by touch found to be full of debris. The brake fluid must have been very old and effectively useless.

The rest of the afternoon was spend fitting the recon-callipers and new flexi-hoses to the car and a new set of rear wheel cylinders, rear flexi-hoses and rear brake shoes found in another previously unopened spare box, along with yet another set of front disc pads, just as a precaution. A couple of friends arrived and were recruited to help bleed the entire braking system. The road test proved a great success and a greatly improved ability to stop the car ensued.

My laziness of not undertaking the entire job had backfired and almost been a nightmare. I was grateful to the local Triumph specialists and club friends for the phone call advice and to the previous owner for providing the boxes of plentiful spares. Anyway, my new braking system, although standard, was working very well and improved the enjoyment of the car. My descriptions above are of my experiences and not intended as a guide to undertake the replacement of the braking system. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

**Keep those V8's purring!**  
**Take care,**

*Ben*





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# Headrest Foam Replacement

I'll start off by wishing a Happy New Year to all you GT6ers out there. Hoping that this year gets pretty much back to normal and we can start enjoying our cars fully again.

## Headrest foams

I'm sure many of you have headrests in the later GT6 MK3s that look OK but have padding inside that has disintegrated and turned to mush. Although my car is an earlier Rotoflex MK3 with the plastic basket weave seats I did modify it many years ago by fitting the early covers to the later seat frames with headrests so I have headrests in my GT6, the chrome bezels to make a neat job of the hole required in the top of the seat are readily available from Triumph and MG suppliers or direct from Bresco.

My headrests looked OK but the padding was pretty much gone.



## Headrest Bezel manufactured by Bresco

Start by removing the headrest from the car, usually a very sharp tug upwards overrides the clip that holds them in place. Once you have the headrest out you will be able to see two screws that hold a trim plate on the underside of the headrest.



## Headrests fitted to GT6 MK3 early seats using the later frames.

The good news is that it's a pretty easy job to replace the foams fairly cheaply. Park Lane Classics sell a foam kit or a kit with the foams already fitted to new headrest covers. I opted for a set with the covers and it was a pretty easy job.



## Underside of the headrest with fixing

Undo the two screws, which are actually small



## Removing the trim plate

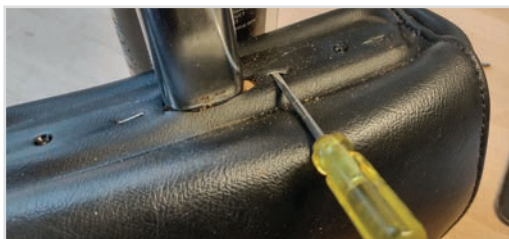
wood screws and remove the trim plate.



### **Headrest cover held on with staples.**

Once the trim plate is off you will see that the headrest cover is held in place by 4 staples.

Carefully prise out the 4 staples with a small screwdriver.



### **Removing the staples from the front half**

Peel back the front half of the cover that was held by the staples to remove some hidden staples from the back half and remove them as well.



### **Peel back the cover to access staples.**

Next, peel back and carefully remove the cover and old foam.



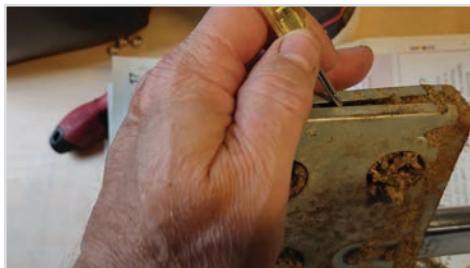
### **Removing the cover and old foam**

Once the cover is off, a metal frame with a wooden insert and the headrest post will be free.



### **headrest post and frame assembly**

Clean out all the old foam.



### **cleaning out the old foam.**

Now it's time to fit the new covers and foams. If you have bought foams on their own, remove the old foams from you covers, clean out



and insert the new foams in your old covers, unless you've bought the ready assembled kit like I did.



### **Foam and headrest kit.**

Next, insert your frame assembly into the foam/cover, note that the foams are marked with the front to ensure you get them the right way around.



### **Inserting the frame into the foam and cover assembly.**

Next, stretch the back half over the bottom of the frame and staple into place, you will need a staple gun to do this, the staples push into the wooden insert in the frame.



### **Stretch the back half into place and staple**

Then stretch the front half into place and staple into final position



### **The front half stapled into place.**

Then refit the trim plate with the two woodscrews



### **Trim Plate screwed back into place.**

Then refit the headrest into the car, Job done. Note my headrests are also fitted with some after-market aluminium billet seatbelt guides which make a tidy job if you have inertia seat belts.



### **Headrests refitted, note seatbelt guides**



## Breakdown on the A23



### Mike's GT6

**Mike Ednsonson** sent me the story below of a recent breakdown he had on the A23 in his GT6.

Returning home along A23 heading north, I reached Hooley in my GT6 when there was a bang and the accelerator pedal hit the floor, no power. I coasted to a bus layby which fortunately was within reach thanking my lucky stars this hadn't happened 5 minutes earlier on M23, now a "smart motorway".

I telephoned Classicline Insurance who took details and said someone would be with me within the hour. A telephone call 20 minute later advised that Rescue 247 would be sending two recovery vehicles, one for the GT6 and the other to take my wife and myself home.

Rescue 247 arrived 40 minute from the first call. With their lights flashing they executed three point turns on the A23 and parked fore and aft of the GT6 protruding into the traffic to offer protection. The mechanic from the first vehicle bent into the footwell, emerged and went to his vehicle and returned with electrical tape.

My response was "are you going to repair it?" The answer was "yep".

The problem was that the throttle cable had penetrated the bulkhead. The tape wrapped around the cable prevented it from passing through the bulkhead. This allowed the throttle cable to operate again.

The advice from the mechanic was to remove the tape and replace it with a washer large enough not to pass through the bulkhead but with a hole large enough for the inner cable to pass through. To allow this to happen the advice was to hold the carbs in a fully open position to allow the inner

cable to be disengaged from the pedal. Once the washer had been fitted, the end of the cable could be fished onto the pedal from the engine compartment. The carbs could then be released and we were in business again.

I made the repair the next day which took 10 minutes.



### Repaired with a large washer.

A big thank you to **Classicline Insurance** and to the guys from **Rescue 247**, a first class service in anyone's book.

I had a similar issue on my GT6 about 25 years ago and used a similar solution to repair it!

## GT6s out and about

### GT6 Meeting near the Nürburgring

**Ralf Wommer** sent me through some pictures from a European GT6 Driver Day at the Nürburgring that took place in Germany last year. Here follows a selection of pictures from the event.







## NEC Classic Car Show

I went along to the NEC Classic Car Show back in November, there were only 3 GT6s there, 2 MK2s and a GT6MK2 based Vincent Hurricane there.

The first GT6 MK2 I came across at the show was in the Silverstone Auctions, apparently the restoration on it has cost £97,000! I'm assuming that the seller must have had everything done by the trade and didn't do any work himself and went to expensive garages! The auction took



## GT6 MK2 being sold through Silverstone Auctions at the NEC.

place the day after I attended the show and apparently it went for £36,000 and with the auctioneers fees it cost the buyer over £40,000, it wasn't even an original concours example but it was a very nice example.

This is the highest price I have seen a GT6 sell for, the prices at the NEC show of cars for sale in general are usually well over the market rate but this was exceptionally high.

The other GT6 MK2 was on the Club Triumph stand owned by **Matt Spilsbury** from Lincolnshire. Matt has recently completed a respray, done at home by himself and he really has done a nice job.



**From the International GT6 meeting near the Nürburgring in 2021.**



when I used to be in the TSSC Essex area. Kevin has been building the Hurricane for 10 years and the NEC show was it's first outing. It really has been a no expense spared build of excellent quality. The Vincent body shell on Kevin's car was



### **Matt Spilsbury's recently resprayed MK2**

The GT6 MK2 Vincent Hurricane was also on the Club Triumph stand, owned by **Kevin Hagger** from Essex. I've known Kevin since the mid 80s



the last ever produced by the Vincent brothers before they stopped making them and sold off the moulds.

At the moment it's running on Strombergs but Kevin has a Lucas PI injection system modified to suit a 2L that he will be fitting shortly. Kevin has made up a rather nice Hurricane 6 PI badge in readiness for the change!

### **From the Archives**



### **Taken on the Nürburgring from my GT6.**

Ralf's pictures made me dig out a view from the cockpit of my GT6 at the Nürburgring back in 1994.

*Andy*





# INTERNATIONAL LIAISON

JOHN LAY & JESS SMALE  
international-liaison@tssc.org.uk

## The Importance of a TSSC Valuation

We are delighted to be starting the new year with some great reports from two of our International members, including one from a country that we believe has never featured in *The Courier* before. We also have some Country Contact changes to tell you all about.

You may remember that we included a picture of **Michael Kaye's Vitesse** in the November 2021 International Liaison report, as it set off on its journey to Israel? Well, we are now delighted to tell you that Michael has agreed to be the TSSC's Country Contact for Israel - you will find his details in the International Contacts Directory of the *Courier* from this month. In this role, he will be sending us occasional reports, and will do his best to offer advice to any of our members looking to visit or move to Israel.

This is Michael's first report: *"Shalom from Israel, my name is Michael and I have loved Triumphs ever since I bought a Wedgewood Blue Herald for £275 in 1988. Thirty plus years later I'm living in Israel and John and Jess asked me to write about the Triumph scene here. Well coincidentally, the first ever meeting of Triumph car owners in Israel took place on 5th November. The venue*

*was a farm collective in the North of Israel near the port town of Haifa, amongst a fine collection of classic fire-engines and period farm equipment."*



*"About 30 Triumphs were driven from all over Israel to gather for this milestone event. We believe there are about 70 to 80 Triumphs in the whole of Israel, so more than 40% of all the cars in the country were on show."*



*"The majority of Israeli Triumphs appear to be Spitfires of all models, but there are at least 10 Heralds, some 1300's, TR3's, 4's, 5's, 250's, 6's, 7's, 8's and a Stag. We just found out that there is a single Vitesse, the owner of which has just joined our group, but I haven't seen any photos of his car yet. No GT6's, but a lot of pining for one on our WhatsApp thread."*

*"Many of our cars are undergoing restoration in workshops around Israel and the fascination with classic cars (of all makes) appears to be growing, with additional classic cars being im-*



pairs, parts, and breakdown stories."

"I asked one of those that attended why he likes Triumphs so much. He answered that he previously owned classic American cars but preferred how simple Triumphs were to repair and yet how complicated they are to drive. He now owns three Triumphs."

ported into Israel every month. As you can imagine the conversations at this gathering were much like other Triumph meetings all over the world, with owners sharing tips about re-



"On a personal note, as I write, my own Triumph (a Mark 1 Vitesse) is tied down inside a container





on board the MSC Lausanne and steaming towards Israel. I hope to get it through customs and accreditation and onto my drive by the end of November. My anticipation and excitement is quite palpable."







A huge thank you to Michael, both for this report and for agreeing to be the Club's first ever Country Contact for Israel.

As we were going to press, we received the good news that the Vitesse has now arrived in Israel, so we will bring you a brief update on its arrival and first MOT next month.

An eagle eyed reader may also spot that one Country has been lost from our list of Contacts this month! **Jeroen Noordman**, from the Netherlands, has decided that it no longer feels appropriate for him to continue to hold the role. Jeroen's love of classic cars continues, but his focus has increasingly shifted towards Italian and French classic cars. He still has Heralds, a Vitesse Estate and a Spitfire 1500, but has sold some of his Triumphs, including the Spitfire mk1, the 2 GT6's and the Bonds.

We would like to thank Jeroen for his help over the last two years and will throw out an appeal to our other members in The Netherlands - if you would consider taking on the role of Country Contact, we would love to hear from you! Pleasen just drop us an email at [tssc.international@gmail.com](mailto:tssc.international@gmail.com) or contact us using the other



contact details you'll find on the TSSC Officers page each month and we can talk about what's involved. Thank you!

*self and grand-parents, my daughter was eager to show some independence, and so it was bought and registered by her, as the 8th owner, on 13th March 1995. I should have accompanied her but, at the last moment, was unable. Sadly she was not aware of what to check and having driven it back to Suffolk from the west country with a completely rotten chassis and many other problems, we had to take it off the road."*

*"Eventually we managed to locate a 'new' chassis in Scotland; not easy as pre- Google and Facebook. Despite strong advice to the contrary, the driver brought his huge truck down this small country lane to the garage and got stuck.*

*We all learnt some new and very colourful Scottish vocabulary."*

*"Let the first re-build begin. Many more ills were discovered, and sorted, during the transference*

We conclude this month with a report about another globe trotting Vitesse, sent to us by Brian Wesby in Spain. Brian joined the TSSC last year and first contacted us to say how useful he found the TSSC Forum and The Courier and to tell us a little about the 1968 Mk 1 Vitesse convertible he is working on in the Costa Blanca. He and a friend had decided that they needed a project and - after some thought - had settled on his daughter Cari's Vitesse, which had been in storage in the UK, unused, for several years.

It's safe to say that Brian and the Vitesse "have history", so we thought that this sounded a promising tale and asked him to tell us more. This is his report:

*"This car, over the years, has given me many headaches and consumed chunks of my bank account and it's not even mine!"*

*"Having been supplied with a car or two by my-*

*on to the chassis; mainly holes and rust patches in the bodywork in vital locations. Daughter, of course, was anxious to be able to drive it and impress her friends, so essential work only."*

*"Now with M.O.T., it spent a few years in London*





given up trying to understand the regs., but finally with the diligent efforts of the husband and wife team at "Home to Home Spain", it arrived on the 1st May."

"Making use of the temporary availability of a friend's garage, a major strip down

and the south-east with many a visit to Suffolk for repairs and maintenance. I vaguely recall fitting an alternator; replacing a badly slashed hood and replacing a very noisy diff.

Not easy to come by but found one in the wilds of rural Norfolk."

"After a while, something major happened (I don't recall what) and back to Suffolk. Only a week after repairs, I was following a BMW estate along a road in Woodbridge when an approaching 'bleep, bleep' overtook a parked car, the BMW braked hard, my foot was caught under the throttle pedal and "bang"."

"BMW 5 series estates are tank-like! Daughter and I had a temporary falling out. Having been very lucky to acquire a replacement bonnet, it spent a few more years in London."

"In 2012, keeping it in London was deemed no longer viable and it was then kept in an industrial unit myself and 4 others rented near Woodbridge, known as the 'Toy Box'. By then I was sick of the sight of it and spent my time building a kit car. Another member of the Toy Box agreed to maintain it in exchange for using it, but it was largely ignored, having covered only 5,500 miles in 9 years."

"In 2015, I took up residence in Javea on Spain's Costa Blanca, enjoying much travelling and sight-seeing. Covid and its restrictions stopped that, so I and a friend needed a new interest.

The project to re-build the Triumph was born in February 2021."

"New regulations, thanks to brexit, were now in place and getting it here was a bit of a nightmare. Many vehicle transport companies had

began and off it went to be steam cleaned minus bonnet, doors, bootlid and front valance. With the chassis still in perfect condition a body-off manoeuvre was deemed unnecessary."



Brian has promised us updates, as the rebuild continues, but tells us that recent progress has been slow, when relying on others - this is apparently the fabled 'mañana syndrome' manifesting itself.

So a big thank you to Brian.

We would also love to hear from you, whether you are shipping, restoring or just enjoying your Triumph outside the UK.

Please drop us a line with a few words and ideally a few pictures - at

[tssc.international@gmail.com](mailto:tssc.international@gmail.com).

**Happy New Year and keep safe!**

*Jess & John*





TR 4/4A/5/250/6  
BERNARD LITTLEWOOD [tr4-tr6@tssc.org.uk](mailto:tr4-tr6@tssc.org.uk)

# Lend it or bend it?

## TR250's AT THE TSSC/TR REGISTER/MG SHOW MALVERN 2021

This month I am continuing with images  
taken at the Malvern show in August 2021.



regulations (how times and fuel injection has changed!).

And as always, if you recognise any of the cars or indeed own one please drop me a line with some information about the car (and yourself), I and the Courier readers would love to know about them.

**IF YOU DRIVE A 250, YOU'LL FIND IT  
QUITE NIFTY!**



## PAUL NEVILLE'S TR6

Many months ago, I received an email from Paul Neville explaining how he had lent his TR6 to his niece and her fiancée on their wedding day. I asked Paul if he would send me a few words about his lovely TR6, and like the good guy he is, I received the following, thanks Paul and over to you –

*Hello Bernard.*

*You asked for a few words about my TR6, well there's not that much I think I can say really, no years of home restoration or historic background but here goes...*

*I have owned my MKIV Spitfire for over 10 years and enjoy driving it but had been looking for a more modern TR7 for some time to go with it. I love the wedge look but whenever I shared pictures of them with the wife and daughter, I only received disparaging remarks - shame on them.*

These 6 cylinder engined cars were basically the same as the TR5, but were fitted with carburettors to satisfy the USA emission control  
50

Then one day whilst surfing cars for sale I jokingly showed them a picture of a TR6 and asked what they thought about that, to which they provided complimentary comments, as



well as some less flattering comparisons to the TR7. The key comment though was 'why don't you get one of those instead?' Sensibly I refrained from mentioning prices and settled for a "hmmm maybe I could, I suppose".

Taking that as 'financial permission' to spend



the kid's inheritance and being within visiting distance of a well-known TR dealer it wasn't long before an example of interest came up. Sadly, though I was beaten to it but if I was interested another example was being picked up in the next few days so arrangements were made to visit the following weekend. When I arrived said vehicle was there but it transpired the car I originally enquired about was still available as the other purchaser had pulled out. So I had a choice.

There were definitely merits in both cars and

the fact the other was apparently once owned by Private Pike was a strong draw but in the end I bought the French Blue CR series on the basis it was ready to drive and enjoy - spare time at that point being at a premium. It would be interesting to know if 'Pike's' car is somewhere in the TSSC.

So, what about the car? Frankly it's great and I love it.

From the history that came with the car it appears to have been given a new lease of life in the 1980's with quite a bit of work carried out including the gearbox. The car saw some regular use up to about 2010 according to the MOT mileage but then only just over 150 miles in the next 8 years up to the point I purchased it in 2018. In fact, it has now completed more miles in my three and a bit year's of ownership than it

had in the last 25 years - and that includes a year of lockdown!

Given the length of inactivity there were a couple of snags that needed sorting early on which were quickly dealt with and the only other thing added at that stage were new seat foams and covers as

the others were past their best. Other than that, it was driven locally and enjoyed. Although no long trips were undertaken in the first year it was hastily pressed into service to travel to the Laon Historique in 2019 as the Spit decided two days before the off to not disengage the Overdrive. The TR6 behaved impeccably and was great fun throughout the weekend.

Unfortunately, later that year I had a slight disagreement with a tow ball on the back of a van which necessitated a trip to the restorers for repairs. However, whilst it was there it seemed a good idea to sort out all of the job's I hadn't gotten round to so now all the metal work and paint are in tip top condition.

As with all cars that have lived a long life there were a couple of oddities that seemed to have slipped in over the years. A windscreen wheel box that is meant for a completely different car was quite interesting!



*Thankfully this year we have been able to get out in our cars a little more, including taking the TR6 to the fabulous International at Malvern. I have also been able to add my two eldest children on the insurance and so this year they too have been able to enjoy driving it.*

*Kind regards,*

**Paul.**

**Whether you lend it or bend it, you can always mend it!**

## **NOW YOU SEE IT, NOW YOU DON'T FITTING AN ALUMINIUM FUEL TANK**

Club member Glenn asked me if I could check out the smell of fuel in his cars' boot (a Spitfire, but the same principles and issues for a TR). I removed the boot trim that covers the tank and I could not find any "damp" under the tank, only a slight discolouration of the paint in one area that may have

been from something spilt years ago as it was completely dry. With the car raised on my lift I checked all hoses and steel lines from the tank right through to the carbs. I did find a plastic/paper fuel filter that was looking like it was about to dissolve, but it wasn't leaking. I removed the fuel tank and found a spot of corrosion which when poked caused my finger to become damp with fuel, this was the part of the tank that was above the discolouration of the paint, so the tank was leaking.

Glenn had to opt for an aluminium replacement fuel tank as at the time no new fuel tanks could be found. Also, his fuel gauge hadn't worked for a while and when I removed the sender from his old tank it was badly corroded. I checked that the fuel gauge was operational and it was, so a new aluminium tank and sender unit was ordered. All old fuel hoses and the plastic/paper



filter were replaced with R9 fuel hose and a stainless-steel fuel filter.

The tank and sender arrived next day and before fitting the tank I had to remove the fuel pick



up pipe from the old tank and fit it to the alu-



minium one. The new tank required a bit of aluminium removing from the frame in order to get it to fit in place, but nothing drastic. The sender unit was installed with the positioning lugs having a bit of "play" against the tabs in the tank's sender hole.

With electrical connections made I put a gallon



of E10 fuel in the tank and the fuel gauge registered  $\frac{3}{4}$  full! There wasn't enough "play" between the lugs on the sender unit and the tabs on the tank to turn the sender unit to make up this discrepancy and I didn't have enough time left to look into this any further so I left it for the next day.

Eighteen hours later, with the battery disconnected I removed the float sender. I didn't want to bend the float arm into a position that would

register the correct level of fuel as that might not have left enough travel for the full operation of the sender float, so I decided to cut off the lo-



cating lugs on the sender which would enable me to lock the sender unit in the correct position.

When I put the sender in my vice, I noticed that



the rubber O ring that had been fitted to the

float when I installed the previous day was no longer present! I can only surmise that the E10 fuel had dissolved it overnight as there was no sign of it in the tank (has anyone else noticed a missing O ring?

I think that they are meant to stop the float bouncing on the fuel tank bottom when fuel is very low, but not sure, can anyone enlighten me?). Very concerning!



Anyway, with the sender unit installed, electrical connections made, the locking ring just nipped up and the ignition on I slowly turned the sender unit until the fuel gauge registered halfway between the zero and  $\frac{1}{4}$  full mark on the gauge and locked the sender in place by turning the locking ring fully home.

A good job done, but leaving another concern about the effects of E10 fuel!

**Whether your tank's Ally or Tin, give me a ring (an O ring)!**

*Bern*





# BOND EQUIPE

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

## Equipe 2ltr Production

I hope everyone has had a good Christmas and your Equipes have received some great presents to help them keep on going for many more years.

get ready for the big one - 2023 – 60 years from the production of the first Equipe, so time to start thinking of a few parties! This year 2022 is the 60th anniversary of the Spitfire, so there will

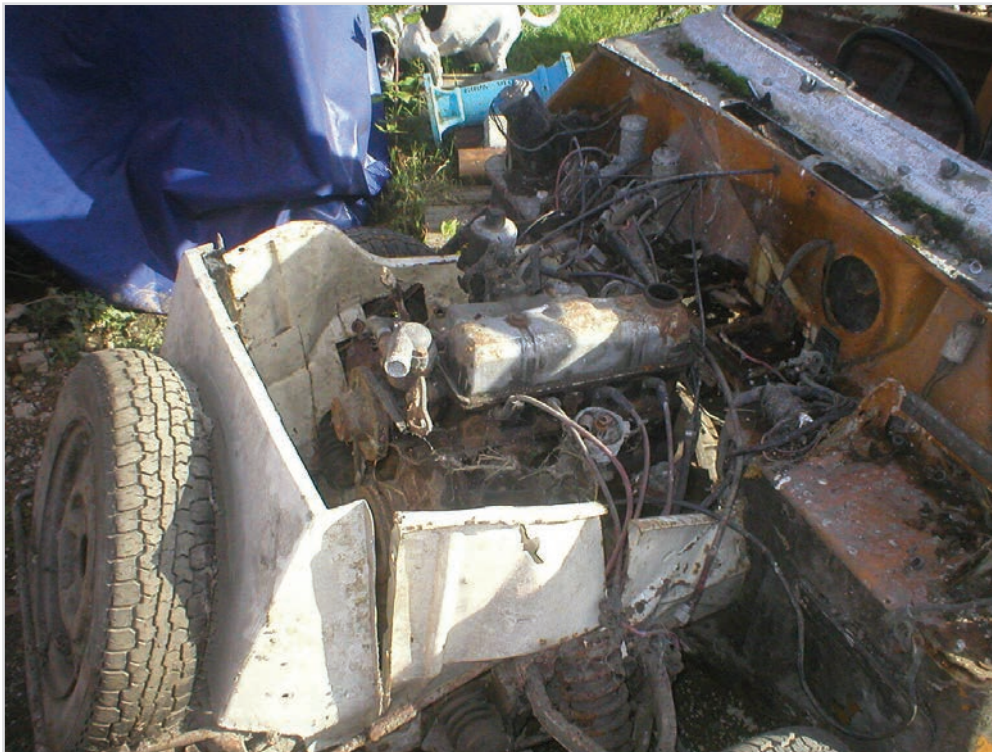


I heard recently from **Paul Hutchings**, who has given his Equipe an early Christmas present, it has had the suspension rebuilt front and back in preparation for next year, the ride was previously very hard, and uncomfortable on poor road surfaces. He asked about the ride on my convertible which is in a standard configuration, which is if anything on the soft side, but does make for comfortable cruising.

Hopefully the new set up will be more to Claire's liking and restore harmony!

You now all have a year to





be times that one of our Spitfires will come out to play rather than one of the Equipes.

I am hoping to get started on the Equipe Mk 3 Prototype in the spring, but first I need to complete the frequently mentioned extension, and make space for the Prototype to live. It is currently in a canvas garage, which suffered some damage in storm Arwen, when a section of the roof let go, I ended up having to make a repair which I hope is not too temporary, time will tell!

Last month an unusual Equipe 4s was offered for sale, it is in need

of considerable restoration, but seemed to be subject of some somewhat strange modifications, in that the front grill has been blocked off, and the spare wheel has been mounted under the bonnet in front of the radiator. I think, although not shown in these photos, part of the underside of the bonnet has been modified to help the airflow, but this certainly compromises the airflow to the radiator. It will be interesting to see if the new owner decides to keep these mods or return the car to its standard configuration. It could also affect the handling putting more weight in front of the front wheels.

Guy



# PRACTICAL CLASSICS JANUARY ISSUE ON SALE NOW!



In the November Issue we go on location with **Salvage Hunters** to recreate a **CAR Magazine** Giant Test from 1980, look at a superb Land Rover Series 1 resto and fit an electric speedo and tach to a GT6. **Nigel Clark** gives Triumph Big Six thermostat advice, plus you get everything you would expect from your favourite classic magazine.



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## TOP TECH



## FEATURES



## SAGAS



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**POLICYHOLDER'S DETAILS**

Insert Name of TSSC Insurance Company Here  
Important: **MUST BE COMPLETED** (If Not a TSSC Insurance company then this is not an Agreed Valuation!)

Title (Mr/Mrs etc.) and first name(s) ..... Surname .....  
 \* Membership No. .... / .....  
 Address (Including Post Code) .....  
 Daytime Tel. No. .... Evening Tel. No. ....  
 Fax No. ....  
 Email: .....  
 \* Must be completed with current TSSC membership number and expiry date to validate certificate.

**VEHICLE DETAILS - MUST BE COMPLETED**

Model & Mk	Reg Number	Body Type	Engine Size CC	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of Purchase (Year)	Purchase Price
Overall Conditions - CONOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chrome & Trim	Classics & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here	

**CONCOURS:** This section to be filled in by a TSSC APPOINTED VALUER ONLY  
 This condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

**A1+ - SERVICEABLE:** The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.  
 The vehicle's components should be free from any but trivial faults and should work efficiently.

**P - PROJECT:** The vehicle is usually in need of a full restoration of all its components.

**YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'**  
 This condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

**NOTE:** This certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company  
 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 for the members, or a more realistic value will be set and you will be advised accordingly.  
 In the event of a dispute, the Club valuer may request more information or a personal inspection.

### What does fifteen pounds buy you nowadays?

A round of drinks down the pub with your friends? Steak and chips at the local? 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.

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers. You can of course supply a TSSC Valuation Form (Valid for 2 Years) and photographs by

**Email or Post** 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.

So, don't delay, check your policy and see if you have an **TSSC SIGNED** agreed value form. (Remember **NO TSSC Backing** if not with a TSSC Insurance Panel Company)

If not request one from TSSC HQ on **01858 434424** email **info@tssc.org.uk**  
 or Download and Print one from the Bottom of the **TSSC Website** The 'The Club' page.

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



# TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1/S	P - Project
<b>Herald 948 &amp; S</b>	saloon	1959-61	948/4	8000	6000	4000	1500
	fhc & dhc	1959-61	948/4	12500	8000	5000	2000
<b>Herald 1200/1250</b>	saloon	1961-70	1147/4	9000	6000	4500	1500
	fhc & dhc	1961-67	1147/4	14500	9500	6000	2000
	van & est	1961-67	1147/4	13500	7500	5500	2000
<b>Herald 13/60</b>	saloon	1967-71	1296/4	8500	6000	4500	1500
	dhc & est	1967-71	1296/4	14500	7500	5500	2000
<b>Spitfire 4</b>	sports	1962-64	1147/4	23000	18500	14000	4000
<b>Spitfire II</b>	sports	1965-67	1147/4	20000	17000	12000	4000
<b>Spitfire III</b>	sports	1967-70	1296/4	19000	15000	10000	2800
<b>Spitfire IV</b>	sports	1970-74	1296/4	12000	8000	4500	1500
<b>Spitfire 1500</b>	sports	1974-81	1493/4	15000	10000	6500	1500
<b>GT6 MK1</b>	fhc	1966-68	1998/6	25000	21000	15500	4500
<b>GT6 Mk II</b>	fhc	1968-70	1998/6	24000	19000	14000	4500
<b>GT6 MkIII</b>	fhc	1970-73	1998/6	21000	18000	13000	3000
<b>GT6 Convertible Early (RT)</b>	dhc	1966-70	1998/6	20000	18000	15000	4000
<b>GT6 Convertible Later (ST)</b>	dhc	1970-73	1998/6	19000	16000	12000	4000
<b>Vitesse 6</b>	saloon	1962-66	1596/6	10000	7000	5800	2000
	dhc	1962-66	1596/6	12000	9000	7500	2000
<b>Vitesse 2L Mk1 &amp; Mk2</b>	saloon	1966-71	1998/6	18000	12000	8500	2000
	dhc	1966-71	1998/6	22000	14500	10000	2500
<b>Renown Roadster</b>	saloon	1946-54	2088/4	13000	9500	7500	2000
	dhc	1946-49	2088/4	25500	20000	17000	8000
<b>Mayflower</b>	saloon	1950-53	1247/4	6000	4000	3000	1000
<b>TR2</b>	sports	1953-55	1991/4	35000	24500	15400	5000
<b>TR3 &amp; 3A/B</b>	sports	1955-61	1991/4	38500	28000	16800	5500
<b>TR4</b>	sports	1961-65	2138/4	35000	24500	15400	4000
<b>TR4A IRS</b>	sports	1965-67	2138/4	38500	28000	16800	4500
<b>TR5</b>	sports	1967-69	2498/6	65000	45500	26000	9000
<b>TR6</b>	sports	1969-75	2498/6	40000	30800	18000	4000
<b>TR7</b>	fhc	1976-82	1998/4	10000	7500	4000	1500
	dhc	1980-82	1998/4	12000	8500	5500	2000
<b>TR8 (Factory/Grinall)</b>	dhc	1980-81	3528/8	17000	10000	8000	3000
<b>Stag</b>	dhc	1970-77	2997/8	30000	20000	12000	3500
<b>2000/2500S 2.5PI</b>	sal/est	1963-77	1998/6	20000	12500	7000	2000
	sal/est	1968-77	2498/6	25000	15000	9000	2500
<b>1300 &amp; 1500</b>	saloon	1965-73	1296/4	5500	3000	2000	1000
<b>Toledo &amp; Dolomite</b>	saloon	1970-81	1493/4	6500	4500	3500	1000
<b>Dolomite Sprint</b>	saloon	1973-81	1998/4	25000	14500	8000	2000
<b>Acclaim</b>	saloon	1981-84	1335/4	4500	3000	2000	1000
<b>Bond GT 2+2</b>	fhc	1963-64	1147/4	9000	6500	4500	1000
<b>Bond GT4S &amp; 1300</b>	fhc	1964-70	1147/1298/4	6000	5500	4500	1000
<b>Bond Equipe 2L</b>	fhc	1967-70	1998/6	8000	5600	3800	1000
	dhc	1968-70	1998/6	9000	6500	4500	1000

**N.B. - Definitions** (i.e. Concours, A1+, A1/S Serviceable, P Project/Rebuild, 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**

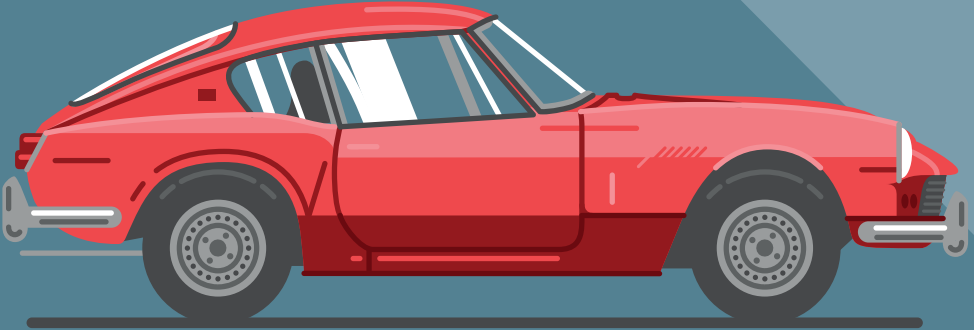
**Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)**

**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 01/02/2021**

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# TRIUMPH

## BIG SALOONS

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

### Local Show n' Snow!



**Hello, Depending on when you receive this, either hope you had a great festive time or Happy New Year, or both!!!**  
Late in November, we attended the local Monthly meet held by a local club. It was also attended by a couple of other clubs so made for a good attendance of various makes and models. It was a bright sunny winters day, so made for an enjoyable couple of hours..



The following week there was another meet a bit further away at Runnymede, but unfortunately a reaction to the booster jab, meant I couldn't attend. Hopefully January. I live not far from Heathrow, so we don't often see snow, but it hit twice! Well, 60

a covering anyway!

Sunday 5th December was the Christmas Open day at TSSC head office. Great to see many people in attendance and meeting old friends not seen in some time.

Great to see two 2500 there ( Harry drove in his modern Vauxhall as still gaining driving experience )



**Mick Papworth's 2500.**

Pics courtesy of Jane Rowley.



Car owner J Ingram from Northants area

**LIVING WITH CLASSICS**

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# 1969 TRIUMPH 2000 ESTATE

Brought up on the big Triumphs, this rare estate's owner was the perfect person to bring it back from the brink of motoring oblivion

**MARK DOMMILL**  
BIRMINGHAMSHIRE

A 1969 Triumph 2000 Estate is a car that doesn't just look good, it really is. It's a car that's been around for over 40 years, and it's still going strong. It's a car that's been around for over 40 years, and it's still going strong. It's a car that's been around for over 40 years, and it's still going strong.

**THE INSURER'S VIEW**

The 1969 Triumph 2000 Estate is a car that's been around for over 40 years, and it's still going strong. It's a car that's been around for over 40 years, and it's still going strong. It's a car that's been around for over 40 years, and it's still going strong.

**WHAT WE RECKON**

The 1969 Triumph 2000 Estate is a car that's been around for over 40 years, and it's still going strong. It's a car that's been around for over 40 years, and it's still going strong. It's a car that's been around for over 40 years, and it's still going strong.

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**MY FIRST POST DRIVE**

This is from Classic car weekly, Wednesday 8th December so try and find a copy for sale for further info.

At the time of writing, we have gone into Level 2, so restrictions may now apply to events, so please check before you attend.

Now, depending on when you receive this, the New Years day classic car meet at Brooklands race track and museum at Weybridge, Surrey. You do need a ticket this year at very least!! Check the Brooklands website for details.

The first big indoor show of the year is Sunday 23rd January for the International Triumph & MG spares day held at Telford International Centre. Discount code for tickets

MGTRICLUB22. Tel 01775 768661 for details. Hopefully you have a bit of time to read, so thought I'd share this I found on line last week..

Forget BMW, Audi or Mercedes, back in the 1960s Britain could also provide prestige saloons for the motorist who was 'doing all right' as we used to say back then. The Rover and Triumph 2000 were just the job for those who wanted something better than a Cortina, but not as flash as a Jag.

Today, they remain rather overlooked, practical classics that have a lot to offer.

### Which one to buy?

#### Radical against the traditional

Although they competed for the same market, and they even lived under the same corporate banner, the cars couldn't be more different. The Rover was a completely new design, aimed at a younger more aspiring go-getting buyer, whereas the Canley car smacked of conservatism. And, yet it's the latter that has probably stood the test of time better. There's more choice with the Triumph; you can have it as the 2000, which was the most popular, or a 2.5 in either carb or fuel-injected forms, plus the excellent estates. Ignoring the terrific 3.5-litre V8 3500, the Rover is available in TC twin-carb form (although in truth it's virtually an all new 'top end') and the larger 2.2-litre for 1974 cars. The Rover was a saloon only (officially anyway, as a few coachbuilt estates were produced) and a fairly cramped one at that. Boot space is meagre, which is why Rover designed an optional carrier, to enable owners to fit the spare wheel untidily, gawdily on the boot lid, wiping out the limited rear view vision. On the other hand, the cockpit, and in particular the seating plan and standard, was years ahead of its time, as were the ergonomics, even if the massive thin steering wheel looks out of place. The Triumph is as good, especially after its

1969 facelift, which saw an excellent cabin revamp (real wood veneer not the 'formica' found in the Rover) and a useful increase in boot space, which easily beats the Rover's cubby hole, even if the Triumph's high loading sill can annoy. You can also seat five in the Canley car. Both cars were a genuine cut above the rest when new, with a quality air you now get from the German manufacturers. Compared to, say, a Cortina or Victor, the doors closed with a satisfying clunk, the switchgear felt precise and the fit-and-finish was from another class.

### **What's the best to drive?**

#### **Six to the fore**

Few engines are as smooth as a straight-six and the Triumph is no exception. While it may be an old unit, originating from the 1950s Standard Vanguard, it certainly feels the creamier to the advanced ohc Rover unit, which has never been noted for its silkiness, especially at low speeds where it can seem decidedly rough. But, it improves as the revs rise, unlike the Triumph's four-bearing six-pot. In terms of pace, both 2000s developing roughly similar power are evenly matched (0-60mph around 14-15 seconds, around the ton max); hardly quick but there are sportier versions to be had. The Rover feels perkier in TC guise and as vivid as a Triumph 2500 TC. The Triumph is the preferred pick if you want an automatic; the Solihull self shifter, strangely never available in TC tune, was always slow (0-60 almost 21 secs!) – one road test calling the car's pace 'dangerous'. The Triumph also had the 8nterch t of overdrive too and this is certainly 8nterch cial. Why Rover never offered overdrive remains a mystery, as the P6 yearned for extra cogs, despite being fairly high geared. This is in contrast to the Triumph, criticised as a four-speeder for its fussiness and a 'hysterical' engine at high revs. Where the Rover trumped the Triumph back then was in the chassis department. The

P6, with its far more advanced suspension, including a De Dion rear end, set new standards, which even the later SD1 didn't progress. The Triumph was described as, "too loose and bouncy" by Autocar in '69, although the 1975 revise cured a lot of this. The P6 may have rolled a lot, even by 1960s standards, but the grip and surefootedness was outstanding, causing one road test to remark, "Anyone who goes off the road in a 2000 must be a dyed-in-the-wool 8ntercha." All wheel disc brakes also endow the Rover with modern day stopping performance. If you need power steering then only the Triumph will do as it became an option on the Mk2, so those used to a modern may find the Rover much harder going in town – not helped by the amount of arm twirling required, nor by a sporty, shortshift gear change that could be bloody obstructive, especially getting into first. Both cars cruise pretty well and the legal limit is no problem. Add good comfort levels (the Triumph has the better heater) and you can use either car as an effective, very pleasant daily driver.

#### **Owning and running**

#### **A triumph for the Triumph**

There's little argument over this; thanks to the popularity of Triumphs as classics, the 2000/2500 range is pretty well served by specialists and owners' clubs, although not as healthily as the sports car ranges, although many parts are 8nterchangeable. The Rover has a more dedicated base, but most of what you need is still obtainable. The P6's skeleton construction enables easy replacement of the outer panels, although structural rot can be considerable, especially at the floor under the rear seat. The Rover isn't so DIY-friendly as the simpler Triumph, with the rear brakes and rear suspension remaining a swine to work on. The sump can be dropped with the engine in situ, but tappets demand a reshim to adjust – a head-off, decoke job. In terms of 'metal for your money', the Rover looks the better bet. Considering what a radical car it was, and arguably the last real Rover before the BL disease set in, it's amazing that the P6 remains so reasonably priced; £2-3000 is plenty to buy a good one. Triumph values, especially the rare Mk1 2.5PI, are steadily rising.

#### **And The Winner Is...**

Logically it has to be the Triumph. The 2000/2500 offers more room, practicality, an excellent estate, overdrive, power steering and better club and specialist back up. However, the Rover is the purist choice and it's certainly the better handling car, although we would only have an auto in later 2200 guise, as the 2000 is just too sluggish. Both make fine sensible classics with a touch of class. Highly praised when new, they were the BMWs of their day. So, how the heck did we throw such talent away?

Wishing you and yours a Happy and Healthy 2022.

Carl





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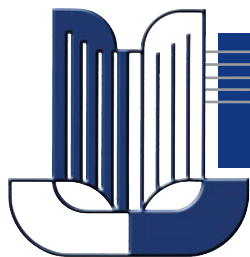
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# Show & Tell

By Malcolm Huxtable

## Let there be Heater light

One of our North Devon members **Malcolm Huxtable** has often come to our monthly club meetings and presented a "Show and Tell" feature.

He has now documented these and sent them to me, and I thought you could serialise them in the *Courier* for the benefit of the wider TSSC membership?

**Andy Luckhurst**  
North Devon AO

### Disclaimer

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### Problem

By modern standards the Triumph Spitfire is a basic car. Items that we expect as standard in even the cheapest car these days were unheard of luxuries when our cars rolled off the production line. As an example the heater controls on Spitfires are not illuminated, you would

be hard pressed to find any switch on a modern car that was not illuminated let alone the heater controls. There is good news though, BL were really good at reusing bits from other cars and at some point the heater controls that are used on MKIV and 1500 Spitfires must have been used on a car where the controls were illuminated, we just have to make it work on a Spitfire.

### Solution

It is possible to enlighten your heater controls without removing the plastic bezel from the centre dash panel, but as you have already done all the hard work of getting to the back of the centre dash panel, there are only two small screws between you and having the bezel on the bench.

So having removed the centre dash panel and then taken the bezel off the panel, you now have the heater control bezel on your bench, or kitchen table if you don't get caught.



Turn it over and between the two lower fixing holes you may find

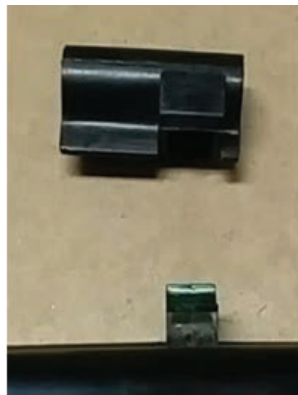


this lump of black plastic.

It should just pull off

If you take a look at the piece of plastic that you have just pulled off you will notice a few things about it. The first is that it is hollow, the second is that it has a squarish hole at one end and a round hole at the other. The round hole was designed to take an incandescent luminary device (a lamp to you and me, not a bulb though, but that's a discussion for another day).

The squarish hole is how it fitted





onto the bezel.

Now you may think that fibre optic technology was a modern invention but BL were utilizing it ages ago, if only they had developed it. So the theory is that the small lamp would have fitted in to the holder which would have been pushed on to the protrusion on the back of the bezel. That protrusion was the back of the clear plastic that had the white writing (Car, Defrost, Hot etc) on it when you look at the front of the bezel. When the lamp was lit, the light from the lamp would be reflected and refracted along the clear plastic, lighting up the lettering so you knew where defrost was. The end of the clear plastic protrusion has a green piece of plastic moulded into it.



This is to colour the light green to match the instruments.

However you can put the lamp holder away somewhere safe as we are not going to use it. The reason we are not using it is because we are not using a lamp but one of those new fangled



LED things.

The lamps that would have been used in the original lamp holder would have emitted light from all sides. Light from

the side of the lamp was required as it was the side of the lamp that would have been closest to the clear plastic protrusion with the green filter on it. Modern LEDs have most of their light coming out of the domed end so we will have to mount the LED so that the domed end is facing the protrusion to maximise the light available for illumination.

Most LEDs require a voltage of around 3v to work, however much more than 3v and they glow very brightly, once, never to glow again. A resistor is required to drop the voltage if the LED is to be used on a supply voltage above its design voltage. However LEDs are available with a resistor either built in or, as in the ones I have used, added to the lead of the LED to make them suitable for 12v working.

LED's have several advantages over the old fashioned lamps

- Longevity – they last a long time
- They draw a lot less current
- They don't get anywhere near as hot
- You can get a lot of light out of a small package

LEDs turn most of the power going through them into light rather than wasting it as heat, but just how much current do they draw? As you can see below the LED is drawing 10.87mA when being run from



a 12v battery.

A normal instrument lamp is rated for a nominal 2.2W so we can work out the current required for one of these normal 2.2W lamps using the formula

$$V \times I = W$$

$$12v \times I = 2.2W \text{ if we rearrange for } I$$

$$I = 2.2 / 12$$

$$I = 183mA$$

So an incandescent 2.2W lamp draws 18 times as much current and is probably not as bright.

## Usage

So now we have hurt our heads doing all this maths, how are we going to fix the LED to the bezel?

Another new fangled invention, heat shrink tubing.

The LED I have used is a 5mm LED and the plastic protrusion is around 6mm square so they are a good fit for each other. You will need to cut a short length of heat shrink, around 20mm and shrink one end of it around the LED leaving the



other end unshrunk at this point in the modification.

Then put the non shrunken end over the protrusion and shrink it



down. It should be tight enough so it does not easily fall off but comes off if you pull it off.

If you have a 12v power source



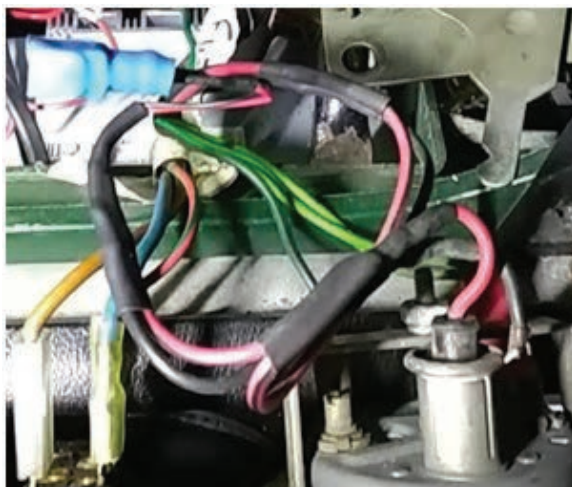
handy you can now test your handy work.

The eagle eyed readers will notice the red lead of the LED goes to the -VE terminal of the battery and the black lead goes



to the +VE terminal. Don't ask me why, that's how they came wired up and it does not work the other way round.

Now you have proved that it works you need to refit the bezel to the car and wire the LED into the lighting circuit.



The picture above shows the LED wired in to the lighting feed that goes to the Fuel gauge. Make sure your joints are sound and well insulated, I have once again used heat



shrink to insulate the joints.

So now you have reinstalled the bezel, fitted and wired in the LED you now need to refit the centre dash panel and try your handy work to see how much of a difference it makes.

## Where can I get them?

You can get pre-wired ultra bright 5mm LEDs that will work on 12v for around £3.50 for 10 on ebay.

You can get pre-cut lengths of assorted heat shrink on ebay with over 300 pieces of heat shrink for around £3.50, a good starter assortment if you don't already have any.

## Conclusion

Not only does it nicely light up the controls of a useful addition to any car, the heater, but it can also contribute to your safety. Most of us don't drive our cars as

often as we would like to, and finding yourself driving along a dark road in the middle of the night struggling to find which heater control does what could distract you. With the controls lit up at least it should be easier to set the heater to the desired setting.

**Now, whether any heat actually comes out of the heater is another matter entirely.**



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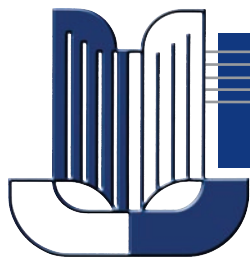


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# Historic Rally Car Register

By Mark Goodwin

## Road Rallying is for you!

There are a number of us historic car owners who are constantly looking for something additional to do with their cars and I'm lucky enough to have found it. The HRCR Road Rallying championship is just that.

It harks back to the days of road rallying from the 50s to 80s and is currently supported by 'Motoring News' and regularly gets reported in that weekly publication.

Your car does not need to be any more than road worthy, but you will probably want to install a Brantz Tripmeter and have a good timekeeper. The upgrades permitted are to your liking and only limited to those available in period or homologated.

The day is divided into two elements, road navigation with a



Photo Tony North

car's and your abilities. The navigation is fairly straightforward once you've made a few attempts at it and is rewarding when you get it right. (Been there done that is the way forward).

You'll learn a lot about your car and yourself and have a great day out amongst others of a like mind and who are willing to help

you get to the finish. The bonus is you will also never have that rusty bolt that won't come undone as they will all be off at some point, you'll learn a lot and give the garage bills the heave-ho.

The HRCR has a number of other Competitions from tours to full on stage rallying so something for all. The Club has an open day at the British Motor Museum at Gaydon on January 15th, 2022, and you will find all the organisers of the championships in attendance all keen to sign you up for whatever you want to do with the car.

Triumphs feature in the Champi-



Photo M&H Photography

timing element, and a number of sprint tests on private land where you the driver can test the

onships but there is always room for more and the chance to compete against the MG's of this world is irresistible. The class of cars is set to allow like cars to run together but the field can contain





anything from Bentleys to all the Europeans and even the Americans.

Check out any recent entry list on the Club web site.

Do consider joining us it will be the best thing you could do with the car, you'll need a Navigator but until then the club could probably hook you up with one for the first run out, that's how myself and Anthony Davies got together and have been working our way up the field ever since. Also, If you feel that the Navigation is your thing then there is always the opportunity to sit alongside and make new friends, you

would be more than welcome, and you are the boss when it comes to direction and timing.

Novices are more than welcome, and it is intended

to have training sessions at the Gaydon open day. Please register your interest in this with **Sarah Binstead** at the following address. [sarahbinstead1@hotmail.co.uk](mailto:sarahbinstead1@hotmail.co.uk).

Further details can be found on the HRCR website <https://www.hrcr.co.uk/> or the Clubmans Championship secretary can be contacted via email on [ken\\_binstead@hotmail.com](mailto:ken_binstead@hotmail.com) **5.4.3.2.1. GO.** there's nothing quite like it...



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**GT6**



**GT6 MK 2 Project.** All there, except wheels, do have log book, was brother in laws until untimely death, has overdrive and 3.27 diff. Not sure what its worth. £2000?? **Michael** (Orpington, Greater London) 07751 621210 evening & week-

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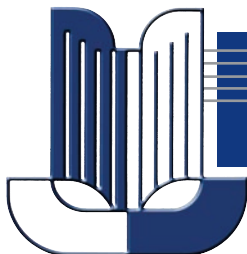
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# TSSC OFFICERS

## 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**, Moorside Cottage, Ashwater, Beaworthy, Devon. EX21 5DD  
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 Warks. CV11 6YJ.  
Tel: 07885 449609 (6 to 7pm) e-mail: [spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

### VITESSE 1600/ Mk I/II

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

### GT6 MkI/II/III

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

### BOND

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

### SPECIALS

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

### BIG SALOONS

**Carl Swanson**, 55 Heath Rd, Beaconsfield, Buckinghamshire HP9 1DG.  
Tel: 07823 771811 e-mail: [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, Warks. CV11 4GA.  
Tel: 07766 101615 e-mail: [tr7-8@tssc.org.uk](mailto:tr7-8@tssc.org.uk)

### TRIUMPH ACCLAIM

**Julian Rowell**, 6 Stainmore Grove, Bingham, Nottingham, Notts. NG13 8SF.  
Tel: 07833 469653 e-mail: [acclaim@tssc.org.uk](mailto:acclaim@tssc.org.uk)

### STAG

**Register Sec Needed, Contact Bernard - Courier Editor for Details**,  
Tel 01858 434424 email [courier@tssc.org.uk](mailto:courier@tssc.org.uk).

### TSSC TRIUMPH ARCHIVE

**Ben Broadbent**, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.  
Tel: 07875 944541 e-mail: [archive@tssc.org.uk](mailto:archive@tssc.org.uk)

### AMPHICAR

**David Chapman**, Tel: 01684 592985 e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)

### INTERNATIONAL LIAISON SECRETARIES

**Jess Smale & John Lay**, 6 Derwent Close, Horndean, Waterlooville, Hants. PO8 0DH e-mail: [international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk). Tel. 0781 107 3138

### 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

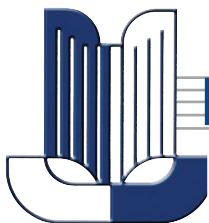
**Nigel Hill**, 32 Hollyhill Road, Selston, Notts. NG16 6EF. Tel: 07976 163006  
e-mail: [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk). **TSSC HQ:** e-mail: [info@tssc.org.uk](mailto:info@tssc.org.uk)

### 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)



January 2022

# AREA NEWS

## AREA Directory • News • Events

*Triumph Sports Six Club  
Derwent Valley and Notts Areas*

### *New Year Run 2022 Sunday 9th January 2022*

This year's fancy dress theme is

### **'Doctors and Nurses'**

so dig out those outfits for our annual winter drive in our classic cars. Alternatively you could wear green in support of our cause.

Meet at Sainsburys, Ripley [Postcode DE5 3QP]  
from 10am to leave at 10:20am.

There will be a mid-point stop and Sunday lunch  
maybe purchased at our final destination.

Entry fee is £5 per car with all funds  
raised donated to charity

There will be prizes for the best fancy dress  
and best decorated car.

All makes of classic car welcome.  
Modern cars can come along too.

For more information contact:

Colin Wright - 01773 531 580 - [colin.tssc@btinternet.com](mailto:colin.tssc@btinternet.com)

Nigel Hill - 07976 163 006 - [nigel.hill@hotmail.co.uk](mailto:nigel.hill@hotmail.co.uk)

Roger Buck - 07970 619 149



# AREA DIRECTORY

## AREA MEETINGS Check with AO!

### SCOTTISH AREAS

#### SCOT CENTRAL

**Dave Fray:** 07557 659311

Harvester, Springfield Quay - GLASGOW. G52 4DR. **West Coast**

Hawes Inn - SOUTH QUEENSFERRY - EH30 9TA **East Coast**

1ST THURS. 7.30PM

2ND MON 7.30

#### SCOT N. EAST

**Danny Stroud:** 07823 539047

Various - see report in Area news

LAST THURS. EVES.

### NORTHERN AREAS

#### CHESHIRE

**Henry Jones:** 07779 878125

Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ

1ST THURS. 8.30PM

#### CUMBRIA

**Roy Ross:** 01229 316501 **Tony Holliday:** 01946 830663

Advertised in Cumbria News & Website

LAST SUN. 12 NOON

#### MANCHESTER

**TBC.**

**New AO/s Wanted Contact Nigel Hill** 07976 163006

#### NORTH EAST

**Geoff Dent:** 07773 440201 **Deryck Beadling:** 07939 068976

The Travellers Rest, Front St - WITTON GILBERT. DH7 6TQ.

1ST SUN. 7.30PM.

#### LIVERPOOL

**Mark & Tracey Lamb:** 07975 591421

Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.

1ST TUES. 8PM.

#### LANCASHIRE

**Kevin Makin:** 07980 604021 **Dennis Petty:** 07951 727747

CONTACT AO's FOR MEETING VENUE

LAST TUES. 8PM

#### WIRRAL

**Richard Lloyd:** 0151 625 3172

Cottage Loaf - THURSTASTON. CH61 0HJ.

2ND TUES. EVES.

#### NORTH YORKS

**Keith Warren:** 07534 820155

The Motorist, SHERBURN IN ELMET, LS25 6JE,

Hare and Hounds 8 Silver Street. RICCALL. YO19 6PA.

2ND SUN.

4TH TUES. 7.30PM

#### SOUTH YORKS

**Richard Oakes:** 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

#### WEST YORKS

**Alan Heaton:** 07944 909823

New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.

2ND TUES. 8PM.

### MIDLAND AREAS

#### COVENTRY

**Phil Smith:** 02476 457487

The Bull & Butcher - CORLEY MOOR CV7 8AQ.

1ST TUES. 7.30PM.

#### DERWENT VALLEY

**Colin Wright:** 01773 531580

Various - See Derwent Valley Facebook Page or Courier.

CONTACT AO

#### LEICESTER & RUTLAND

**David Smith:** 07770 650802

Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.

1ST TUES 6.30PM

#### LINCOLNSHIRE

**David Samways:** 07709 565118

The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.

2ND TUES. 8.00PM.

#### NOTTS

**Nigel Hill:** 07976 163006

Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.

3RD WED. 7.30PM

#### NORTHANTS

**Nigel Hawes:** 07879 491778

Overstone Manor - Sywell - NORTHANTS. NN6 0BB.

2ND WEDS. 8.30PM.

#### OXFORD

**Thomas Cope:** 07972 039532

Oxford area is still active but currently in lockdown.

3RD TUES. 7.30PM.

#### PETERBOROUGH

**Charlie Noble:** 01780 666045

The Five Horse Shoes, Barholm - STAMFORD. PE9 4RA.

2ND MON. 8PM

#### SHROPSHIRE

**Bill Bate:** 07887 605778 **David Embery:** 0770 1049881

**Simon Morgan:** 07786 806189 **Kevin Cain:** 07515 834594

CONTACT AO's FOR MEETING VENUE

3RD WED. 7.30PM

#### SOUTH STAFFS

**New AO/s Wanted Contact Nigel Hill** 07976 163006



## MIDLAND AREAS Contd.

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

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Tom Hartley:</b> 07795 436149 <i>Crown and Punchbowl</i> , Barrington Green, HORNINGSEA, CB25 9JG <i>Barrington Village Green</i> , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
<b>ESSEX</b>	<b>Mike Titchen:</b> 07860 708356 <i>Contact AO for Monthly Meeting Venue</i>	2ND SUN. 12NOON
<b>M25 EAST</b>	<b>John Hill:</b> 07938 526324 <i>The Royal Hotel</i> - PURFLEET - OCTOBER TO APRIL	4TH SUN. 12 NOON
<b>NORFOLK</b>	<b>Paul &amp; Christina Girling:</b> 07584 000442 <i>The Ringland Swan</i> , 1 The Street, RINGLAND, NORWICH. NR8 6AB	2ND MON. 8PM
<b>SUFFOLK</b>	<b>Colin Wake:</b> 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

## SOUTH EASTERN AREAS

<b>EAST BERKS</b>	<b>Doug Brown:</b> 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 8PM.
<b>SOUTH BUCKS</b>	<b>Daniel James:</b> 07818 052276 <i>The Harte &amp; Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
<b>CANTERBURY</b>	<b>Anne Mullender:</b> 07845 916665 <i>The Red Lion</i> , Badlesmere, FAVERSHAM, ME13 0NX	1ST THURS. 7PM.
<b>GATWICK</b>	<b>Tony Locker-Lampson:</b> 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook:</b> 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis:</b> 01582 750943 <i>The Old Hunters Lodge</i> , WHIPSNADE, LU6 2LN.	4TH MON. 8PM
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins:</b> 07842 249591 <b>Tracy Cleaver:</b> 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
<b>WEST KENT</b>	<b>Colin Robertson:</b> 07810 102525 <i>The Woodman</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
<b>NEWBURY</b>	<b>Dave Rumens:</b> 01635 868640 <i>The Coach and Horse</i> , A4 MIDGHAM, RG7 5UX. <i>The Craven Arms</i> Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goolding:</b> 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
<b>SURREY</b>	<b>Clifford Darby:</b> 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
<b>EAST SUSSEX</b>	<b>Geoffrey Scarbarrow:</b> 01892 613164 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX. TN22 5UG.	1ST WEDS. 8PM.
<b>WEST SUSSEX</b>	<b>Nigel Ayre:</b> 01403253034. <i>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
<b>THAMES</b>	<b>Mickey Hazell:</b> 07773 623807 <i>Fairmile Inn</i> - Portsmouth Rd - COBHAM. KT11 1BW. <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

## SOUTH WESTERN AREAS

<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton:</b> 01672 514241 <i>Royal Oak</i> - GOODWORTH CLATFORD. SP11 7QY.	2ND WEDS. LUNCH 12.30PM
<b>AVON</b>	<b>David Dyer:</b> 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
<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 <b>Nigel Kenneison:</b> 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 <b>Andy Luckhurst:</b> 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
<b>DORSET SOUTH</b>	<b>Robin Nicholls:</b> 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	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>Alan Desbois:</b> 07778 923064 <b>Denise Desbois:</b> 07896 412957 <i>The Knowle Inn</i> , 115 BATH RD, BRIDGWATER - TA7 8PN.	2ND THURS 8PM
<b>WESSEX</b>	<b>Trevor Carlyle:</b> 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
<b>NORTH WILTSHIRE</b>	<b>Craig Gingell:</b> 01249 740239 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	2ND TUES. 6.30PM.
<b>SOUTH WALES</b>	<b>Alan Gourley:</b> 07802 204068 <i>The Lighthouse Inn</i> , Beach Rd, St Brides - NEWPORT NP10 8SH.	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

COUNTRY	CONTACT NAME	CONTACT DETAILS
<b>AUSTRALIA (Queensland)</b>	<b>Richard Graveur</b>	<a href="mailto:randagraveur@gmail.com">randagraveur@gmail.com</a>
<b>AUSTRALIA (Victoria)</b>	<b>Richard Stewart</b>	<a href="mailto:rlslaw@bigpond.net.au">rlslaw@bigpond.net.au</a>
<b>BELGIUM</b>	<b>Stefan Vandendijk</b>	<a href="mailto:stefan.vandendijk@telenet.be">stefan.vandendijk@telenet.be</a>
<b>DENMARK</b>	<b>Morten &amp; Lillian Hildebrand</b>	<a href="mailto:hildebrandrandi@gmail.com">hildebrandrandi@gmail.com</a>
<b>FRANCE (Poitou Charentes)</b>	<b>Victor Thompson</b>	<a href="mailto:vcandvh@gmail.com">vcandvh@gmail.com</a>
<b>FRANCE (Central)</b>	<b>Ray Lomax</b>	<a href="mailto:lomaxcreuse@gmail.com">lomaxcreuse@gmail.com</a>
<b>GERMANY</b>	<b>Hans-Georg Stumpf</b>	<a href="mailto:hgs-systems@onlinehome.de">hgs-systems@onlinehome.de</a>
<b>ISRAEL</b>	<b>Michael Kaye</b>	
<b>ITALY</b>	<b>Pietro Noe</b>	<a href="mailto:pietro_noe@libero.it">pietro_noe@libero.it</a>
<b>JAPAN</b>	<b>Shinichiro Nakano</b>	<a href="mailto:nakanoryugasaki@yahoo.co.jp">nakanoryugasaki@yahoo.co.jp</a>
<b>NEW ZEALAND</b>	<b>John Etheridge</b>	<a href="mailto:johnhtetheridge@aol.com">johnhtetheridge@aol.com</a>
<b>SOUTH AFRICA</b>	<b>Karl Illenberger.</b>	<a href="mailto:karl@kre.co.za">karl@kre.co.za</a>
<b>SWEDEN</b>	<b>Odd Hedberg</b>	<a href="mailto:odd@triumphclub.se">odd@triumphclub.se</a>
<b>SWITZERLAND</b>	<b>Robin La Barre</b>	<a href="mailto:robin.Labarre@Bluewin.ch">robin.Labarre@Bluewin.ch</a>
<b>SWITZERLAND</b>	<b>Philip Bellamy</b>	0041 79 347 1221
<b>UNITED STATES</b>	<b>Ben Blaney</b>	<a href="mailto:benblaney@gmail.com">benblaney@gmail.com</a>

# AREA ORGANISERS REGISTRATION FORM 2022

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the TSSC elect a representative to be known as the Area Organiser.

The term of office to be for one year from **1st January 2022 to 31st December 2022**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please **COPY** and complete a Registration Form **each**.

Area Organisers duly elected by their area should have their election confirmed by 2 separate, **current** TSSC members who live in the area for which the Area Organiser has been elected.

**Note:** Please read the A.O. Code of Conduct overleaf before Signing.

I ..... Membership Number: ..... / .....  
as **Elected Area Organiser** wish to **REGISTER** ..... Area  
with the Triumph Sports Six Club for **2022**.

My address is: .....

Postal code: ..... Telephone Number: .....

e-mail address: .....

Signed: ..... Date: .....

Area Meeting Venue: .....

Postal code: .....

Meeting Day/Time: .....

## Organiser Confirmed by:

I ..... Membership Number: ..... / ..... confirm that  
..... has been elected by ..... (area)  
to be our Area Organiser for 2022. Signed ..... Date: ..... / ..... / .....

## Organiser Confirmed by:

I ..... Membership Number: ..... / ..... confirm that  
..... has been elected by ..... (area)  
to be our Area Organiser for 2022. Signed ..... Date: ..... / ..... / .....

Any amendment to Area Registration details through the year

**MUST** be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.  
This form to be **RETURNED AS SOON AS POSSIBLE** to:



**TSSC Area Registrations.**  
**Di Allen & Nigel Hill**  
**32 Hollyhill Road, Selston, Nottinghamshire.**  
**NG16 6EF**  
**E-mail: nigel.hill@hotmail.co.uk**







# Area Liaison Officers Report

## Andover - Avon

### Triumph Sports Six Area Liaison Officers

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

Thank you to everyone who came to the HQ Christmas open day on Sunday the 5th December, it was lovely to see so many of you. Chris Gunby took a tour group around hq as they have never been to club HQ before. Giving a general over view and talking about the new arrivals in the front show room. Angie's chilli was a hit as usual with Bern's bargains in the garage.

Just a little reminder of letting us know of any changes to area's whether it is change of AO or change of dates, venue or contact details.

Let's hope things are going to get back to normal, always be on the cautious side we need people to still follow guidelines as much as possible. It's important to keep everyone safe still.

Looking forward to more events such as Le Mans in July and the big event in August back to Stafford for the international weekend. As joint clubs we were delighted to receive an award from the NEC Lancaster show for best event for 2021.

We are hoping for another successful joint event in 2022. Keep up the hard work you all do and we look forward to seeing you at the shows.

Warmest regards



*Nigel & Di.*

### Andover

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

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

Tel. 01672 514241

Well, a Happy New Year to you all, and we hope it will prove to be so.

A quiet time in the area last month, cold, grey days not really inspiring much in the classic car line, although Ed and his son Dave had been having a clearout and found a useful place to put it all, in Guy's trailer in the garden.

If anyone in the area is interested in some Spitfire panels (which may have been sold via FaceBook by the time this comes out), Herald/Spitfire gearboxes or ..... do please get in touch.

We'll continue with lunch meeting at the Royal Oak for now, and review this as time goes on re Covid/Weather etc. We hope some of you will be able to join us, then perhaps we can discuss having a slightly more celebratory meeting sometime in the New Year with more of us attending.

Guy has had a sudden rush of blood to the head thinking about having a stand at the MG & Triumph Show which has now, unfortunately, moved from Stoneleigh to Telford. It's a lot further away and will involve, for him, staying over in the campervan - although he does have a nice new (older) one so may be a bit more comfortable than in the last one. I don't think I'm ready for an indoor event yet, but we'll see how it goes closer to the time.

Next meeting

12th January at 12.30 - The Royal Oak, Goodworth Clatford, SP11 7QY

23rd January - MG & Triumph Spares Day at The Telford Event Centre, Telford, Shropshire, TF3 4JH

*Guy & Suzie*

### Avon

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A quiet time of the year so not much to report apart from the main December event, the Christmas meal. Over twenty of us enjoyed this at the Crosshands Hotel, Old Sodbury. Many choosing that traditional fayre of Turkey and Pud.

Thanks go to Dave Stroud for organising a raffle with proceeds going to St Peters Hospice. I still have one ride 'up my sleeve' but think now we will make this a first New Year event. I would like to take this opportunity to wish all a Happy Christmas and a Classic Car filled New Year. Here is looking forward to many enjoyable sunny day events.

*Dave*

Please Send Area News to:

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

By 8th of each month - Thank you



# South Bucks - Cambridge Cheshire

## South Bucks

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Hello all and Happy new year to you all! December was rather festive with the annual South Bucks Christmas dinner where I feel like we all had a rather joyous time. Later on in the month was the open day at the HQ which was very well attended and saw a few of the cars which I haven't been able to see thought the past months such as the Vitesse Coupe or the unregistered Stag. But now onto this year.



I am hoping for there to be much more freedom this year and we can go to many more shows however for now things still remain quiet for the winter.

We still will have the monthly meet at the **Harte and Magpies at HP7 0LU on the 19th.**

Thanks for reading.

*Harry*

## Cambridge

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December's meeting at the Plough in Fen Ditton was frosty but clear and we had a good turnout, even if we only managed two Triumphs in the carpark.

The theme for the night seemed to be calendars, not from an event organising point of view but a printed set of photos with the days of the month underneath point of view. Both Rob and Tim turned up with calendars for the members present; one was filled with photos of our cars from the events of 2021 and the other with petrol head photos of classic car related beauty.

Our discussions ran through the trials and tribulations of car ownership, whether it was stuck brake callipers, boot lining refurbishment plans or the complete rebuild of the sill on a Celica daily driver. I bored those foolish enough to ask how my American trip went with far more details than they really wanted. However, my secret ploy didn't pay off and they STILL

voted me in as Area Organiser for next year. If anyone wants to take the reins I shall happily pass them on, but otherwise you're going to have to put up with my hare brained plans.

One of the plans is for a track day at the end of February at Snetterton, one that doesn't need a competition licence or all the fancy gear of a proper race. It isn't timed or competitive (to avoid the costly safety requirements) but you get the chance to zoom round, taking the corners at speed if you wish (at your own risk, needless to say).

A new/renewing member, Graham, who wasn't able to join us for this his first club meeting since the 90's was having trouble getting his long-time-laid-up Spitfire Mk IV going again and a day or two after the meeting I met up with him and between us we fixed half a dozen things to get it actually running. Not well, but running; Graham can now fettle it into a better running order and then look to recommissioning the brakes, the clutch and so on. The plug leads were on the wrong way round, the points were too open, the carbs were full of dead old fuel, the jets were blocked, the needle pistons were stuck down, the water pump had seized, the alternator couldn't be swung out of the way, the radiator blocks access to the crankshaft nut .. the list went on and on. But we persevered. And we Triumphed!

That's the key to doing more with your Triumph!

**Next meet is Monday the 3rd of Jan, 2022, almost immediately preceded by the New Years Day meet at Barrington from noon, followed by the 7th of February**

*Tom*

## Cheshire

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Happy New Year. One hopes for a better year than 2021.

The Cast Iron World GT6 type 9 gearbox is now scheduled to be exchanged in about a week's time, at the previously reported celebrated motorway services. So, an update in the next report. Our man from Crewe is about to embark on door repairs, and the door skin pliers have now been passed to said man from Crewe. As I understand things, both door skin(s) and door frame repair panel(s) have yet to be purchased. A trip to Telford may be scheduled. Another project in Crewe is to get some more power out of the engine in the Herald estate, involving a camshaft with lumpier bits and twin SUs in place of the lovely single Stromberg. A Spitfire mk3 camshaft acquired



# Cheshire Coventry - Cumbria

## Cheshire Continues

somewhere in the distant past has been declared unfit for use, so an alternative has been acquired.

Alternative discussion topics at our meeting involved dog sitting and decorating, and general whingeing about the price of fossil fuel. I brought some pictures of the wear on Heap the Vitesse's clutch mechanism (pedal and master cylinder pushrod), and asked what would people do to fix it? In the days when Heap the Vitesse was a 'young' car, you could probably buy a new clutch pedal for a sensible sum of money. You can still buy a new pushrod, but I have one of those in stock! I received numerous suggestions, so I shall think about what to do. First I need to get the pedal out of the car, which shouldn't be difficult but it's not that warm in the garage. And then the car is difficult to drive?

We can all look forward to events in the **New Year**. **The Spares Day seems to have relocated from Stoneleigh to Telford, on the 23rd of January.** I may be searching for a serviceable clutch pedal. The **Sandbach Festival of Transport is still scheduled for the 23rd and 24th of April**, but there is usually some activity at this time of year with applications. Tatton Shows are threatened in 2022, **The 'Classic and Performance Car Spectacular' on 4 and 5 June**, and the **'Passion for Power Classic Motor Show' on 20 and 21 August**. The **'Inter-Club Triumph Weekend' at Stafford County Showground is 19 to 21 August**.

I would like to attend both Tatton and Stafford for both days but my Tardis failed its test several years ago. There will be runs out (by very familiar routes) at our meetings in June, July and August.

**Our next meeting is on Thursday 6th January at the Cock and Pheasant. 8:30 start.**

*Henry*

## Coventry

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**Tel. 02476 457487**

Hi Folks. Due to the deadline for the Courier we have not yet had our December meeting so we will do a newsletter afterwards and you would have had it sent to you by Angie at HQ.

Christmas will be over so we hope you all had a good one.

Happy New Year to you all.

*Phil & Lyn*

## Cumbria

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**Tel. 01229 316501**

Just two monthly area meetings to report on. Sunday 31st October we met at Thirlspot for lunch but unfortunately some of us could not attend due to a storm the day before. Trying to get through from the south of the county proved impossible for Anne and I. Only seven attended avoiding the floods and



downed trees. Hornby railways - crystal radios where among the taking points.

Our Xmas party came early this year and we held it at the Pennington, Ravenglass, on Sunday 28th November. Despite the storm, the previous days, everyone who said that they were coming made it. Those of us who travelled from further away were privy to the destruction that had been done in the area by the storm. I don't think that there was a stretch of road that did not have fallen trees that had fortunately been quickly cleared unlike the slow progress that the electric companies are making of fixing the power lines. There are still people who don't have power over a week later. The Pennington served an excellent meal and looked after us very well. Thanks to Nigel for organizing the venue. Xmas jumpers were the order of the day and the stand out attire was Rod's turkey hat.

It was difficult to find a venue for Xmas dinner in the area for December, that's why it was held early, and because Xmas and New Year fall on a weekend there will be no meeting in December, instead we will meet on the 9th January at Santon Bridge.

**Some dates for your diary for 2022 - Ripon 24th July.** I am advising you early of this show as many want to book accommodation. I will block book for our club stand as usual. Let me know if you intend going.

Tony has organised our meetings for **January 2022. Sunday 9th January - Santon Bridge Inn. Sunday 30th January - The Woolpack at Boot (Eskdale).** Both have been booked and we will meet at the usual time for lunch, 12 noon.





## Derwent Valley - Devon

For many years we had an event called the **Fell Run** but I have not held it for a couple of years. There is interest in holding it again next year. I have booked the date for **27th March**. Trying to hold it any other time of the year is almost impossible as the tourists block the roads. The start will be at Grizebeck garage and I will provide further details in the New Year.

We welcome a new TSSC member to Cumbria, Peter Fryer from Orton (Tebay)  
Safe Motoring

*Roy*

### Derwent Valley

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Hi all. The Christmas open day at club HQ saw a good turnout of members and Angie's chilli did not disappoint. It was good to see some familiar faces (although partly obscured by masks) once again.

From conversations during the day camping weekends are definitely making a come back in 2022. This includes the Peak Run which will be held on the 16th to 20th June 2022.

Before all that though is the **New Year Run on Sunday 9th January. Meet at Sainsburys in Ripley at 10am to leave 10:20am.** We have arranged a new and interesting halfway stop off point plus Sunday lunch at the end of the run. This year's theme is Doctors and Nurses so dig out those outfits from the back of the wardrobe. More details in the Courier or on Derwent Valley's Facebook page.

January's monthly meeting will be held on **10th at Top Club, Stanley Common, DE7 6FY from 7:30pm.**  
**February's monthly meeting is on the 7th February, same venue.**

Stay safe,

*Colin.*

### Devon

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**Tel. 01548 821348**

We hope that you had a great Christmas and New Year and are ready to enjoy your Triumphs again in 2022. Did you find your Membership windscreen sticker in the wrapper of the January mag? If not ask us as we will have some extras!

Firstly, and going back to November, we had a very

select group at our Devon Area AGM at the Claycutters, with members still obviously cautious about returning to the pub. Nigel presented the Area's financial report, and I reported on some of the year's events, before it appeared that we were all voted back in for another year's service as your Area Organisers.

We are compiling a list of Area Events which we will let you have shortly, and hope that you will join us for at least some of them.

We returned to the Waie Inn at Zeal Monachorum for our annual November inter-Triumph Club skittles match, arranged again by Claire from the Stag Owners Club. A fun but competitive morning, followed

by a great lunch, after which Nigel announced the winners and losers. Afraid we did not cover ourselves in glory this time, but we had neither the lowest nor highest scorers. The winners once again were the Stag Owners Club, one of whom top scored at 29! There is a tale to the trophy - having won it for the first time way back in 2019 when we last played, we appear to have lost the cup. Huge thanks to Nigel for scouring Newton Abbot the day before the event, to come up with a great alternative trophy which is now in the care of the SOC!

Our first Christmas Meal since 2019 was a real success. Although we had fewer than usual for various reasons, we were delighted to welcome loads of first timers, Mark & Paula Martin with Jack & Jen, Amanda Miguel-Lopez with Russell and young Ruben, and Richard who, though a member for several years, came to his first 'live' event, having partic-



ipated in our Zoom meetings in lockdown. Malcolm & Mandy Huxtable were also first timers, and we were joined by





# Devon - Essex

## Devon Continues

Colin & Karen Watson and Graham & Karen Whiting from o'er the border in Cornwall. Our usual raffle was held, and the nameless lady continued in her quest to be named, raising in all £125 towards Alzheimers Research so far. There was one lone Triumph in the car park, the French Blue Toledo of the Whitings, which was previously owned by Trevor Leyland of Paignton.

### COMING UP

**Sunday 9 January – our annual visit to the Smugglers Inn at Dawlish.** Hopefully we already have your names (?) as this event in particular gets very booked up. Meeting at 12.30 in the rear car park of the House of Marbles at Bovey Tracey. About an hour's run to the Smugglers, where lunch is booked for 2pm. Our thanks as always to Jackie & Allan for organising our January event.

**Sunday 6 February** Nigel has booked the **Royal British Legion Club at Newton Abbot for a fun day of skittles and lunch.** Plenty of parking in the Crick-etfield Car Park. As usual, numbers needed beforehand.

**Sunday 6 March we will be arranging a run** - not sure where yet so watch this space!

Drive your Triumph onwards and upwards into the New Year whether on 4, 6 or 8 (we appreciate!). If its in bits in boxes, never mind, you are always welcome.

*Sue & John and Nigel*

## Essex

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**FB - Triumph Sports Six Club Essex Area**

**Mike. 07860 708356**

The 14th of November was our club day we held this at Hanningfield Reservoir which is a really pleasant area to visit. Unfortunately the day was not really up to having a walk around the reservoir but we all met up in the cafe to have lunch and then afterwards retired outside in front of the nice scenery of the lake to hold our monthly meeting. It was quite pleasing to have a few extra new faces turn up with their cars, a total of 9 Triumphs & 2 new cars, due to not being able to drive their Classic's on the day. For the new members I explained what TSSC Essex Area is all about and what things we are planning for 2022. Weekend at Market Harborough and visit to HQ in Lubenham

Sue and I went up to stay in Market Harborough,



which is a lovely town in Leicestershire. We stayed in the Three Swans for a long weekend, it's a very nice hotel in the town centre. On the Friday evening there was the annual Christmas Fayre, steam rollers, stilt walkers, a drum band, Salvation Army Band and plenty of craft and food stalls. We went back to our hotel and had a drink in the bar, when all of a sudden the power went out, not sure what caused it but it was off until 3am the next morning. On Saturday we visited Foxton Locks and had lunch with our friends who live up nearby. The Foxton Inn is a very nice pub on the canal where we saw lots of barges going to and from. On Sunday we drove to HQ and had a great time, see Arnie's write up below.

**TSSC HQ Open Day - Write up from Arnie.**

Before I delve any deeper, if you have never been, this is a Fabulous place to visit. I have been before and I enjoy it more each time I go. Apart from grabbing some bargains from the club shop, Bernard also was selling off some bits at £1 rock bottom prices, so I got myself a couple of T-Shirts. From the Essex Area, there were Mike, Sue, Stewart and I, maybe we can arrange something in the coming Summer, it would be nice to see more of our crew at our club's headquarters. Food and drink was plentiful and it was nice to say hello to everyone. The Club also features a "small museum" with a "huge history" of our cars. There are so many artefacts that every time you go you discover something else. The icing on the cake was a personal tour, led by Chris Gunby, TSSC's Chair, talking about the cars on display, how they got there and their history, plus many of the other items. He is a fountain of knowledge and really brought it all to life. It just makes you proud to be all part of it and have the chance to be custodian of one of Britain's best loved cars.

The next get together was our annual Christmas Celebrations starting with a meet up at Battlesbridge Antique Centre then onto The Ferry Boat Inn, in North Fambridge and then onto a Christmas Tree farm in Tillingham. (The write up for these will be in next month's Courier)

### Up and coming dates

**Sunday 9th January 2022 - Club Day Meet Up at The Old Windmill, South Hanningfield CM3 8HT -**



# Gatwick

12 noon for lunch. (14 places booked, to reserve your place contact Mike)

Please see our fb page for updates of other events

*Mike*

## Gatwick

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Hi All. Happy New Year! Hope you're all keeping well. Novembers meet at the Red Lion saw another new member come along, so a big welcome to George. George broke the present trend of early spitfires &



brought his beautiful early Vitesse saloon, unfortunately the picture doesn't do it justice (too dark!)

George has not had the car long, but has already started to put some improvements on it. The purchase of the Vitesse has tempted his Father to follow suit, so he's also bought a Vitesse! But a convertible. George is hoping his Dad will come to our next meeting with his Vitesse too!

Chris H came along again & also brought his spitfire mk2, it was good to see it in the flesh!

We definitely need to look at a day time meeting so we can see these beautiful cars in the daylight



As I mentioned last month, Chris T & Maria have taken some pictures of their time at the London to Brighton vintage run, at Regents Street. Love the bus!



I was at Wins recently purchasing some parts, on my return, I passed 'The Village Garage' & saw the spitfire 4 from South Africa that Chris H had seen earlier. It is advertised for sale on the internet for £20,950! It certainly looks good. Chris H has taken his spitfire 'Dolly' into The Village Garage to get a variety of jobs done, all of which are going well. It's tempted me to take mine in & finally get my carb issues sorted!



So onto the trailer the car had to go, just! My spitfire quickly made friends! The garage was



shocked to have another early spitfire, three in total.

Left. Chris H's spitfire being worked on. The guys at the Village Garage took this picture

of Chris's spitfire Dolly. What a great picture!

Right. My car entering the garage under man power!

All being well mine &







## Gatwick Gloucester - Herts & Beds

### Gatwick Continues

Chris's spitfires should be back on the road very soon.

January's meet is on Tuesday the 11th 8pm.

So keep well & see you soon.

*Tony*

### Gloucester

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Hello everyone, Happy New Year 2022! Hope you all had a great Christmas & Happy New Year whatever you were up to. Hopefully Santa brought you all the presents you wished for? Maybe a little upgrade or bling for your Triumph? I certainly treated my Vitesse to some Magnecor KV85 competition HT leads, Pertronix electronic ignition & coil. I got these from Club HQ at a good rate being a member.

Before I start my write up for this edition of the courier, please all accept my apologies for the Gloucester area news to not make last month's edition. I had missed the deadline due to my hip giving me grief and so being in and out of hospital for the 2-3 weeks I usually spend collating info and photos for my write-ups wasn't fun but all is well now. Thanks to Jane for circulating my write up electronically so at least I made sure the area news got to you one way or another!

Last month was the TSSC's Christmas Open Day at Club HQ in Lubenham. It was a nice day out, moderately attended throughout the day and very comfortable throughout.

A constant rate of people coming and going meant it was easy to move around and people could enjoy their lovely jacket potato and chilli-con-carne! There was lots of food and drinks available thanks to all the staff and organisers, a lovely selection of cheese, biscuits and grapes and of course all you could ever want for your Triumph from the club shop. I decided to go and so did Paul and Andy. Last time I had been up it was 2019 and so it was nice to see the club premises again with the lovely addition of a very special Stag and Vitesse coupe. Very historically important, the Stag only hav-



84

ing delivery mileage on and in original condition and the Vitesse Coupe being the only one ever officially built by the Triumph factory for a very wealthy chap.

Another point that was raised in Jane's recent email was the possibility of a new venue for the club night. I have suggested two places that spring to mind. The Toby Carvery pub in Brockworth and also the Twelve Bells in Little Witcombe. Both have ample sized car parks and offer food and drink. I don't know as to the suitability but it's something we can make a list of possible venues and see what other possible places are around that could potentially accommodate us?

I have some spare surplus original standard parts available after doing certain upgrades recently. Rotoflex driveshafts with good doughnuts, brand new and unused TSSC supplied doughnuts, complete standard single stainless exhaust system, original Triumph MKII exhaust manifold, rear suspension levers, blue Polybushes all over, original rocker cover, two complete front seats in beige with good diaphragms and good used clutch and front pressure plate with lots of life left. It's all available on a first come first served basis so give me a call on 07979 941874 if you are interested in a few bits or the lot as it's got to go! It's good to upcycle and keep our cars on the road whether standard or modified!

Hopefully this year will be a better year for all of us. 2021 has been a bit of a mixed year somewhat, although some nice events did run such as the Triumph & MG show at Malvern Showground and the classic car show at the NEC. 2022 hopefully brings Le Mans, Isle-of-Wight and many more! It was nice to have an element of social life back, something which indeed we all miss. That being said, it's been great to spend what time we could together in 2021, and I look forward to seeing you all at the first club meet of the New Year.

Here's to a better year ahead for us all. Cheers!

See you guys soon and don't forget to keep them running smooth on all 4 or 6!

*Costa*

### Herts & Beds

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Hi Folks. Following our AGM held at Hunters Lodge I am sorry to say you have me for another season

Viv presented the accounts and we are pretty solvent if anyone asks I can e mail the results but funds keep growing thanks to Duxford and members support for our Pub Raffles even with two £50 donations



## West Kent Leics & Rutland - M25 East

in memory of Ray and Graham.

Viv remains our valued treasurer, Chris continues as Raffle Mistress, with committee back up from Martin, Geoff, Barry, John, Paul with Christine updating our area facebook news

Christmas dinner will be over, so will Christmas, we look forward to a season of runs and outings. We have a Booking to visit Robert McAlpines Fawley Hill Railway experience in July 2022 that will be fun so here's to a Happy New Year and a busy driving season

The Old Hunters Lodge has been very hospitable but we realise its is not very central for eastern members, so it's all up for review.

Regards

*Pete*  
and Team

### West Kent

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You will have noticed a lack of reports lately. Basically there's nothing to report. We have a great core of loyal members each month, but that's often 3 or 4 bodies. So we need more support please. There have been some cracking breakfast meets this autumn, great to see Colin, Ken and Andrew at Bletchingley, and there appears to be a bigger one at the Teal Café, just down the road from the Cock Horse (now gone), benefitted from the sudden closure of Forest Row.

Was very pleased to welcome Chris Panting at the Bodiam hope he pops back.

**We're meeting up at Bodiam on the 30th Dec, and I'll be popping up to the PheasantP on the 29th Dec**, in case anyone wants to pop over.

So happy new year to all, and hopefully we'll have a better 2022. Take care.

*Colin*

### Leicester & Rutland

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Hi Guys, just returned home from the club open day, so nice to catch up with the staff at HQ and a lot of old friends who we have not seen for a while.

A big, big thank you to all who attended our area AGM and prize giving, it was a great night with a

choice of food and the long-awaited grand finale of our Lockdown Quiz. No volunteers at the voting stage so Jan and myself happy to carry on for another year. Trophy winners this year were, in no particular order "Car of the Year" Neil Spencer with his Pl. "Club Car of the Year" Mike Hickey with his Spitfire (although do to a small engraving error now known to his friends as Mich). "Member of the Year" was won jointly this year by Jan & John Muschialli, While our special "Bent Con Rod Award" went to John Edwards. The "Golden Spark Plug" this year was awarded to the winners of our Lockdown quiz Ian & Vanessa, Prizes also went to Andy and Mike for second place and the two Johnnies in Third.

All being well by the time you read this 33 of our members will have been for our Christmas dinner on the 17th December held this year at Launde Abbey. While plans for next year's programme are already starting to gather pace. **The Sunshine Rally 2022 being on the weekend of Friday 5th, through to Sunday 7th August.** But we begin the year with some of our members supporting **Derwent Valley on their New Year Run on the 9th January.**

Finally, a reminder that we will not be having a meeting on the First Tuesday of January, instead **we will be holding a skittles evening on the 18th January**, an email has gone out to all regular area members, but if you are new to the club or The Leicester & Rutland Area what a great way to come and introduce yourself. For further details contact me on **davesmith.triumph@hotmail.co.uk** or call me on **07770 650802** it would be great to hear from you.

Best regards, Stay safe,

*Dave.*

### M25 East

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Hi folks and Happy New Year to you all, welcome to 2022. Hope you all had a great Crimbo and are raring to go for another stonking year with our Triumphs.

A couple of reports this month, the first one being The NEC Classic Car Show that was back on this year after being cancelled in 2020. Myself and Malc went up on the Friday as I was helping out on the club-stand/shop for the day. After a nice 'full English' (thanks Malc) I joined Angie and the rest of the team on the stand. I had to have a refresher course in using the till but we got there. I spent an enjoyable day chatting to people and sorting out memberships.



## M25 East - Newbury

### M25 East Continues

Quite a few new members joined up throughout the day which is good news. Malc was left to his own devices to explore the show and returned every now and then for a sit down and a cuppa, laden down with purchases, don't tell Lesley ha ha.

Unfortunately we could only stay for one day as our Firework Night Do was the next day. And so, on to Firework Night - I think there was about 35 people in total, a nice mix of M25 East peeps, workmates and a few family members on a particularly mild evening at the Hill Household in deepest Hornchurch. Everyone contributed with fireworks, Laura with a lovely Chilli (thanks) and Brian with his traditional guy



for the fire. This year there were two guys - modelled on me and Donna ha ha. Because of the decent weather we were able to stay outside all evening. The fireworks were spectacular, lots of oohs and aahs. The finale was my workmates 120 shot cake that cost a whopping £95 and was billed as being an award winning firework. The excitement rose as the touch paper was lit and then bang, bang, bang - it was off. Unfortunately after the first 5 or 6 bursts it stopped and that was the end of that lol. It did cause a good laugh though and fortunately said workmate did get his money back. As the evening wore on people got more and more lubricate and much silliness ensued. Someone even decided to put some of the small boring fireworks on the bonfire for a more spectacular effect - Barry !! lol. The last stragglers finally turned in about 2am and after a bit of a lie in it was bacon sandwiches and tea all round - except for lightweight Laura ha ha, who was a bit fragile and needed another lie down. Unbelievably my fire basket was still too hot to empty until 4 days later. Another great night and as usual the lawn is wrecked but we'll do it all again next year.

A couple of weeks later we were up at club HQ for the Christmas Open Day. Myself, Donna, Laura and Barry went up a day early to make a whole weekend of it. First call was a spot of lunch followed by a bracing walk along the very interesting Foxton Locks. Then it was on to Market Harborough where we

ended up in the very charming (ha ha) Red Cow Pub, where, surprisingly we only stayed for the one drink. We managed to bag a table in the evening at a nice restaurant for dinner before heading back to the



hotel for a nightcap with Mike and Sue from the Essex Area. It was nice to be back at HQ after last years Open Day was cancelled. Good to catch up with all the gossip, plans

for events and of course 'Bernies Bargain Basement' where we bought lots of his stock. I think some of the stickers I bought are older than me lol.

Looking forward to this year we need to sort out a monthly meeting venue. The Royal Hotel doesn't open now early enough on Sunday and still doesn't do food. I'll keep looking but if anyone's got any ideas let me know. Also, we'll have to try and arrange something before the shows start up - maybe a weekend away somewhere - any suggestions.

That's all for this month folks - here's to a cracking 2022.

Cheers

*John.*

### Newbury

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The wigwam was packed for our last club night before December's Christmas bash. Whilst Ian handed out Secret Santa labels for girls' and boys' presents, a large selection of prizes began to appear on the table for Mary's legendary raffle. And it did not disappoint. Robin won two packets of Oreo biscuits in the first round, whilst Nigel swooped to claim the bottles of port in the next: a man of true taste.

But Nigel is not the only connoisseur in our area. Phil and Jackie swapped the Berkshire Downs for la belle France, driving their beautiful Spitfire 570 miles over 5 days and all with the roof down.

En route, they stayed in the village of Broglie which was about 90 miles from Dieppe. Once out of Dieppe, the D-roads were a pleasure to drive on. They were mainly straight and smooth and the speed limit of 55mph was perfect for their 1500 Spitfire.





## Norfolk North East

There were plenty of opportunities to stop for a coffee along the way (see picture below). The cafés were cheap and pleasant so they didn't miss the motorway services at all.

The trip included a couple of nights at Chateau De La Ruche near Le Mans, which is featured on the Channel 4 program "Escape to the Chateau: DIY". Phil and Jackie had watched lots of TV programmes about the renovation and found it was truly beautiful in real life. Sitting under festoon lights in the chateau gardens, they enjoyed a sumptuous 5 course meal with top local wine.

The tasting did not stop there. The next day included a visit to Chateau Chenonceau, a fantastic fairytale castle with numerous white towers and amazing gardens. After a second night of great hospitality and an endless breakfast, it was time to head home. A fantastic gastronomic experience for Phil and Jackie, their good friends Mick and Sue and of course Winnie, the 48 year old Spitfire 1500, a vintage that just keeps getting better with age.

And our vintage area organiser Dave has been keeping busy too. The new Herald project has progressed a little further with new fuses to protect the wiring loom and repairs to the fascia light and heater valve. The next planned job was to fit a radiator overflow bottle, but as we have now moved into the winter months, cold weather has caught up and work has stopped.

So, whilst the overflow bottle waits to be fitted, a few bottles of a different variety are set to be opened at our annual Christmas party. The Newbury connoisseurs will lead the way as we work our way through a wonderful menu with accompanying drinks at The Craven Arms. I am not sure there will be much 'delicate bouquet' in the pub's wigwam, but it's sure to be a full-bodied experience. We will raise a glass to each other, our cars and of course Christmas.

Wishing everyone in the Newbury area a merry Christmas and a happy New Year.

*Robin*

### Norfolk

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**Paul. 07584 000442**

Trusting you all had a good Christmas and you got what you wanted/deserved. Our November meet and AGM was well attended with 13 members turning up (see report further down). We even had a somewhat lonely Herald in the car park.

By the time you read this our Christmas meal should have hopefully been held in spite of the new Omicron variant raising its ugly head. More news about that next month.

Our New Year run out will be on **Sunday January 9th. Meeting in the centre of Dereham** (by the cinema) at 9am for a 50 mile tulip route through the Norfolk countryside ending up at Peter Beales Roses in Attleborough for brunch. I'll need to know numbers for the brunch so if you'd like to join in for the meal (even if you don't do the run) please let me know by Monday 3rd ([paul.norfolktriumph@gmail.com](mailto:paul.norfolktriumph@gmail.com)).

This run will be dependant on the weather and Covid. Final details will be sent out by email and put on Facebook as well as on the TSSC website.

News from AGM held at the November meeting.

As mentioned this was very well attended with 13 members in attendance. Many thanks for all those who turned up and gave it your support.

1. As mentioned in last months report, Mike Carroll stood down as joint AO leaving Paul and Christina to hold the reins on their own.

2. Colin Cole gave a healthy financial report and agreed to stay on as Treasurer.

3. Situation vacant - It was suggested that getting members together to attend local shows would be a good idea. Booking yourselves in but meeting up near to the venue to drive in and park up together. If there is anybody that likes doing local shows and would be happy to take on the role please let me know.

4. It was decided to bring in a voluntary donation to club funds of £1 at the monthly meetings. There will be a donation/suggestion box at each meeting. Please note this is voluntary only.

Hopefully we'll see some of you at the **January meeting on Monday 10th**, if not on the run the day before. Regards

*Paul & Christina*

### North East

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Welcome to 2022

Let's hope this year starts better than last year ended. A long serving member of the North East, Mark Ramsay, passed away at the beginning of December. Mark had been fighting cancer for the past 2 years.

So at our Christmas meal it was decided to send the £60 we raised on the night to the Macmillan cancer trust

Our first scheduled meeting of 2022 will be on the **2nd of January**, I don't expect many to turn up for that one but I will be at the pub anyway, so pop along



# North East Northern Ireland

## North East Continues

and keep me company, after that we should be back to usual with meetings on the first Sunday of the month.

I have had an application form sent from the organiser of **Morpeth fair, which is scheduled for the 12th June**, so it looks like they are planning for the event to happen this year, once more events are scheduled we will sit down and plan our event list for 2022

Crack on with the repairs you need to do, as it will soon be better weather and you will want to get out in your car. My plan was to do a complete cylinder head rebuild on the GT6, but after a comprehensive compression test showed the head to be OK I will leave that for now so the plan now is to rebuild the carbs and Fuel lines and a couple of other jobs over the winter, so better get the parts ordered.

See you in 2022

*Geoff*

## Northern Ireland

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**Tel. 07707 288233**

Here we are at the beginning of not just another month but another year - 2022. Hopefully, it will be a much better year than last although, in fairness to the club, we did have a very full year of runs, events and places visited. A big thank you to all involved in making the year the success that it was. Our last run for the year was on Sat 6th Nov with us meeting at one of our usual spots at the Dunsilly park and ride, Antrim. Four crews initially met up there with Robert (T) and Daphne in the TR6, Alan (H) and Maureen in their Herald with, of course, Alan (F) and Pam in the Vitesse. I suppose that I should also mention that Heather and I were there too in our TR6. A quick chat in the car park and then we were off along the A26 towards Ballymena to take a left on to the Banish Road, before eventually meeting up there with Robert at the main Antrim to Randalstown road, then to take the M22 for a short distance, as near as possible to the legal speed limit to clear the cob webs from our wee motors. Leaving the motorway, we made our way towards the Lough Neagh coastline through the Staffordstown and Cranfield Point areas, unfortunately just missing out in seeing the church and holy well at the Point. We then made our way along the waterline towards Toome having an odd view of the lough as we did so. Inland again on the Rogeny towards Moneyglass to take the Loup Road towards the



Crosskeys area and the site of the Quaker burial ground at Millquarter and the infamous Crosskeys Inn before a zig zag of roads brought us to Ahoghill.

A straight run along the main road to the Creative Garden centre at Galgorm to meet up with Stephen (K). Of course, the main purpose was to have a tea and toilet stop and, a little retail therapy, not only for the ladies but the men too as I noticed. It was nice to have us all together at the one large table for a warm chat and something to eat. It had been a long time since we were last able to do so in comfort. Stop over and we were on our way again retracing our steps to the Gracehill area before travelling through the Lisnafillon side roads to see several sides of the now Wrights/JCB bus building sites and the rows of new buses waiting to move to their new owners. Keeping the River Maine on our right we continued along the minor roads overlooking Galgorm spa and wood before arriving in Cullybackey. Negotiating Cullybackey we continued to follow the river on our right before crossing it to make our way to, and over, Kildowney Hill and the surrounding area to the Creamery Can at Glarryford. Crossing over the A26 and meeting up with the Clogh river, it's really the beginning of the Maine, to take the Doury road. This eventually brought us past Kirkinriola Primary School to bring us to the Quarrytown and Rathkenny areas that enabled us to use the Longmore to drop down to the main Carnlough line at the "Halfway House" country pub and onward to the Sheddings.

A change of route here as we took to the Hazlebank and Carnstroan areas to arrive at the Slemish centre for a photo opportunity and car repairs. The repair wasn't too serious a problem that thankfully was rectified with some additional water being added to the cooling system.

In view of the falling darkness, we decided to miss a walk up Slemish, unanimously, but Pam was able to further her plans for her next painting, not Slemish mountain I might add. We will look forward to the fin-



## Notts

ished article in the not-too-distant future Pam! On the way again down the hill to the Carnalbanagh and the Glenview areas, keeping Capanagh wood on our left, to ensure we got to the main Ballymena/Larne line, or the A36, at the Glenhead road.

Another change of plan here as Robert (T) informed us that he was running low of petrol and so it was a slow economical run to Sainsburys for a top up and a bit of a relief on Robert's part. With the run cut short a decision was made to just continue on to our evening tea stop at the local Leighinmohr hotel. We were lucky here as the staff provided us with a room to ourselves, except for two couples, and so we were more than confident about the implementation of the Covid regulations. An enjoyable meal and at a very reasonable cost as we had used the "Beat the Clock" menu that gave us all a considerable choice. One downside to the run!

Next year we will have to ensure that our/my plans consider the season change and the dark evenings so that we finish in daylight and not miss the considerable views. Our Nov area meeting was on Thurs 18th Nov that was reasonably well attended. Thankfully, I had the opportunity to thank Peter (M) and Alan (For) for their assistance in transporting Simon's "new" GT6 from Glengormley to Gavin (M) in Newtownards to have several final repairs and updates completed before it returns to the road again in the not-to distant future. Not looking forward to the costs from both Alan (For) and Gavin (M), although in the past they haven't been too bad - hint, hint. A general discussion on the year ahead took place in relation to our meeting night and the possibility of an area club dinner in the early part of 2022, Feb or March 2022. We also touched on the possibility of having our weekend away, bearing in mind the changes to the Spring bank holiday dates now being Thurs 2nd June with an additional Platinum Jubilee bank holiday on Fri 3rd June. It was suggested that we should base ourselves in the Enniskillen area as there



is plenty to see there and still keep within Northern Ireland.

It is considered at this time that we would go the weekend before to possibly reduce costs - but more on that later. Short chat too about our AGM on Thurs 16th Dec when quite a number of decisions must be made about the management of the Northern Ireland area, proposed programme for 2022 and other related matters. Nice to have another telephone call from Gerard Guerrini who, for his sins, reads the Northern Ireland area news with interest although he is based in England! Bit of good news from him, he is selling his MG so hopefully he is keeping a Triumph. Lack of garage space forces the move, a common fault, for several of us I believe.

A shorter report this month which is not a bad thing I hear you say. Notwithstanding that I hope you all had the Christmas you wished for and that you had enough Triumph gifts to keep you more than happy. In the meantime, keep safe and well and remember our next area meeting on **Thurs 21st Jan**, unless we change the meeting evening again at the AGM. In conclusion Heather, Simon and I wish you all a Happy and Prosperous New Year for 2022.

*Douglas*

## Notts

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As we haven't partied in a while notts group had our usual Christmas dinner at the stags sandy pates sports bar, this is where we meet every third Wednesday from 7pm. There was a great turn out for the Christmas dinner as we always do a joint event with our friends little john classic car and bike group. The room was full of joy and Christmas spirit not just the alcohol either. So after getting seating sorted we then waited for our delicious dinner. Merriment commenced. It was lovely to see Andrew and Corinne from the leicester area who joined us for dinner. Although the group was slightly smaller it had a cosy and comfy feel







# Notts Peterborough

## Notts Continues

around the party. Disco music was in full swing, Sue and Di went on to the raffle where there were lots of raffle prizes to be won and we raised £195.00 which was brilliant to say we were a small group this year. After the raffle Di did the annual Christmas quiz, where I have to thank Roger and me Julie for the fabulous quiz. There was a winner which I thought no one was going to get high scores as it was very tough, but a great laugh. So more drinks and sweets to get everyone high the dancing continued. So from myself and Nigel thank you so much people who made the night an enjoyable and fun night to have.

We are attending the annual **Derwent Valley New Years run on Sunday 9th of January meeting at Ripley Sainsburys car park**. Contact DV if your not sure of any details, fancy dress is optional prizes for best dressed car and costumes for those who wish to dress in fancy dress. Hopefully see you there.

We are both looking forward to seeing you in the new year let's hope things are moving much better in 2022. Our next meeting at the **Stags ground is on Wednesday 19th January from 7pm**.

Happy New year everyone.

Best wishes



*Nigel & Di*  
x

## Peterborough

[www.tssc-peterborough.webs.com](http://www.tssc-peterborough.webs.com)

**Tel. 01780 666**

In December we shall have met-up at The Bluebell in Helpston for our annual Christmas Dinner. If previous years have been anything to go by, then it'll have been a great evening with plenty of beautifully served food, and some games organised by the pub which always go down well.

We'll be at The Gordon Arms in Orton Longueville on Monday the 10th of January at 7.30pm, which is the next venue for us to try for size, thanks to Colin for arranging these.

Future Events

We might organise a Sunday lunch run out to Barnack sometime in February, and I'll take point duty on that.

**90**

The Isle of Wight weekend is at the end of April/start of May, and if you'd like to take point duty on that then just say.

We also discussed the possibility of a run to visit "Just Jane", the Lancaster bomber sometime around May, and Doug will take point duty on that.

Colin has always shown a keen interest in the semi-annual (every 2 years) pilgrimage to Le Mans in July, take point duty on that.

In August there is the Inter-Club Triumph weekend at the Stafford County Showground, and again point duty is currently free.

Behind Garage Doors :

We've not much to report engineering-wise, except that (presumably) several of our cars are now safely over-wintering. We'll find-out later whether the worries regarding E10 fuel and it's hygroscopic and corrosive properties were justified, and to what extent (if any).

I've replaced my rear dampers with Konis to match the front and finished replacing all the bushes with all polyurethane ones on my '79 Spitfire. With the dampers set to their softest setting, the handling does seem to have tightened-up nicely without being over-harsh, but perhaps it's just a case of confirmation bias.

This from Doug Balderson:

In the run up to the Christmas meal and checking up on old friends...

I spoke with Doug Kendall who like a lot of people is still reticent about mixing with people in crowded places. He was telling me of his recent fortunes with Volvo's as he does tow his caravan.. He was going to join us at The Cuckoo but the auxillary drive belt decided to come off and got involved with the cam belt resulting in a sheared cam belt and engine damage. He decided to trade in the XC90 for an XC60 - (Douggy K. loves Volvo's - well did!) - and decided on an XC60 with quite a difference in the Road Fund Tax. However as he was reversing his new acquisition into his drive this newer Volvo also threw its auxillary drive belt and it had to be towed into his yard up a bit of a slope - and the only vehicle he had to tow it in was his Lotus replica Tiger special. I am sure you will want to hear the rest of this story from Douggy himself because it does make good listening. Douggy now hates cam belts and believe they should all be banned and timing chains made compulsory - our Peugeot RCZ Douggy has had a cam chain at 30K and another at 53K when the tensioners broke up and got in the engine!! Very expensive.

My advice is stick to cam belts!!

Dave and Chelle Gillies were unable to make the Christmas dinner due to heading off to Southern Spain the week before on another of their mammoth tours with the post Brexit maximum of the 90 day limit.



# Scotland Central Somerset

On visiting a family owned vehicle finishing operation - paint mixer - to get a touch up paint for the TR I was surprised not only with the use of the spectrometer but also the helpfulness of the staff. Thumbs up for Granville Supplies. They also gave me a tip - When building up from a chip apparently some of the professionals now use the Gel version of Superglue as not only that it doesn't run but you can build up the base quite quickly and its very hard.

New member Tony Harding had taken the trip from Stamford to Lubenham to look around the headquarters at Lubenham and was amazed at the show cars and the exhibition in general. He is going to take his Vitesse and his sons TR6 across for valuations - in two trips I would imagine unless he can borrow Santa's sleigh when he's finished with it at Christmas.

Ann Lawson texted me on the 30th November to advise that Brian has broken his arm in 2 places and they are stuck in Cornwall as he is the driver. Though they had paid deposits for the Christmas meal I don't know whether they will be able to attend.

We ventured across to the TSSC Sunderland Court HQ on the 5th of December and was made very welcome by Chris Gunby and his Team of Elves (staff and COM members and partners). They had quite a few members attend and there were deep discussions going on between some. I was in the vicinity of the shop desk when Angie signed up a new member - so there was certainly some good solid vibes. The shop was also busy as were the ladies making the teas and coffees - oh yes, there was Angie with her baked spuds and chillie and a spread of cheeses etc.. Thanks for the refreshments. The showroom has recently acquired a white Stag which is unregistered with just 178 GENUINE miles on the clock. It has spent it's life in a car showroom. Colin, Neville, Grahame and myself had our lunch round the Board Table. Was that sacrilege or what! We also saw the very recent acquisition of the personal design drawing equipment of Walter Belgrove which is due to be displayed in a display cabinet. Walter Belgrove designed Triumph cars from the 30's through to the 1950's and even the TR2. He wasn't involved in the design of the Triumph Roadster - but he said it's back-seat (dickie-seat) passengers reminded him of "two privates perched over an Aldershot latrine"!

I hope everyone has the Christmas they're hoping for.

*Charlie*

**Please Send Area News to:**

**courier@tssc.org.uk**

**By 8th of each month - Thank you**

## Scotland Central

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**FB. [www.facebook.com/groups/TSSCScotland](https://www.facebook.com/groups/TSSCScotland)**

We held our annual general meeting on Thursday 2nd December using the TSSC Zoom facility, I have been re-elected by the membership as area organiser for the TSSC Scotland Central area, My re-election was confirmed by Iain MacPherson and Colin Sansome,

We have a registered Business Bank account with the COOP bank and currently have £464.60 in the account, signatories on the account are Colin Sansome and myself,

We have approximately 160 TSSC members in the Scotland Central area and it would be great to see you out at the shows and events we have planned for 2022,

**Current plans for 2022 include the following events**  
**22 to 24th April - Drive IT weekend, our base this year will be the Panmure Arms Hotel in Edzell**  
**14th May - Millport classic car show on the island of Cumbrae off the west coast of Scotland**  
**18/19th June - Thirlestane Castle - most members will be camping at the C&C site at Lauder**  
**25/26th June - Moffatt Classic Car show**  
**30th June to 3rd July - Le Mans Classic - France**  
**9/10th July - Glamis Castle Classic Car Show**  
**24th July - Dumfries and Galloway - Festival of Transport ( show not confirmed yet )**  
**14th August - Biggar Rally**  
**19 to 21st August - Triumph interclub weekend - Stafford**  
**26/28th August - Silverstone Classic**

This is a provisional list of events and registration will be required for most of these events

*Dave*

## Somerset

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It's now officially winter. It gets dark in late afternoon, the roads are wet and often muddy and there is salt on the roads. This is not the environment where most of us take our treasured Triumphs out of the garage. So, things have gone quiet.

It is a good time to reflect on 2021 and what has been happening for us TSSC Somerset area members.

Due to the lockdown nothing happened in the early part of the year. Our monthly meetings were on



## Somerset - North Staffs

### Somerset Continues

Zoom, and we had not seen any other members face to face for almost a year. Denise and I took over as AO's in March and two days later the details for three or four shows arrived in our inbox. We had to quickly get ourselves organised and send out details of the shows to our members. There was a good response for the Steam and Vintage Show and Norton Fitzwarren but little or nothing for the other shows. Several weeks before the Steam and Vintage Show in August it was unfortunately cancelled due to the continued uncertainty which was a shame.

We found a new meeting place in the Knowle Inn near Bridgwater. This has been a success so far and although numbers of members attending are still quite low, they seem to be picking up a bit. Hopefully 2022 will see numbers rising some more.

We promoted the Drive It Day in April and did our own thing on the day visiting Somerset landmarks and taking photos for the TSSC competition but didn't win anything.

A few of us went to the Haynes Breakfast Club and it was the first time we had met for over a year.

In about May we started thinking about a drive out for when most of the lockdown restrictions were lifted. The route was eventually finalised and despite a last minute reroute having to be planned due to a possible closed road the Pit Stop and Picnic drive was run on the same date in August when the Steam and Vintage Show had been scheduled. Hopefully people would still have this date free in their diaries. We said that we would not run it with less than 8 cars but in the end ran with 6 cars plus us in the Vitesse. This was a bit disappointing especially as it was the first big event we had organised as AO's. As no one had been doing anything much for the past 18 months we were hoping for more entries.

We could have catered for twenty cars. Those that took part had a good day out. No one got lost and there were no breakdowns on the 75-mile route and the weather just held out as well.

We continued promoting some of the shows that were still planned via emails to our members, but no one came back to say they were going or interested. It was clear from posts on our Facebook Group that some members were attending the odd shows throughout the summer, so people were out and about.

Denise and I spent two days with the Vitesse at The Triumph and MG Weekend at Three Counties Showground at Malvern. We had a great two days.

In September we finally attended our first show officially as TSSC Somerset. With Scott and Janette in their Spitfire we spent a really good day at the Beach-

side Show at Brea.

As I type this our Christmas meal is in two days' time. We have 16 members attending and are looking forward to a good night out.

Denise and I had a busy time outside of the TSSC activities this year. We took the Vitesse to Goodwood Revival for two days and spent a few days after relaxing at Southsea. Then a week later we took the Vitesse on the Two Rivers Scenic Tour organised by Forrester's Car Club. So, 500 miles to ten days and the car didn't miss a beat. We did a couple of small local shows at short notice. It was good to meet some local people and see such a variety of cars. We used the Vitesse often this year and clocked up over 2000 miles.

The TSSC members have increased in Somerset this year and we now have over 130 in our database. Our Facebook Group members have increased by a lot, and we now have nearly 200. The Somerset Area Group is active as is the main TSSC Group and both are used daily just to pass interesting information and photos or by people looking for help with technical problems. We think that it is an invaluable resource. And that was 2021.

As reported last month many of our members will hopefully be finishing off rebuilds this winter so we wish then all the best of luck and hope that they all have a warm garage to work in.

We have jobs to do on the Vitesse this winter. Mainly bodywork, which is a pain, but it has to be done before starts to show. But this is on hold for now as our other toy, the Peugeot 306 RWD rally car also need work after its last event in November where the clutch plate broke and locked itself into the clutch cover. Also, there are technical rule changes for 2022 that must be complied with that are taking time and money.

Hopefully 2022 will see things getting back to normal but this virus just doesn't want to give in so who knows what will happen. We just must keep positive and get out and enjoy our Triumphs at every opportunity.

If you have any rebuild stories and photos we would love to see them and hopefully can get them into our report for a Courier in the future.

We hope you all had a very Merry Christmas and we wish you all a Happy New Year.

*Alan & Denise*

### North Staffs

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Happy New Year to all members and staff, and a big thank you to all com members who give up their time to help keep the club running smoothly.



It's a year that has passed at great speed or is that just an age thing, just twelve months ago we had been in lockdown over Christmas and the restrictions had all but curtailed any classic car activity over 2020. This year has also seen many of the events that the area would have attended canceled with just a few shows returning in the latter part of the season.

As we approach 2022 we are now seeing new covid strains emerging and are we again going to have restrictions in place, again curtailing our activities, the reports are showing that covid could be with us for three to four years let's hope they have got it wrong and 2022 will be a better year for everyone.

I hope you all had a good Christmas and had some nice goodies for the car in your life, as we deferred our Christmas meal we still have a New Year get-together to look forward to.

Don't forget the **MG & Triumph spares day Jan23rd at Telford International Centre**, pre-book tickets online at £10.

Some dates for your diary: **Drive it Day 24th April, Sandbach Transport Festival 23-24th April.**

A full list of events will be posted in the new year as soon as dates are available, if you know of any local events please get in touch so the information can be shared.

Here's to a successful 2022.

Happy New Year to all

*Dave*

## West Sussex

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Tel. **01403 253034**

I have to begin this month's report with the news of the very sad passing of one of our Area's stalwarts, the hugely popular Roy Webb. Roy had been unwell for several years and in and out of hospital several times this year, but he was a real fighter and kept surprising us all with the way he kept bouncing back.

This picture shows Roy and son Alan at the 2019 Silverstone Classic, with Roy's Herald and the ebullient Mike Brewer. Roy was hugely popular



with all our Area members, as the comments on our Facebook page prove and will be sorely missed.

Roy's Triumph enthusiasm ran deep - the second picture shows some of his Triumph models, with the star being the wooden Spitfire that he carved as a trophy when a member of the Midlands Spitfire Owners Club when he was 18.

**Our sympathies and love go to Roy's wife Pat and to his son Alan, another Area stalwart.**

After a fairly poor turnout in October, numbers were up again in November - and could be even higher for the December meet, which doubles up as our Christmas meal.

Although I didn't do a proper tally, AO Nigel tells me that there were 9 of us - and 5 Triumphs. So, honourable mentions go to the drivers of those cars: Henryk (Vitfire), George (Vitesse), Dominic (Vitesse) and especially to two members joining us for the first time, John travelling from Horsham (blue Spitfire) and Jez making the journey from Thakeham (yellow GT6).

Dominic managed to keep the excitement going right up to the final departure, when he gunned up his 6 branch manifold Vitesse to depart in style, only to break something in the drivetrain! He got home, but his car will now languish in a cold garage until he gets a chance to take on the repair. Not yet sure what's involved, but he's pretty sure it'll be a gearbox out job - possibly leading to a Type 9 conversion.

Glen wasn't able to join us, but is keeping busy fitting a high compression, unleaded head and high lift cam to his son Joseph's Spitfire. The crank pulley nut was holding up proceedings at the time of going to press and has been the subject of discussion on the TSSC Facebook page.

Barry took his Herald for a run around Bognor and Chichester after again fixing a fuel leak! It's now safely tucked up until the next fine warm day tempts it out.

Jess has decided to finally sort her Herald out, with proper polybushes on the front suspension once and for all, having been badly let down by a local garage, and to get new steering column bushes fitted at the





# West Sussex - North Wales South Wales

## Sussex West Continues

same time, as her steering is a little loose although usable. She says she "makes it around most bends"! But getting it done didn't turn out to be quite so easy.... "I jump into my beloved to find she won't start despite being put to bed with no issues. The overnight car destroyer has visited to create a fuel starvation issue ... a helpful friend has suggested perhaps mechanical pump guts have been devoured by ethanol... so I will start here on trying to resolve this. This will be the next session of "get this car started"

Months ago, I wrote here that many of us would probably start to experience ethanol-induced fuel pump diaphragm rot when we brought our cars out in the spring each year, so - prompted by that and by Jess's report - I thought I'd better check the pump on my Spitfire. Again, not so straightforward! I've spotted that she's fitted with an interesting, non-Spitfire fuel pump, which seems to be a 1300 or 1500 saloon spec one. Investigations continue.

After 2 years, this is my last West Sussex Area report. It's been fun to do, if a bit of a challenge through the "no meetings due to Covid" times, but it's time to hand it on.

I'm delighted to report that one of our newer and younger members, George Ashborn has offered to take it on from next month. George's enthusiasm is a great asset to the Area, not least because he knows a bit about his car! He runs running a Vitesse saloon which he has brought up to a great standard, and which he maintains himself.

We'd love to see you at one of our monthly meetings at the Selsey Arms, whether you venture out one dark winter evening, or wait til Spring starts to spring - I'm sure that AO Nigel will be there on the **3rd Wednesday of each month**, and you should find a few of us keeping him company.

*John*

## North Wales

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Hi, everybody. We had our meeting as Border Classic Cars on Tuesday 9th November at the Trevor Arms, and this was attended by nineteen people, a good turnout for the first meeting under our new banner. It was great, with a lovely atmosphere, and a lot was discussed, i.e., new logo, regalia, etc. We would like to point out that the website address will be changing, in the meantime do not try to access the old one as it is now defunct:- we will keep you informed. Once again, we would like to make sure that all mem-

bers of the TSSC know that we are no longer associated with the Chester & Wrexham group in any way, shape or form, and if you hear anything to the contrary just take it with a very large pinch of salt!

Well, that is that for now, a short article but like we have said before it is important to keep details out there. Take care on the winter roads, and please remember that you can contact us by e-mail or telephone if you have any questions.

Very best wishes for 2022,

*Helena & Roger.*

## South Wales

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Wishing everyone a very Happy New Year from South Wales Area and to all our Triumph friends near and far. We had our monthly meeting and AGM at the Lighthouse on 29th November and managed a good turn out with a few members attending that we had not seen for a while due to the ongoing plague. A good evening was had and the members decided that I should continue as AO for another year. Thank you to the South Wales club members for your support. During the month we had two Runs out this month for the club the first being The Haydon Broth-



ers and Andy's run to Llangorse Lake near Brecon. It is referred to as a lake near Brecon due to the fact that every time TSSC South Wales have a run there it appears to move location depending on who is navigating. It appears as one of the Great lakes on the AO's sat nav. This was attended by the afore mentioned Haydon brothers Jared and Kalib in their 13/60 saloon Andy in his Spit Mk IV and Tony Magpie in his very shiny Spit MkIV along with Bernis TR4a and new members Megan and Sandra in Megans Herald 13/60 convertible. Bern's comprehensive write up for the run states that everyone got lost on the way to



Llangorse after 200 yards and when an element or organisation was established the destination was in-



deed found after it was established that a rogue satnav similar to a model possessed by the AO was being used.

After some scrabbling in his boot Bern found a Map and Sextant and order was re-established and the cars headed in the general direction of Brecon. Megan's Herald decided to Chug and not Run properly and after Bern had worked his mechanical magic and sorted the distributor the Herald ran perfectly without Chugging. The rest of the run was by all accounts uneventful and everyone made it home safely. It was great that this event was attended by 4 new members, well, newish. Our next outing was not attended by myself as the Welsh Health Assembly had arranged for my Christmas vaccine the previous day and I was a little off colour. However Bern's write up of what has been called the Stalwarts Run on Sunday 28th November cannot be edited as it would spoil the presentation of the facts so here it is in full as Bern wrote it.

For Meg (now short for Meganic), the run started on Friday 26th. On her way to college the Dynamo on her 13/60 Convertible failed. Not wanting to miss the run her mother Sandra contacted me to ask if there was anywhere local that they could buy a dynamo. I'll have 982 on the shelf in my unit, one of them is serviceable! I replied, 'come and pick them up if you want'. Within the hour Sandra turned up and took the 982 Dynamo's away. Saturday afternoon I had a txt from Sandra 'Megan(ic) checked each Dynamo and managed to identify the usable one, she has fitted it and we are all set for tomorrow's run, apart from the 10 feet of snow forecast!'. 'Don't worry about the weather, it's all in hand! I replied'

That evening, with my TR laden with 72 frozen chickens from ASDA, Jack & I travelled to Caerphilly mountain for the sacrifice to the weather gods. With the wind howling around us and the snow starting to get thicker, we soaked the stack of wood logs with petrol and threw on a lit match, nothing! 'What petrol did you buy Jack?' I asked. 'I think it was E10' replied Jack. 'We'll never get that to light, let's go to TEXACO for some E5' said I.

When we returned with the E5 petrol and again soaked the wooden logs, the fire was soon lit and when the flames had a good hold on the logs Jack started to throw the sacrificial chickens onto the pyre. I repeated the incantations passed down to me from previous Classic Car Run organisers and when the 20th chicken started to burn the snow stopped and turned to rain, when the 58th chicken started to burn the wind dropped and by the time the 72nd chicken was on the fire there was no rain, no wind and the temperature had risen to 5 degrees. 'Fantastic! I said,' perfect conditions for tomorrow's run!.

Sunday morning Jack and I jumped into the TR in the very sunny, but cold weather. We took the private road to Cardiff Gate Services for our 'Ton of the run' where we were soon joined by Paul & Dotty G in their Vitesse Convertible, Megan(ic) & Sandra in their 13/60 Convertible and Paul Schanzer in his 1200 Convertible. At the designated time we left for the 2nd rendezvous point at Nantgarw where Tony 'Maggie' Pontin (MkIV Spitfire), John Pearce (MkIV Spitfire) & the Heydon brothers Jerad & Kalib (13/60 Convertible) were waiting. Tony & John had their soft tops down for the run and we travelled along the A470 to our first stop just past the Storey Arms in the glorious sunshine. We took a few photos at the stop where we noticed that Tony's head had disappeared to be replaced with swaths of scarves. John 'blue head' Pearce suggested that we take some images by the Castle when we stopped in Llandovery, which was deemed a good idea.

We set off again (Tony now with his soft top raised) for Llandovery. Some of the group had't studied the itinerary fully and had missed the bullet point - TURN LEFT OFF THE A4125 ONTO THE ZZZZXX9998765231B FOR A PHOTO SHOOT IN LITTLE KNOWN BEAUTY SPOT BEFORE TURNING ONTO THE A40 TOWARDS LLANDOVERY VIA A GOAT TRACK NOT USED SINCE 4987 BC. With this successfully accomplished we arrived at Llandovery where we parked up as John had suggested for another photo shoot. We then moved to opposite the Caf  where I soon worked out how to operate the parking meter. Having learnt from past experiences (Tony Maggie Pontin not being able to release his shiny coins into a meter) we all chipped in for a ticket for him then made our way into the Cafe. I then had a major stroke of luck, Kalib had bought himself and his brother a breakfast





# South Wales Wessex

## South Wales Continues

and Jerad had bought himself and his brother a breakfast, so with 2 breakfasts over ordered, Jack & I ate for free. Fantastic! (thank you Jerad & Kalib).

With our hunger satisfied our procession of cars turned back along the A40 then onto the A470 where we stopped for a hot drink at the lay bye before the Storey Arms. It was here that Meg decided to lower her soft top and I could see the delight on Sandra's face at the thought of the drive home.

We all said our 'good byes' 'see you after Christmas', then 'see you tomorrow's' and jumped into our cars for the final run home, with cars turning off at various junctions. Jack and I managed a 2nd 'Ton of the run' on the private road near my house before parking the TR in its garage.

It had been another great run out and I must thank those who had made the effort to support it. We were all very impressed by Meg's efforts to get her car ready after the Dynamo failure on the Friday, a BIG WELL DONE from us all. It was also great to see Paul in his absolutely immaculate 1200 Herald after the restrictions over the past 2 years had curtailed his ability to get out and about on the club runs.

FANTASTIC !

(NO CHICKENS WERE HARMED IN THE ORGANISATION OF THIS RUN)

My thanks to Bern for supplying this article which may or may not appear in the TR Reg Sec's section.

*AL*

## Wessex

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Here we are, 2022, where have the years gone; well the last two we can forget about, and hopefully look forward to this one with a bit more optimism; although at the time of writing, things were taking a turn for the worse. The January issue is always a difficult one to write for, as most has already been said, and Christmas & New Year has not happened (at time of writing). So I will start with third time lucky for **Le Mans Classic, June 30th – July 3rd**, postponed from 2020 to 2021 and that was then postponed to 2022; giving Alan the headache of rearranging the ferries more than once, which was not as straight forward as you would think; let us hope it all goes to plan this year. On to **Silverstone Classic; now at the later date of 26th – 28th August**, which is the Bank Holiday

weekend. This was also postponed from 2020 to 2021 and did go ahead, though we all decided at the last minute that the risk was not for us, so we decided to err on the side of caution and forfeit our entrance money. Do we do it this year? who knows; I think we will wait and see how things pan out. Closer to home, **Classic Cars on the Proms has been resurrected with some dates; 16th January; 13th February; 13th March; 10 April & 15th May**. This will be for vehicles registered before September 2001 (the change over from the old style number plates), which hopefully will encourage some new younger blood to take over the running, as it still seems that the same old faces are still doing the organising and all the work.

Ringwood A31 contraflow; I touched on this last month and though it is not our place to report on roadwork's, I feel that as this is going to have such a large impact for the whole area from Salisbury; M3/M27; The New Forest and Lyndhurst; Poole; Bournemouth and all the villages and towns within at least a thirty mile radius, I think a mention is justified. For how long you ask?, for the next eleven months!!! This is one of the busiest roads on the south coast, being the major artery to the south west, Devon, Cornwall, etc., and with major repairs to the bridge on the A35 at Homsley, the other major route to the south & south west, things do not bode well. Reports on Radio Solent have already been coming in about alternative routes that us locals know about, are getting busy and this is before the contraflow has actually started. I don't want to put anyone off from coming to this beautiful part of the country, just be warned that it could get a bit fraught! Hopefully by February we might have a better picture on this and other major topics, like the Covid, Global Warming, etc., etc.

We will carry on doing our own thing, either as a local area, or in smaller groups, as everyone has their own agenda on what they want to be doing; some prefer the larger shows, like the NEC Birmingham, which some of you attended; or the many invites to road runs that have been organised by various local clubs. Other than that, it has been family and non car orientated activities and hobbies; last resort, doing those jobs around the home that we have been putting off!

Keep smiling,

*Martin*

**Please Send Area News to:**

**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**By 8th of each month - Thank you**



## West Midlands Worcestershire - North Yorkshire

### West Midlands

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Happy New Year everyone don't forget our new year get together **Saturday 15th January 2022** at the Toby Shenstone West Midlands. Tickets available at the monthly meeting £8.79 for the carvery.. If you want sweet and drinks extra pay on the day.  
See you soon

*Chris*

### Worcestershire

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Firstly, to all our readers, I wish you all a Happy New Year and hope your Christmas festivities went without a hitch! Secondly, and most importantly, the January meeting will be on the **10th January** because of the Bank Holiday on the 3rd.

We had yet another quiet night with 11 members attending and a relatively short meeting because the venue apparently weren't expecting us and as a result were closing at 9 p.m!!!! Oh dear Andy, you weren't driving and were hoping to have a couple of beers - hope you managed it after I left. Thank goodness though, we managed to escape the raffle as there was no time - Phew!! So no sponges or cable ties!

A few members went along to the NEC Classic Car show and had a good time and probably came home a few £s lighter.

Vicky is hoping to complete the 2022 calendar soon, so she needs your pictures of your cars in whatever state of repair they may be.

Finally, the **Triumph and MG Spares Day, to be held at the Telford International Centre on January 23rd.** This is a revised site instead of Stoneleigh apparently.

That's all folks so here's wishing you a much more TRIUMPHant 2022 - so lets get out their in our cars. TAKE CARE EVERYONE.

*Stefan*

### North Yorkshire

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Hi All, by the time you read this news letter we will be in to the new year with the day light getting hours getting longer so time to think about getting on with the

car related jobs we had planned but also keeping warm in that cold garage.

You may get this through the letter box before our **Christmas lunch on the 15th January** so still time to contact Grace if you want to join in. Our monthly meetings at the **Hare and Hounds** are going well with good attendance from TSSC as well as members from the TR Register we seem to have so much in common so will continue with this venue, **the second Thursday meeting at the Motorist will start up again in March** so will look forward to that.

I have had emails from members in the north of our group so what I am thinking is that if we get enough response we could hold another meeting venue in the area that would suit members, at the moment Pickering seems the likely spot but if members could contact me by email with their thoughts hopefully we could get this up and running for the spring.

Just to help me with writing the news letter if you have anything to report on, car related or events



please let me know photos are also welcome of cars or events.

Best Wishes for the New Year

*Keith*

**ALL TSSC Members!**  
**Please check with HQ**  
**That your Telephone &**  
**E-mail Details are Cor-**  
**rect and Up to Date**  
**As Area Organisers need**  
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