

TSSC Club Shop

NEW YEAR - NEW RANGE!!

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New Triumph Beanie Hats
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CAR MODEL LOGO CAPS
CCAP £9.00 P&P 0.1Kg

High quality fully adjustable with car logo on the front. NAVY. Car Model logo embroidered onto the front
LOGOS AVAILABLE
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State Model of Triumph when ordering.

Please state Colour and size when ordering
Logos are positioned as shown

NEW TSSC Logo Fleece Gilets



New TSSC Fleece Gilets

Gents M,L,XL,XXL,
BLACK

Full Zip £30.00

Ladies M,L,XL,XXL
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Full Zip £30.00



TSSC Polo Shirt



TSSC Polo Shirt

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State Size & Colour when ordering

Club Shop Telephone Orders
01858 434424

- www.tssc.org.uk

P & P
All Clothing 0.7Kg
Caps 0.1kg

THE

COURIER

No. 512 FEBRUARY 2023

THE COURIER NUMBER 512 FEBRUARY 2023 TRIUMPH SPORTS SIX CLUB



TSSC COUNCIL OF MANAGEMENT 2023

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



TSSC HQ TEL. 01858 434424 - 9 TO 5 MON TO FRI

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Club Shop. Julian Rowell - clubshop@tssc.org.uk



Accounts. Trudi Prettyjohns - trudi@tssc.org.uk



Editor: Bernard Robinson - courier@tssc.org.uk



TSSC HONORARY MEMBERS

Chris Allen. Dave & Sue Bayliss.

Trevor Collett. Martin Cox. Eddie Evans.

John & Pam Griffiths. Leon Guyot.

Pip Flegel. Michael Hancock. Angie Hill. John Macartney.

Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Victor & Vivien Thompson. Peter Williams.



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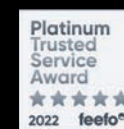
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At Footman James we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options including **breakdown, agreed value, salvage retention and spare parts.**

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THE February 2023 COURIER

Price £3.50 Free to Club Members.

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Cover Shot



DAYS ARE DRAWING OUT!
COVER PICTURE
TAKEN BY GARY WATKINS

Courier Copy/Area news



Editor. Bernard Robinson
e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Word/etc Document attachments please

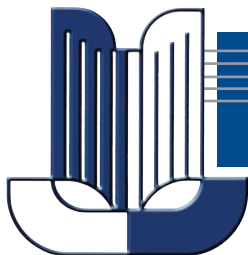
Courier Copy By 8th of Each Month

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

THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2023

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TSSC HQ Services

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

TSSC Head Quarters is Open to Visitors

9am to 5pm - Monday to Thursday.

9am to 2.00pm - Most Fridays - Check First!

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00

Young Member (Age 17 to 25) £25.50

Direct Debit: Worldwide Membership & Renewal (From UK Bank Account Only) £45.00

Young Member (Age 17 to 25) £22.50

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 Website: 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

Form on Website: 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

Tel: 0121 274 5348 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 01480 400763

CLASSICLINE INSURANCE

Tel: 01455 639 000

CLUB SHOP - Mail Order or Local Pick Up

TSSC HQ Team, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

e-mail: clubshop@tssc.org.uk

Shop Online: www.tssc.org.uk

Tel: 01858 434424 Fax: 01858 431936

TSSC ACCOUNTS

Trudi Prettyjohns, TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF

e-mail: trudi@tssc.org.uk Tel: 01858 434424

TSSC MUSEUM - Open Mon to Thurs

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: info@tssc.org.uk

TSSC SHOW CAR REGISTER

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

e-mail: info@tssc.org.uk

COUNCIL OF MANAGEMENT 2023 meetings:

April 16th TSSC AGM 2023

27th June 31st August

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

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

Area Organisers

For this months CoMment I thought I would like to chat on how to be an Area Organiser, which isn't as difficult as it seems or sounds.

It's all about having a bit of fun and laughter with a group of classic car enthusiasts not necessarily only Triumphs, because as we know the world of Triumphs is getting slightly smaller. So this is why it may be easier having a group of like minded folks having a chat and a drink or bite to eat. Enjoying local classic car shows and engaging them in meet ups around your area.

To be a TSSC Area organiser you yourself have to be a member of the TSSC. And other TSSC members vote for you and then off you go.

Setting an area is so simple. The more fun the more laughs you will have. A lot of our organisers meet with other clubs on their nights or go to meet ups on a weekend. In my experience I have

been an Area Organiser for nineteen years and tried many ways of bringing in new members and trying to keep it fresh and new. I have organised new year runs out, camping weekends, and gone to the museums in our area.



Waltham show

We Meet up with surrounding areas. Also we have gone on holiday with groups who are TSSC members, and organised static shows.

It is great that there is so many classic car venues and shows around the country as it provides great meeting points and some where to begin your own meet up.

If this sounds something you would like to do then give me a shout, and on the TSSC website you can have your own page for your events and we can supply your own Area banners and flags, which is a great way to show the TSSC are in attendance.

Hope to see you around, and as we always say...

...Do More with Your Triumph!

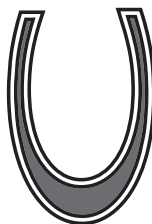


NIGEL HILL

**COUNCIL OF MANAGEMENT - DIRECTOR
AREA LIAISON OFFICER**



M25 East



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

April 2023

FRI/SAT/SUN/MON 28/29/30/1 MAY
ISLE OF WIGHT CAMPING WEEKEND
COWES ISLE OF WIGHT
TEL. 01983 293452

June 2023

SAT SUN 10 & 11 JUNE 2023
MG & TRIUMPH 100 YEARS
SILVERSTONE - WWW.MGCC.CO.UK
EARLY BIRD DISCOUNT CODE. **TRIUMPH23**

July 2023

SUNDAY 23 JULY 2023
TRIUMPH SPORTS SIX CLUB
100 YEARS OF TRIUMPH BORDER RUN
(TSSC FOUNDERS DAY)
VENUE - YOUR LOCAL AREA

August 2023

SUNSHINE RALLY ON THE WEEKEND OF
FRIDAY 4TH TO SUNDAY 6TH AUGUST
CONTACT DAVE 07770 650802

September 2023

SUN 10 SEPTEMBER 2023
TSSC HERTS & BEDS
DUXFORD ALL TRIUMPH & CLASSICS DAY
IWM DUXFORD - CB22 4QR
CONTACT PETER LEWIS. 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

February 2023

SUN 12 FEBRUARY 2023
TRIUMPH & MG SPARES DAY
STONELEIGH PARK
WARWICKSHIRE CV8 2LG
DISCOUNT TICKETS BOUGHT IN ADVANCE
www.mgandtriumphsparesday.co.uk



March 2023

FRI/SAT/SUN 24/25/26 MARCH 2023
PC CLASSIC CAR & RESTORATION SHOW
NEC BIRMINGHAM
DISCOUNT TICKET CODE **MAR23CC154**
www.necrestorationshow.com

August 2023

FRI/SAT/SUN 25/26/27 AUGUST 2023
SILVERSTONE FESTIVAL
DISCOUNT TICKET CODE **23CCD035**
www.silverstone.co.uk/classic-car-clubs

Insurance Valuations

Insurance Valuations can be done via E-mail.

Valuation Forms Available from here:

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 with Minimum of 4 Pictures attached.

£20 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



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/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									
Model & Yr.	Reg. Number	Body Type	Engine Size CC	Year of 1st Use	Power / A/kw	Year of Acquisition	Recorded Mileage at Submission	Date of purchase/Year	Purchase Price

Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chassis & Frame	Chassis & Components	Interior	Engine Bay	Mechanics & Suspension	Electrical equipment	LAST Known Valuation	Sign of Vehicle File

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

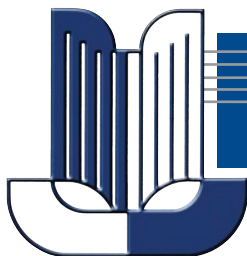
A1+ The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.
A1/S - SERVICEABLE: The vehicle must be in a condition with background classes, mostly free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

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 condition of the vehicle are as stated, the value will be agreed. If the Club Car has been stolen or under valued by the member, a reserve value will be set and you will be advised accordingly.

In the event of a dispute, the Club may request a more comprehensive or general appraisal.



NEWS REVIEW

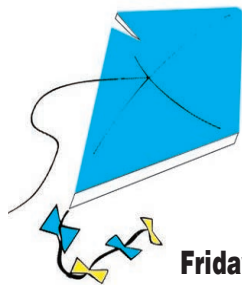
Monthly News of a Triumph Nature

Support your Local and National TSSC Events

The TSSC Events Calendar is starting to fill up very fast so please do your best to support the hard work of the Organisers and as stated last month this is a very special Year for Triumph Enthusiasts as it celebrates **One Hundred Years Of Triumph!**

If no other year, then please in this one, you really should...

**Do More
with Your Triumph!**



2023 TSSC Isle Of Wight Triumph Weekend

Friday 28 April to Monday 1 May 2023

Waverley Park Holiday Centre

51 Old Road, East Cowes, Isle of Wight. PO32 6AW.

www.waverleypark.co.uk

Telephone: 01983 293452

email: holidays@waverley-park.co.uk

Please quote **TRIUMPH** when making reservations

Discount available on **Red Funnel Ferries** only

48 Static Caravans 3 Flats 33 Serviced Pitches

Large Camping Field



February Club Shop Offer

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

Special Castrol Oil Service Discount OFFER



For February we are offering **5
litres of Castrol Engine Oil
for £30.00 (Saving £5)** P & P 5Kg
**And 1 Litre of Castrol EPO 90
Gearbox / Diff/ Trunnion oil
at £10.00 (Saving £5.)** P & P 2Kg

Lost & Found

I recently received something a little unusual, a hand written letter. In these days of everything being in such a rush, emails, texts etc, it was really lovely to read a proper letter, and even more so that it contained a few photos – yes, real prints, not something only seen on a screen or printed out on the family printer.

Graham Irvin from Suffolk wrote: "After a photo sort out I found these pictures that were taken many years ago and thought that they may make a contribution to a future article in the Courier. The first picture of the red Spitfire, as far as I can remember was



race which I think was Brands Hatch. Who raced or owned it I do not know but signs on the car may give a clue, perhaps a fellow member may know. Again a photo taken around 1968-69. It looks like its original registration plates are on the rear. [Suzie note: even blowing a scan up large and peering closely I couldn't

make out the number beyond that it may have begun with a 9]

The conifer green Spitfire was mine with me in the driving seat. It was a 1963 model registered during March of that year. The photos as taken in 1968 not long after I purchased it. There was a works hard top with it."

[Suzie note: Sadly 764 XOO is no



taking part in an auto-cross competition in Ruislip Middlesex (now a housing estate) sometime around 1968-69. I thought it was an unusual vehicle to take part in this form of motor sport.

The second picture of a light green Spitfire taken in the pits it was entered in a Mod Sports

longer on the DVLA website, I wonder if there is any chance the number was replaced and the car survived?]



I know it's a long shot but, as ever I will ask, can anyone shed any further lights on these cars or events?

"Hi Suzie - If it Helps?....."

The Second Light Green Spit I believe to be a Gold Seal Racing Spitfire and was Driven by Chris Marshall,



It too had a Blue Nose. The Gold Seal Team was Peter Cox & Richard Lloyd (Yellow nose) and Chris Marshall & John Britten. Peter Cox & Peter Clarke built the cars



based on His ADU 467B ex Valerie Pirie (SMART - Stirling Moss Auto Racing Team - Valerie was his secretary) Works Rally Car built by the Factory. Chris Marshall did the Bodywork. The colour is Borneo Green chosen by Stirling Moss as it looked like Silver in the Black and White photos of the period race magazines.

Peter Cox (Standing Next to the No. 55 Car in white T shirt) Wrote off this car (Yellow Nose) in this race in Muggello Italy.

The Chris Marshall car still survives.

Pics Courtesy the Peter Cox Archive

Bern - Ed.

And just after Christmas I heard from **Kevin Hill** of our Andover Area. His son Alex and family have been over from Australia for Christmas.

I've mentioned them and Kevin's Australian Spitfire in previous articles

Kevin told me: "While Alex was in UK he wanted a run out in my Spitty. (after all he found it for me and sent it to the UK).

The car had not been run for about six weeks and it was a very cold day, so I reached for "Bradex Easy Start". It fired up immediately, the way it always does



with a spray of the magic jungle juice.

Then Alex looked closely at the spray can and said "We have this in Australia too but it has a different name" which obviously shows the difference between the subtlety of the English politeness and OZ directness!!"

Suzie

SPITFIRE

Mk IV/1500

STEVE PAYNE spitfireIV-1500@tssc.org.uk

Birthday Present Restoration!

Hi all, below is an interesting article from Mark Stodgell describing the second time round restoration of his Spitfire, and some very interesting mods / improvements.

"I got my Spitfire in 1990 for my 18th Birthday!..... The idea was a rolling restoration which would increase in value whilst learning the skills..... but on inspection it was too far gone. In the end I did a full body off chassis restoration including spraying it myself in cellulose over the next 3 years with a mildly tuned engine (head, cam wheelbarrow exhaust etc.) and have had it ever since....."

25 years later it was needing a little TLC and was also still running with out hardened valve seats so over the last few winters I've been back through the brakes, new buttons on the rear



diff and gearbox (**Mike Papworth – Brilliant**) and moved to electronic ignition. Working with **Dale at Bailey performance** (Telford) we installed megasquirt with ford coil packs, a toothed front pulley and sensor, extra temp sensor, played with the Twin SU's and it transformed the car - 84 BHP. After a seized cam

bearing threw the timing chain out through the front cover I treated myself to an unleaded Jigsaw Racing engine rebuild (probably one of their last) using my original big valve ported head. I also replaced the wheelbarrow exhaust with a custom rear box exiting in the original position.

Then Covid.... I pulled

out the interior, new crash pad, new elastic in the seats, sorted some wiring, carpeted the boot, refurbished the softtop

M6 Breakdown dead alternator in the rain



spring (made an amazing difference) reconditioned the noisy
10



Lockdown Projects

pressure pump and fuel regulator under the bonnet and a low-pressure lift pump in the boot, utilising the original hard-line fuel pipe and adding a return. We had a few problems with clearance on the air filter but it all fitted in the end, the Jenvey's looking the same weber DCOEs.

Once mapped together with the Jigsaw engine and new exhaust it made 95BHP

Unfortunately, I was getting very strong petrol smells from under the bonnet. No obvious leaks but something was not right, looking back probably needing an additional pressure regulator before

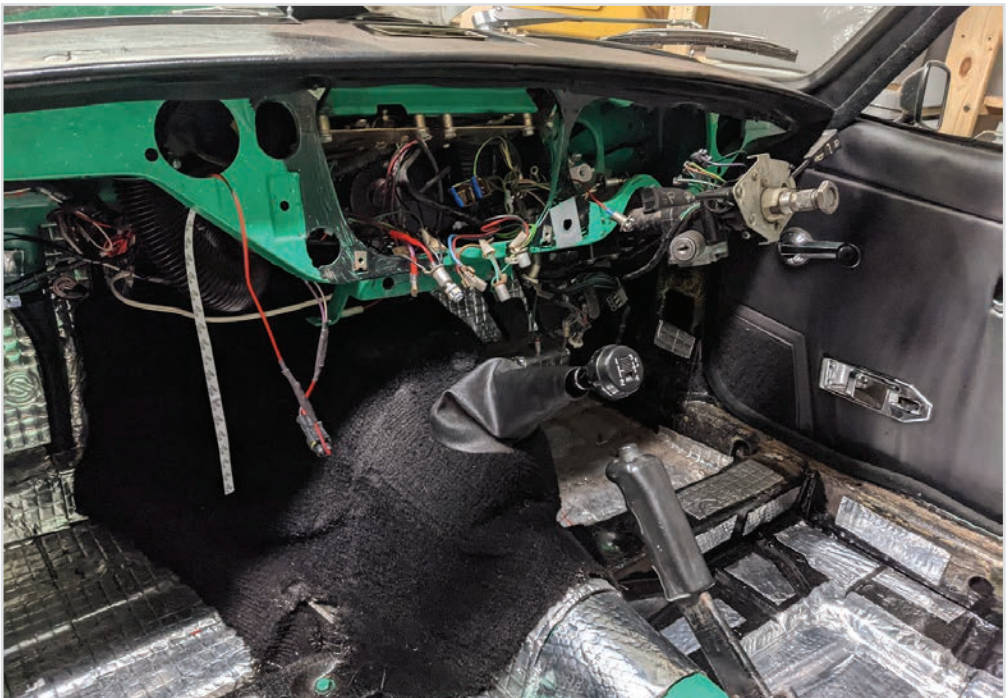
What else? I've always wanted to fuel inject it after seeing Carl Heinlein's spitfire in a book in the early 90s and having already got mapped Megasquirt ignition it seemed a sensible next step.....

Jenvey had recently launched their Heritage Throttle Bodies, a quick call to Dale at Bailey and a plan was formed.

The first setup put a combined swirl pot and high-

the swirlpot? Another lockdown and I bit the bullet, took out the swirlpot and got a new aluminium fuel tank from Alicool in Cannock who cut the HP fuel pump into the top of it. I also replaced all the fuel hose back from the regulator with Nylon and Stainless braded AN6 PTFE.

Other than being stranded with a dead al-



ternator on the M6 it's been perfectly reliable, pulls like a train, sounds amazing and gives 36mpg with spirited driving.

So what's next... I've got some steel quarter valances to spray and put on (fibreglass ones on the car at the moment as all I could get in the early 90s) but at present I am ¼ way through a restoration of a 1980 mini clubman estate..... After that the Spitfire really needs another re-spray as the paint is starting to show its age".

Regards,

Mark

Mark, thanks for taking the time to write up your story and share your photos. I look forward to seeing it one day at one of the TSSC gatherings and discussing some of the changes you have made in more detail.

Any 'outings' planned this year?

Now an update from Nigel regarding his starting problems.

The Butterfly Effect!

"Hello Steve

Looking through this month's Courier I see you have printed the saga of my Triumph's starting problems so I thought I should send you an update. Solutions are sometimes so simple when you spot the cause.

After a short run out, I was under the bonnet checking fluid levels etc. Not sure why now but I had the choke pulled out fully and happened

to notice that the choke butterfly shaft was not fully rotated, probably only half way round the choke closing quadrant. I think that over time, remember the starting problem had slowly got worse over a couple of years, that the choke cable had gradually 'slipped' through the pinch screw that secures the cable to the butterfly shaft, thus the choke was not fully closing. The pinch screw seemed tight when I adjusted the cable, but I think that slip had occurred over time. As I had been out earlier and the engine was still warm, I could not test the cold starting. A couple of days later I was due to take the car to my son's garage for the winter storage out of the wind and rain and hey presto on the first attempt of cold starting it burst into life after just a couple of turns of the engine. I feel a lot more confident about the first start in the spring, bring on next year.

Regarding the starter motor, I did get it off and took it over to my friendly local garage and they freed off the pinion, it took two men to shift it but it has been fine since".

Regards

Nigel Wills

Nigel, that's brilliant, I'm, glad you found the problem. As you say its usually the simplest of things. I'm glad you now have confidence to do more with your Triumph! **Cheers,**

Steve



Have you checked Yours?

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

GATES Ethanol Proof Fuel Hose

GBH14 1/4" Hose - Fuel Pump to Carb to Carb

GBH516 5/16" Hose - Tank to Pipe to Pump

£5.00 Per Half Metre P&P 0.5Kg

New Stainless Fuel Hose Clips

SSFCS Small 1/4" £1.00 Ea.

SSFCL Large 5/16" £1.00 Ea.





MG & TRIUMPH 100

A festival of celebration



EARLY BIRD SALE:

20% off all tickets booked before 28th February 2023



Join the Standard Triumph Forum of Clubs to celebrate the centenary of MG and Triumph at this event hosted by our friends at the MG Car Club.

This weekend festival will feature displays, trade stands and motorsport action from all eras of these two iconic marques.

10 - 11 JUNE 2023
SILVERSTONE CIRCUIT

To receive the club discount enter the code found in your club magazine or online members' area into the promo code box when ordering.

TRIUMPH23

For tickets & info visit:
www.mgtriumph100.co.uk



Herald

948/1200/1250

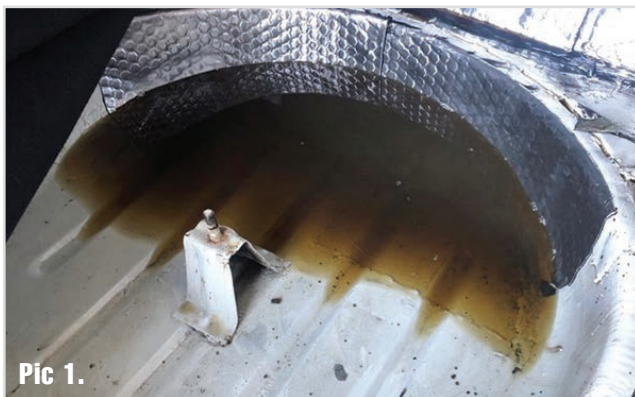
COLIN LINDSAY herald@tssc.org.uk

Oh what a fuel!

I wondered what the smell of petrol was when I walked into the garage recently; a quick check under the cars...

...nothing.

Maybe just old cloths that I'd been using for cleaning. Next day stronger... and the next, even worse. No drips under any of the *Heralds*, nothing round the pump, and I even started the white convertible up to check for poor running that might indicate a leak. Nothing. Eventually, when the smell was overpowering, I checked again. A slight weep round the pipe under the convertible boot... but surely if it's leaking here, it must be coming from above? The boot carpet was soaking, and underneath.... (pic 1) Thankfully I hadn't hit the



gold sloshing round the spare wheel well would have loved a spark from the brake lights.

It seems an old repair to the tank wasn't up to the new fuel; although this tank has had the drain plug removed, the leak was actually on the other side and has been crudely smeared with some kind of resin or filler to gain a few more years (pic 2).



Pic.2.

brakes when I started the car up earlier. Two gallons of liquid



Pic 3.

Sadly, the time has run out. Replacement tanks are only available in the smaller 1200 size, with no reserve lever and no drain plug (pic 3). Thankfully I had a spare, until I found a pin-hole in the neck and so had no option but to send it off for repair.

Twenty or more years ago I had the estate tank repaired by a local branch of a UK-wide repair company called Fuel Tank Renu. These worthy chaps take a fuel tank, split it at the seams, blast the interior clean, re-weld then coat both inside and outside with



Pic 4.

an ethanol-proof coating (pic 4) and a nifty little brass plate to prove it's been done. It's certainly cheaper than buying a new tank, even if a suitable version was available, and should last much longer than mild steel.

The price has doubled in twenty years; total cost of this refurbishment was £220, but I'm now looking at decades of future use, so worth it in the long run. I've checked the Internet and there are a number of branches of, at least, similar companies across the UK, so it might be worth checking if there's one in your area. Turnaround time, even allowing for Christmas, was two weeks.



Pic 5.

One other small problem I have noticed is the poorly-fitting fuel cap, which can easily be pulled off. Numerous versions are available (pic 5), and I've always preferred a locking cap to the original screw-on version, simply because they're harder for plebs to pocket as they walk by. I've watched it happen at shows!

I also like chrome or stainless rather than black.



Pic 6.

Fuel caps for our cars have three prongs (pic 6), not the more common two, but they all work on the same basic principle - the three prongs lock into the tank neck, and once the key is turned another one, two or even three prongs rotates to lock it in place.



Pic 7.

A variety of old stock caps are available, from the ungainly 5-sided



Pic 8.

Waso (pic 7) which admittedly does have a nice flap to cover the key slot, to the smaller rounder versions that I think look neater (pic 8). No matter which version you prefer, they need to be snug fitting to prevent water getting down into the tank, and fumes escaping. In many of our petrol tanks, the lugs on the tank neck have been flattened and distorted over the years.



Pic 9.

They should form a 'ramp' to gradually pull the cap into place, with a protrusion on the end to prevent it rotating all the way round again.



Pic 10.

I used a pair of hose clip pliers (pic 9), which have one right-angled edge that fits in behind the lug; then a few sharp taps with a hammer pulls the metal out to shape again.

Check your fuel cap too; this one was bent (pic 10), but was easy to repair; it should slot into the filler neck with no force required.

The cap should insert, turn, and lock freely, no key-bending please, so adjust the tank neck lugs in and out as required. It's a nice touch that many locking caps will only allow you to remove the key after they've been locked, so it reduces the chances of key loss at petrol stations, and it also means that if your ignition key is on the same key ring you cannot absent-mindedly leave the key in the cap. It happens!

As a further period touch, mine still has the



Pic 11.

small cable to which the cap attaches (pic 11); not only can I no longer lose the key, I can't lose the cap either.

That's the theory!

Colin

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XLS form

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Day time phone number			
If TSSC Members insert Membership Number/s			
No of Cars in Party -----			
Drivers Names Phone No & email Addresses will be required - Full Details to follow			
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<u>Page 1 ENTRY - CAMPING - CIRCUIT LAPS</u>			
All entries this year will include a FREE T Shirt - Please state Numbers required & Sizes			
3XL ----- 2XL ----- XL ----- Large ----- Medium ----- Small -----			
Item	Cost	No. required	Total (GBP)
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Entry ticket only (Per person 16 and over)	£85		
Entry + Paddock	£120		
Entry + Paddock + Open Grandstand	£150		
Entry + Paddock + Covered Grandstand	£180		
Camping (Member Discount £30per Pitch)	£240		
Camping (Non Member)	£270		
Gazebo/marquee ticket (max size 3mx3m)	£205		
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Page 1 SUB TOTAL	Then PTO!		
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Page 1 SUB TOTAL to add			
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If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday

Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2023

Please see the accompanying Booking Notes for details of the possible currency surcharge.

Bookings confirmed by email (or by post otherwise).

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/23

I authorise you to debit my card with the amount shown above & agree with the terms and conditions. Signed

Delivery Address for Tickets

For Further Enquiries regarding your Booking Please contact us By email/Phone or Fax

Tel: +44 (0)1858 434424 Fax: +44 (0)1858 431936

info@tssc.org.uk

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

Le Mans Classic Bookings,

Triumph Sports Six Club, Sunderland Court, Lubenham LEICS LE16 9TF

BOOKING NOTES/TERMS & CONDITIONS - PLEASE READ CAREFULLY

1. When you have downloaded this form, please complete with your booking requirements. When you have completed the form, **print/sign then post, Fax or scan/email to the TSSC Office.** Our Fax number is 01858 431936, email info@tssc.org.uk - A confirmation email will be sent.

2. A Camping ticket admits the car to campsite and circuit so you will not need to book parking. The Camping Option is only available to those booking Club Entry tickets with us, we cannot offer camping options on their own. If you are not camping with us, you will need to book the appropriate Car Parking ticket (classic or modern). Classic parking is within the circuit but modern parking is off-circuit.

3. In previous years some have placed a tent and a gazebo on a single camping pitch, which unreasonably restricts the space available to other campers. If you wish to pitch a gazebo or marquee, please book an additional space (see Gazebo/Marquee ticket on front of booking form). Gazebos should be no larger than 3x3 metres. If you wish to have a larger gazebo or marquee, or for Group bookings please contact the organisers.

4. The charge for special delivery is mandatory because we only receive the tickets from the organisers shortly before the event. We therefore cannot risk the tickets being delayed in transit to you in the normal postal service. Please select as appropriate for UK or Overseas delivery.

5. Exchange rate fluctuation between Sterling and the Euro is a significant problem. You will have noticed that some prices for 2023 are higher than 2022. This has been caused mainly by inflation in costs from the French event organisers. The TSSC has done everything possible to minimise the increase in costs but we have to reserve the right to apply a mandatory currency surcharge at any time before the event as follows. If the value of Sterling as quoted in the NatWest commercial currency sell rate falls below €1.10, a 5% surcharge will be applied. If the value of Sterling falls below €1.05, a further 5% surcharge will be applied. Failure to pay the surcharge will be deemed to be cancellation (please see Note 6). The Currency surcharge will not apply to delivery charges.

6. Payment is due at the time of booking. In the event that you need to cancel, refunds will only be given at the discretion of the TSSC. If you do need to cancel, please advise us as soon as possible as we may be able to resell your tickets, in which case a 10% handling charge would apply. In the unlikely event of cancellation by the French organisers, the TSSC will refund all money recovered from the organisers.

7. A system of **Booking Priorities** is being used. **The first Two weeks after opening for bookings are exclusively for TSSC members.** After Two weeks we will start to take bookings from Allcomers. Since the number of camping places is limited to 320, we expect to sell out very quickly. **To ensure your place, you may find it advantageous to join the TSSC.**



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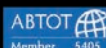


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Recon exchange caliper type 16P/PB	£72.00
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Window regulators XKC325 L/H only	£42.00
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Petrol tank retaining strap TKC131	£12.00
Petrol tank	£360.00
Petrol tank sender TKC3408	£42.00
Rear lamp assembly R/H TKC232	£150.00
Recon TR7 (exchange) distributor	£150.00
TR7 distributor cap	£12.00
Gearbox 4 speed (exchange)	£600.00
Recon steering rack (exchange)	£96.00
Front strut assembly recon	£120.00
Front lower ball joint GSJ154	£12.00
Front suspension strut gaiter UKC4981	£12.00
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£60.00
Lower steering shaft TKC1084	£60.00
Track rod ends GSJ185	£18.00 pair
Steering wheel (early) RKC509	£30.00
Brake pads GBP233	£18.00 set
Brake discs TKC780	£18.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Recon exchange brake caliper	£48.00
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)	£420.00
Jackshaft 215207	£240.00
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STAG

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TR6

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HT lead set	£18.00

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Bonnet hinge tubes 811679/811680	£82.00 each
Hinge tube pivot bracket	£18.00
Side light mounting panel 907157/8	£96.00
Door skins	£96.00
Battery box 806707	£36.00
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GT6

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Recon exchange D Type O/D	£600.00
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Front suspension vertical link	£150.00
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Rear centre bumper (estate) for insert 917813	£150.00
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Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£36.00
Interior door knob 615888	£1.80
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£24.00
Boot carpet 728551	£36.00
Recon manual steering rack (exchange)	£96.00
Gearbox (exchange)	£600.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£18.00
Clutch kit	£96.00
Rear shock absorber	£20.00
Brake shoes Mk I (axle set)	£48.00
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Rear wheel cylinder GWC1205	£18.00
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Worth Restoring?

As I start writing this article, I get the feeling it's going to be a fairly short one.

Not because it's New Years Day and I have been too busy partying, but because after nearly three years avoiding Covid it has finally caught up with me and my enthusiasm to write an interesting, thought provoking article is slightly on the wane, so apologies.

It's been a somewhat subdued Christmas period in our household as Zoe also tested positive a couple of days before Christmas, so all the plans for visiting family had to be curtailed. I have no idea how Zoe still managed to cook a wonderful Christmas lunch for us and the

called **Mark Lucas**. Mark owns a GT6 but is not a member, however his recently deceased father was and in his garage was a 13/60 Estate that



was last MoT'd back in 1989, then parked up with just 65,000 on the clock.

He contacted me to try and help sell the car, but with the hope of finding someone that would consider restoring it.

Mark sent me these photos ([Pics 1, 2, & 3](#)), pretty difficult to judge from these how far gone the car



kids being as poorly as she was, but she did. We decided to fight the dreaded Covid with Prosecco, Cornish Lager and Sambuca shots, we think it helped.

Herald Estate

I was contacted in early December by a chap

is. Mark was unsure of its condition when it was parked up, and as it was tucked up against a wall it was hard to gain access to the inside or see the condition of the driver's side. It does seem to be missing its sills and rust has set in on the rear side valance, C-Pillar and leading edge of the bonnet. I think it is safe to say it will require someone with large levels of enthusiasm, skill and deep pockets to revive this old girl.

I did share the pics on a few Triumph Facebook Groups in the hope that there was someone out there brave enough to save it. It did seem to generate some genuine interest and I passed on Mark's details to around 5/6 people that wanted more details on the car.

As seems to be the case with Facebook these days though, it also generated a large number of less than positive replies and of course the obligatory 'A bit of T-Cut and it will be fine' comment.

Unfortunately at the time of sending this to Bern I have yet to receive any further communication from Mark, so unsure if anything came of the interest shown, let's hope so as Estate's are pretty thin on the ground these days.

Workshop Update

The red Vitesse of **Bob Bunney** is still with me. A flu bug in early December,



the Festive period and Covid have slowed my usual determined progress unfortunately (sorry Bob), but it's pretty much all back together,

white stripe done (Pics 4 – 7) and I'm well into the flattening and polishing stage, so it will be back home before this article lands on your doorstep.

I also squeezed in a small job for returning customer and TSSC member **Graeme Cotton**. Last year I painted the bonnet and rear panel of his incredibly original MK4 Spitfire, this time it was just to tidy up the boot lid. The boot lid was in amazing condition considering it has been un-



touched since it left the Triumph showroom, it just had a few small dents and scratches on the top (Pic



Apologies again for the shorter than usual article, hopefully normal service will be resumed for March.

That's it for another month.



8) and some light surface rust on the underside (Pic 9). It's now looking as good as new (Pics 10 & 11).

Darren



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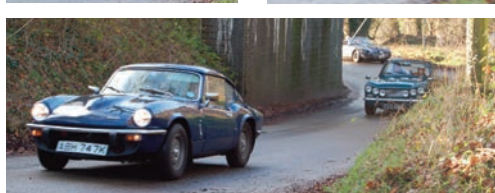
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Norfolk New Year Run

by Paul Girling, TSSC Norfolk AO

A great start to the year for the Norfolk area with 26 Triumphs and over 50 members joining the New Year run out from Swaffham Market Place to Whitwell Station.







Vitesse 1600, Mk 1&2

DAVE RUMENS vitesse@tssc.org.uk

Will that Engine Fit?

Hello everybody. An area I covered back in 2006 was, can you substitute a big Triumph Saloon engine for a Vitesse unit. As this question has recently come to the fore again I thought it would be worth re-visiting.

One thing is for sure the Vitesse is fitted with a smooth Standard Triumph 6 cylinder engine and over some 16 years' production of this family of engines it has found its way into a number of different models of 2000 and 2500 Saloon to good effect.

Firstly let's look at a bit of history. The Standard Triumph 6 cylinder was developed in the late 1950's in both 1.6 and 2 litre versions initially to replace the 4 cylinder engine used in the the Standard Ensign, [Picture 1](#), and Standard Vanguard, [Picture 2](#), range of cars. The 2.5 litre version was a further development of the 6 cylinder and was in-



Pic.1.

tended to replace the 4 cylinder engine used in the Triumph TR sports car.

Though these engines are all of the same family, fitting them into radically different body styles meant there are a number of differences in their configurations. Therefore, changes have to be made to enable you to fit these engines into your Vitesse.

If you are thinking of fitting one of these en-

gines then you should consider originality and note that both Mk1 and Mk II 2000 Saloon engines produce less power than the Vitesse 2 litre unit. However, more of these engines were produced than the Vitesse units and therefore tend to be more readily available, so fitting one in some circumstances can provide a very cost-effective way of getting your Vitesse back on the road.



Pic.2.

So where do I start? Hmm oddly the large Triumph Saloon had the engine fitted at an angle and not upright. This is strange as the engine came first and one would have thought the shell would have been designed to accommodate the straight six. There have been several theories why this was done. 1/ To clear the battery. 2/ To give better clearance for the exhaust down pipe. 3/ To reduce engine vibration



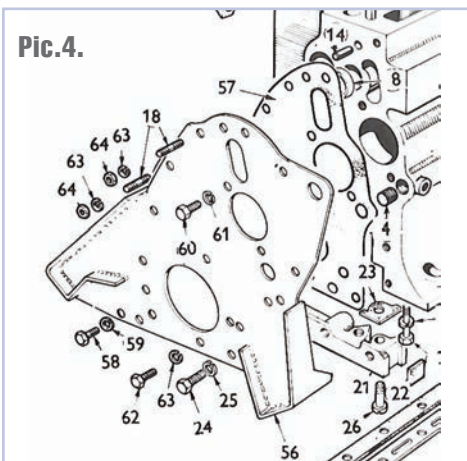
Pic.3.

being transmitted to the body shell. Your guess is as good as mine why the engine is angled over. See [Picture 3](#). But what is of greater concern to us is to counter this, both the sump and the inlet manifold are angled in the opposite manner to bring them back to a vertical plain. Moving on to the engine mounting, unlike the

Vitesse the 2000/2500 Saloon uses the front engine plate to mount, [Picture 4](#), to the body in very much the same manner as the Herald. The other factor to consider is that the 2000/2500 Saloon's transmission was developed from the previous car it replaces namely the Vanguard 6 and not the Vitesse. The 2000/2500 Saloon gearbox is not easy to fit in the Vitesse and this may be the reason why Standard Triumph never fitted it in the production Vitesse and chose to develop the Herald gearbox to handle the greater power of the larger engine. The knock-on effect of using the Vanguard-based gearbox is the engine back-plate will not mate with the Vitesse gearbox and starter motor.

All these factors mean the engine fitted to the 2000/2500 Saloon, though the same family, is configured in a way where it is not a direct replacement for the original Vitesse unit. As a result the following require changing to enable the big Saloon engine to fit the Vitesse.

- 1)** Replace the 2000/2500 sump with the Vitesse 2 litre sump. If you are fitting a 2500 engine then to clear the longer throw of the crank make small dents in the section that goes over the chassis cross member.
- 2)** To match up with the Vitesse gearbox replace the 2000/2500 back-plate with the Vitesse back-plate.
- 3)** Either used the Vitesse front-plate or simply saw off the mounting brackets on the 2000/2500 front-



Pic.4.



Pic.5.

plate. If you look at the lower section of the front plate shown in [Picture 5](#) you can see where the front mounting brackets have been sawn off.

4) Use the Vitesse 2 litre Flywheel, it's lighter, and the Vitesse clutch.

5) With the big Saloon flywheel removed replace the gearbox spigot with the Vitesse type.



Then fit the Vitesse flywheel. See [Picture 6](#). The 2000/2500 gearbox has a different spigot size.

6) Use the Vitesse thermostat housing top/hose



outlet. See [Picture 7](#), note the alternator is not standard. The 2000/2500 saloon type is the same as the Herald, See [Picture 8](#), and as a re-



sult will not take the Vitesse curved top hose.

7) Use the Vitesse crank pulley and fan. The 2000/2500 saloon pulley has a larger spacer which pushes the fan further forward and does not give sufficient clearance between the fan and



the radiator. [Picture 9](#) shows three pulleys with spacers. The correct Vitesse spacer is the smaller one on the right. As the spacer is held onto the



pulley with two dowels, See [Picture 10](#), it is only a question of knocking the spacer out and pressing the correct one back onto the pulley.

8) Use the Vitesse engine mounting brackets. – Ensure the holes are tapped out in the block to



take the mounting brackets. Not all are, as I found out when lowering an engine into a Vitesse! See [Picture 11](#).

9) The later 2000/2500 Saloon inlet manifolds have longer angled pipes and as a result bonnet clearance may be a problem. In the past I have used the Vitesse inlet manifold on both 2 and 2.5



Litre engines. See [Picture 12](#).

10) The Standard Mk1 or MkII Vitesse exhaust manifold can be used on the respective engines.

11) On the Vitesse 2 litre engine a bolt and not a stud/nut is used at the front of the rocker-box cover to hold it down, [Picture 13](#). The only reason I can think this was applied to the Vitesse was due to a lack of bonnet clearance.

So just to be on the safe side I would transfer this over from the original engine.



12) As most of the distributors on the 2000/2500 engines lack a rev counter drive, [Picture 14](#), you will need to fit a Vitesse type. The Mk1 Vitesse distributor with its smaller advance shouldn't give any timing problems. However, the Mk II distributor which has a greater advance curve



may require the timing retarding a few degrees to stop pinking.

The TR 2.5 litre 6 cylinder engine was developed from the 2 litre unit. It uses the same mounting arrangement as the Vitesse, however, the brackets are different and therefore the Vitesse brackets should be used. Other than front-plate all the other areas that require changing are the same as the 2000/2500 Saloon.

If you are retaining the injection get yourself a good TR/PI handbook and then copy the original set-up.

There were some differences with the crank on the early TR5/6 & 2.5 PI saloon engines so where possible used the later versions of this engine. Generally they are cheaper anyway as early TR and PI Saloon engines are much sought after for originality. Also it's worth knowing that the late MkII 2000/2500 Saloon engines have an advantage over the earlier type in that they have a lower compression ratio and will as a result run on a low octane fuel. This also applies to the early Mk1 2 litre Saloon engines.

To help you identify which engine is which I have listed their prefixes below; -

Large Saloon -	
2000 Mk1 -	MB.
2000 MkII -	ME & ML.
2500 PI -	MG
2500 TC & S -	MM & MN.
TR5 & 6 -	
TR5 -	CP.
TR6 -	CP & CR.

Well that's me for this month.

See you all in March and look out Spring is just around the corner!

...**"Keep Running on all Six"** Dave



Mk 1/2/3 <http://cook1e.blogspot.co.uk/>
ANDY COOK gt6@tssc.org.uk

SAH and Triumph-Tune

Back when GT6s first came out there was a well known tuning company in the UK that produced tuning parts and sold accessories for GT6s along with the rest of the Triumph range. SAH was started and owned by Syd (Arthur) Hurrell and SAH parts are very sought after today as a period accessory for your GT6.



In fact I have one of the alloy rocker covers they produced on my GT6. One issue with alloy rocker covers on a GT6 is that they are generally too high at the front and foul the bonnet. SAH



overcame this by producing their rocker covers with angled ends to provide clearance. This works well on all GT6s apart from the late dome



A slight chamfer that I added to the front fins to provide clearance to the bonnet as I have the late engine with dome top pistons fitted.

top pistoned late MK3s where the cylinder heads are 1/8 inch taller than earlier models and thus can still foul the bonnet at the front of the cylinder head. I have the later dome top engine fitted in my GT6 and the rocker cover did foul the bonnet slightly.

To get around this I had to file a slight chamfer on the fins at the front of the rocker cover of mine to provide clearance.

Syd Hurrell started off as a racing driver in the fifties competing across the UK. In 1959 he was entered at Le Mans with a Saab 93. Also in 1959 he started experimenting with tuning modifications and tuning a TR3 driven by Roy North who he had met at Le Mans. Syd then started competing in the TR3 himself.

He had a win at Snetterton in the TR3 in a race with a trophy provided by Alick Dick the managing director and later chairman of Standard Triumph. This brought him to the attention of Standard Triumph. Shortly after this Syd started his own tuning company SAH, manufacturing and supplying tuning items TR3s including manifolds for Webber Carbs, exhaust manifolds, suspension kits, streamlined bonnets and hard tops. It wasn't long before Triumph started using some SAH parts for their competition cars.

In 1962 the Triumph competition department had been shrunk in size as a cost saving and this caused their TR4s to get less competitive in rallies, they decided to engage SAH to supply tuning kits as a proven tuning company. In 1964 SAH also became the sole distributor for the 8 port heads used in homologation for the racing Spitfires which later had success at Lemans.

SAH had their head office and an accessory shop within a Triumph Dealership, Dunham and Haines in Park Street Luton, they also had a workshop and showroom in Leighton Road, Linslade Leighton Buzzard.

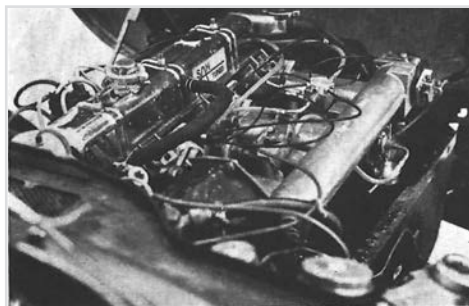


Dunham and Haines in the 90s as an Austin Rover Dealer

SAH started to sell more and more accessories as well as tuning parts. I've managed to find a pdf copy of an SAH catalogue from the late 60s on line and it's 58 pages long. As well as tuning parts and

inlets and carbs, electronic ignition, uprated clutches, gearboxes and LSD diffs, Rollover bars, Fibreglass body panels, right through to items such as Rally Jackets.

When the GT6 was launched SAH started to supply tuning parts and kits for the new model including their in house developed fuel injection systems.



SAH fuel injection system on a MK1 GT6.

In a road test of an SAH Fuel injected GT6, fitted with their Stage 3 tuned engine and twin exhaust and also fitted with an SAH aerodynamic bonnet the increase in performance was significant. In a comparison test with a standard GT6 it had a top speed of 120mph vs

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SAH advert from around 1970.

tuned engine conversion services for Triumphs, they sold many accessories and modifications including sports exhaust systems and manifolds, uprated suspension components and kits, Weber

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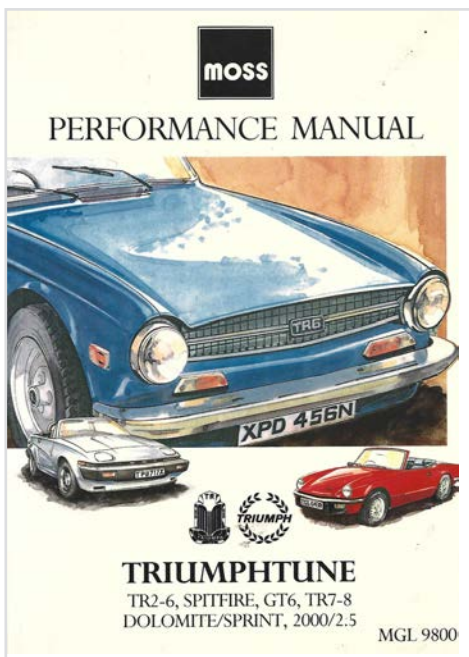
SAH ACCESSORIES
 LEIGHTON BUZZARD
 BEDS.

"Tite-a-Turn" advert.

110mph and 0-60 in 8.4 seconds compared to 9.6secs. Power increase over standard was estimated at 50bhp.

One quite popular kit that SAH sold for small chassis Triumphs including MK1 GT6s was their **"Tite-a-Turn"** rear suspension kit that converted the standard transverse fixed spring design to a rotoflex set up to limit camber changes and prevent tuck under. I'm unsure whether this came out before the MK2 GT6 and Vitesse produced by Triumph or if it was SAHs own design ahead of Triumph.

SAH started including **"Triumph Tune"** as a brand in their adverts in the early 70s and eventually SAH stopped trading and Syd's son Terry Hurrell carried on running the **"Triumph-tune"** brand. Triumphtune were included as part of Cox and Buckles in Kingston who are still trading as a restoration specialists. The parts side of the business including Triumphtune were taken over by Moss Europe who you will know doubt be aware of.



Triumphtune performance manual from 1992

I have a Triumphtune performance manual from 1992 which used to be given away as a
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free of charge item from Moss Motors, it's a very useful book to give details of tuning mods to GT6s and other Triumphs. It also acts as a catalogue for Triumphtune parts and many of the part numbers starting with the prefix TT are still stocked by Moss today.

Famous GT6 owner!

I was watching an episode of one of my favourite TV programmes **"Shed and Buried"** recently and the main presenter and owner of the production company, **Henry Cole**, was looking at a Triumph



From the trailer of **"Shed and Buried"** with Henry Cole standing by the side of his GT6.

Motors Neon sign with Fuzz Townsend who is also a presenter of the new series. Henry happened to mention that it would go well with his GT6! So it was news to me that Henry owns a GT6. Later I managed to download a still from a trailer for the new series that has a GT6 in the background with Henry, it looks like a mimosa yellow MK3 with a

webasto sunroof. I have tried to contact Henry on facebook in my capacity as register secretary to see if it's possible to get a picture of the car or even better him with the car.

No reply as of yet but fingers crossed!

From the Archives.

As I've just mentioned Fuzz Townsend, here are a couple of pictures of my GT6 from when it was



Me posing with Fuzz and Tim with my GT6.



My GT6 being filmed for Car SOS in 2017.



Below: Advert for the Car SOS GT6 episode with my car



filmed as the example car for an episode car SOS with Fuzz and Tim back in 2017 and screened in 2018. Filming took place in the picturesque Brecon Beacons.

Andy

A promotional image for a National Geographic Car SOS episode. It features a yellow Triumph GT6 with two men standing on either side. The man on the left is wearing a black jacket and jeans, and the man on the right is wearing a brown jacket and a hat. The background is a scenic view of a hill. The text 'NATIONAL GEOGRAPHIC' is in the top left, 'Triumph GT6' is in the top right, and 'Car SOS 6 Thurs. 29th March at 8pm' is at the bottom.

"Jalopy" or Not?

Recently I was handed some old magazines that all had articles about the TR7, some were written back at the start of production in 1975, and some were written in the following years. One magazine that caught my attention was JALOPY from June 1992.

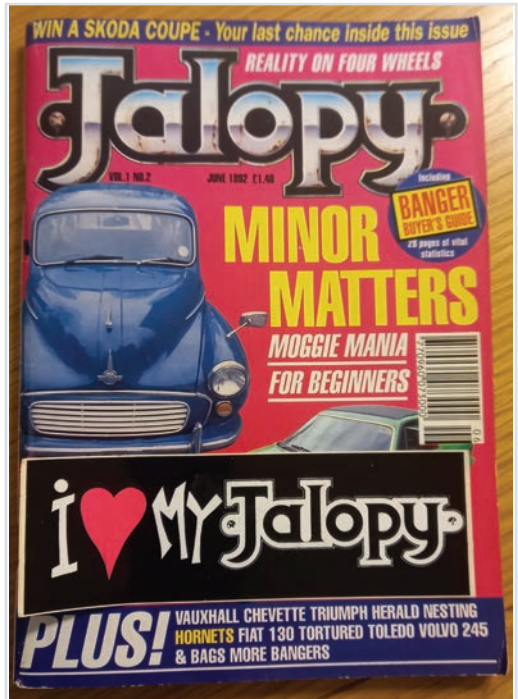
I had forgotten that the word jalopy was still about as it seems to have slipped down the side of the sofa into the space where the pens and contents of your pockets end up.

The word Jalopy, for the younger members of our club comes from an unknown origin but seems to be used as far back as 1924 in America. The word itself, as described in Collins Dictionary means **"a dilapidated old car"**.

I suppose now the correct term is "**barn find**".

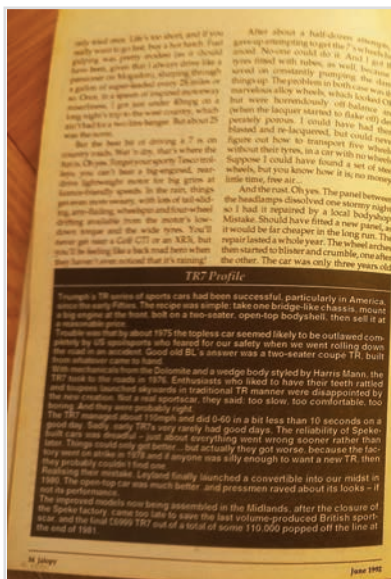
The magazine still portrays the “**I love my Jalopy**” sticker on the front cover. The article, 10 years on from the end of production was the typical negative press that the TR7 seemed to have attached to it at this point in history. The story line is about one owner’s experience, and not by any means proper journalism.

The owner reflects on the uproar of the previ-



ous TR drivers of the TR2 to TR6, who declared that the styling and the fact that this car was not on a chassis but unitary monocoque construction, was **"Not a real TR"**. I am so glad that, fast forward to 2023 the TR7/8 has been welcomed into the fold and is acclaimed for its styling that still looks fresh.

The editorial continues with the classic



think. In 1981 the last TR7's was priced at a reasonable sum of just £6,999. In 1992 the cars were being valued at between £500 to £3,000. Not a bad depreciation in modern times when we expect to see 1/3 of the list price diminish over the first three years.

comments on which TR7 to buy and comments on the different factories that the car was produced between 1975 and 1981. The early cars at Speke get the usual contested comments of **"badly built and breakdown a lot"**. Some of this is attributed to the strikes at the time and the decision to build the factory in an area of low employment, as the ship building industry was ending. But, people forget that the steel at this time was of better quality. The last Solihull cars get the best reviews, always seems to be the same when the car is coming to the end of production, but again anyone in the motor industry knows that as a model progresses through it's life the engineer's look at cost reduction and how to save money on cheaper parts or deleted features.

The pricing/buying guide made me stop and

Good TR7's are now commanding more than when they were new.

The article ends with the owner saying that, overall, the experience living with the TR7 is one that puts a smile on your face and gets looks from peo-

The TR7 car view is all you're likely to see! If you're driving a Reliant Kitten...

Life is hard. Bumpers are expensive. And pigs to fit...

ing it suitable for the better buggers like myself and the better Half, and all her luggage, and suitcase for the both, and handy for those essentials like maps and bottles and things. Lots of the minor parts are cost more to other BL models of the period, and there are some excellent special suppliers, which means that they couldn't be particularly expensive to repair. All the spare 1 needed came from James' dad's stock of Chester or Rimmer Bros of Lincoln; both carry vast stocks, both were efficient.

Faults? Rot. And the heater controls kept falling off. And a work shop was described it as 'a flashy let's car' when I bought it, but I think that was his problem. Buy another? Oh yes. But I'd buy an honest rather, rather than one full of filler. And I think I'd buy a convertible, even though they're a bit out of *Jeep* price range. The top-topers are cheap though, and mine was good.

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ple on the street, how true that statement carries over to present day.

So, if anyone is interested in the magazine drop me an email and I will post it over, obviously first come first served.

Paul
39



TR 4/4A/5/250/6

BERNARD LITTLEWOOD tr4-tr6@tssc.org.uk

Soft Top Refit to my TR4A

I had fitted a Surrey top to my TR4A back in 2014 in readiness for a trip to that years Classic Le Mans.

The main reason was that when a soft top is folded down it takes up a lot of space in the rear of the cabin, which could otherwise be used for camping equipment (especially as 2 of us were going in the TR). With a Surrey top (soft centre panel being used) the frame and the soft top fold up and can be simply placed on top of any luggage or camping equipment. So, the fitting of the Surrey top gave my son Jack and I more space for our equipment.

I had left the Surrey top on ever since and now and again I would have to keep the soft panel in place all day when the weather was alternating between rain and sun as it takes a few minutes to fit the frame and soft panel and I would watch enviously when other TSSC members would have their soft tops down when the weather looked "threatening" as they could pull up quickly and raise their soft tops in a matter of seconds.

On June 13th 2021 Jack and I took the TR for a run to Westward Ho! With the sun shining as we travelled through Wales we were dismayed (though not surprised) to see storm clouds gathering as we crossed the Prince of Wales bridge and we were soon being pelted with rain. We pulled in at Gordano services and put the Surrey top on and continued our run. Five minutes later the sun came out so we stopped at Bridgwater Services to take the top off. Continuing our journey on the M5 guess what?

Yes, another downpour! This theme continued throughout the day so, on arriving home Jack and I decided to re fit the soft top that I had removed 7 years previously.

A quick root around in my garage's roof space found my soft top and frame wrapped up in bubble wrap for protection. I tentatively opened the bubble wrap and found that the

soft top and frame were still usable.

Choosing a nice warm sunny day so that the soft top would be more supple and with my son Jack doing most of the work, the 3 screws either side in my home-made brackets which held the front of the Surrey top rear frame in place that located in the soft top frame mounting holes were re-



Removing Surrey Top Roof Panel

moved. The rear cabin trim was removed to access the series 5 of nuts around the rear of the passenger cabin that held the Surrey top rear frame studs in place through the soft top trailing edge mounting holes. The nuts were undone and



Removing Side Brackets



Gaining access to rear fixings



Nuts to remove from Studs



Surrey top Removed

Jack and I removed the rear Surrey top frame. With the trim removed I took the opportunity to give the exposed cavities a good dousing of cavity wax.

The soft top frame was screwed to the side mounting points with the screws left loose for centralisation later on. Next, the trailing edge of the hood was bolted to the rear of the cabin. I was hoping that I could use the Surrey top



Topping up with Cavity Wax

windscreen frame capping that was already fitted, but the soft top would not locate and close using it, so the capping was removed by drilling out the pop rivets. Another root around in my garage roof



Removing the Windscreen Trim

space and I found the original capping that I had had to change in order to fit the Surrey top (the Surrey top capping has a lip along the front for the location of the removable soft insert) and this was soon riveted back in place.

With the soft top poppers all snapped in place the hood was closed up with the catches on the windscreen frame, it was quite tight due to the time in storage and the natural shrinkage, but it closed (probably wouldn't have if it hadn't been warm) and the 3 screws either side that hold the frame in place were tightened up.

So now, when the weather looks threatening, I can drive around with the hood down knowing that in a matter of seconds I can flip the hood up without even having to get out of the car. I won-



Soft Top Refitted

der how long it will be before I re fit the Surrey Top again?

Whether Surrey or not a TR is hot!

Bernard Robinson received the following article via email and he kindly forwarded on to me for use in my pages. A very good story that will run over a few issues.

Also, my thanks to **David & Pam Walker** for sharing their "adventure" with us all. A familiar path that many of us have trodden with a plethora of Triumph's leading to TR ownership.

So, here are David & Pam's own words.....

A TR6 Adventure

The story starts when I saw A Matra Rancho at the NEC Classic Car show in 2012. I used to like them, I even tried to sell my

wife on the idea of one as a second car 25 years previously, but the ones available were in poor condition, so the answer was no.

I owned a 1600 Vitesse saloon which I had found for sale locally, which was in original condition

42

but lots of welding had been done over the years. The history file that came with her was vast. Her second owner lived near York, but I had never seen her at any car shows. I soon changed that and I had her out most weekends during the summer months. (Pic Below)

I also acquired a Herald convertible which I had noticed whilst walking the dogs along a road near to my storage garage. She was painted metallic red,

had a fibreglass front bumper and wide chromed wheels. I put a notice on the car asking if she could be for sale? The answer was yes, and a deal was struck. I suggested that we push her the three or four hundred yards to my garage, but the vendor would have none of that, he started her up and drove her there. At least she started and ran, the clutch needed bleeding, but that was easily fixed. She came with two complete doors in primer, a spare engine and gearbox; a windscreen, boot lid and carpet set. With



Vitesse ready for trip

some help from a welder friend who put two small patches on the front chassis rails she passed the MOT. The engine and gearbox were very noisy, but she went well. (image 2)

Not wanting to leave the dogs for hours my



Herald ready for loading

which was my longest trip in the Vitesse and I had no problems at all. The TR6 was loaded on his trailer for the trip up to York and I travelled back with the dealer. The time seemed to pass quite quickly as he was such an interesting chap. The TR6 was

wife did not accompany me to classic car shows. Looking on the internet during spring 2013 I noticed a Matra Rancho for sale at a dealer in Peterborough. Now very rare, only four on the road in the UK apparently, maybe I hoped to convince my wife that this was the answer to taking the dogs with us to car shows. She agreed but reminded me that the Vitesse would have to go. To control my old car enthusiasm there is a "one in, one out" policy. I drove down to have a look at the Rancho and was pleasantly surprised at the superb condition. she had also been converted to wheelchair access from new, giving a more versatile boot space without the third row of seats.

I paid for the car and on the way home called in at another dealer nearby to have a look at a project Triumph TR6, which in my naivety I thought I could restore. The Rancho needed no work at all and I would need another project. I asked the dealer if he would be interested in a swap: Vitesse and Herald convertible for the TR6 project. My two having MOT's they should sell more easily than a tatty TR6. When I took the train to Peterborough to collect the Matra Rancho I called in on the way home with some photos of the Triumphs and a deal was struck. My two cars plus some cash for the TR6, two "new old stock" front wings, two used but good rear wings and a passenger door.

Early one morning in May, I drove the Vitesse over the Humber Bridge and down the A15. I passed Rimmer's at Lincoln, my go to suppliers for spares, arriving at the garage mid-morning

unloaded and settled into my shed and I drove the Herald onto the trailer, for the return journey and my dealer friend was off home.

I now had a TR6 to play with and the Matra Rancho back home for trips to classic car shows.

To be continued

Bern



01494 866087

info@jyclassics.co.uk

www.jyclassics.co.uk

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TR, GT6, Spitfire, Herald & Vitesse



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The **PC team** hits the road on our annual Winter Warmers challenge, taking on all the passes that the **Lake District** has to offer... in the pouring rain! Plus, it's finally time for you to vote for the **Restorer of the Year 2022** winner and **Nigel Clark** replaces his GT6's failed (and leaky!) windscreen washer pump unit with a modern electronic version.



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Title (Mr/Mrs etc.) and first name(s) Surname
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 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 4th Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at Submission	Date of Purchase (Year)	Purchase Price
Overall Conditions - CONCOURS, A1+, A1/5 - Serviceable, P - Project									
Body	Paintwork	Chrome & Trim	Classics & Underbody	Interior	Engine Bay	Transmission & Suspension	Electrical equipment	LAST Known Valuation Figure of Vehicle Here	

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

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

A1/5 - SERVICEABLE: The vehicle must be in excellent condition with bodywork/chassis mainly free from rust.

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 Twenty 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"

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

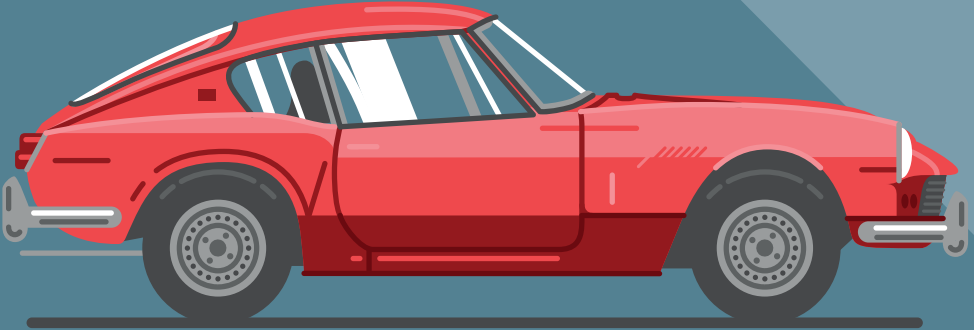
Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

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 01/01/2023

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Arrows of Desire

Over the years I've written many thousands of words about the Burlington kit car range, mostly about its most successful model, the Arrow.

Rather than me giving you my understanding of how the marque came into existence I can bring you some words written, in 1997, by Haydn Davies, the man behind the Burlington company:

The Burlington Motor Company came into existence in 1980, a year or so before the Eighties boom in kit car manufacturing.

Our first product was the Burlington SS, a two-seater 1940s-style sports car, based on Triumph running gear and using a plywood and aluminium body. In all about 100 SS kits were supplied by us.

As the SS settled down to a steady production, time was found to develop the Burlington Arrow, a totally new concept in the kit car world, a car built entirely from a set of plans. This idea proved so successful that it was decided to sell off the original SS project and concentrate entirely on the new Arrow. (It also prompted several other companies to copy the idea!). The Arrow is a 1930s-style 2-seater sports car, fitted with cycle wings.

Next a Geep type vehicle, The Chieftain, was developed to fit onto a Spitfire chassis, again built from a set of plans. (I spell it with a "G" because I can be sued if I use "J").

In 1985 a set of flowing wings were developed to fit onto the Arrow and the body lines were made to flow better to improve the looks with the

new wings. The updated version of the Arrow was called the Burlington Berretta.

All the above development was carried out in a back street railway arch in Leamington Spa. It was the sort of place that most motoring journalists criticise. However, as the majority of our customers were happy with the low cost of our products we decided to stay put and keep our costs down.

All that had to change though, in 1987, when some madman threw a petrol bomb into the factory late one night and burnt the whole place down. Everything was destroyed, including the demonstrator car that appeared in all the original publicity photos. It is a strange fact that many a kit car company has ended its days in a ball of fire - quite often started by the person who owned the company! In our case it was a devastating blow, as we had a full order book and everything was going well up until then.

We managed to get back to normal within a couple of months and we are proud to say that not one customer lost a penny in deposits because of the disaster.

Back to me now. After the fire Haydn re-established the business out of a double garage at the back of his house in Northampton. He carried on until about 1992 and he has said that 6,000 sets of plans were sold, with an estimate of 500 cars built.



You will have no doubt clocked the photos of three Burlington Arrows I have used to accompany this piece. All three are advertised for sale as I write. The first one is the green

car with plate FB34244, which is for sale in Denmark; it would be interesting to know the history of this car, and how it got to Denmark. The Google translation from the Danish is far from

four-point harnesses.

The car is right hand drive, as it was brought from England and is only made as right hand drive. It is veteran inspected on 26-04-2019, is 8 years old, the car has full Danish registration tax, and is on number plates that say FB 34244. Net weight is 620 kg, so it is a small racing car in disguise.

INVESTMENT CAR BETTER THAN HAVING YOUR MONEY IN THE BANK, YOU ARE ALSO THE ONLY ONE IN DENMARK WHO HAS ONE LIKE THIS NICE WAGON."

Classic sales pitch! The title has it as a 1963 car, but in the text it is "8 years old". The text mentions SU carburettors, but we know, and can see from the photos, they are actually



perfect, but here is my best interpretation of the seller's description:



Strombergs. I'd love to know what a Danish "veteran inspection" entails, another research thread I could follow up.

I haven't yet mentioned the asking price... it is 248,000 Danish Krone, which is a very large number. In our familiar pounds this equates to 29,500, which is still a very large

number for a Herald-based kit car, and you don't even get a windscreen... or doors! I've never seen an Arrow with that forward leaning grille; I don't know if that was a purely aesthetic choice made by the original builder or due to some clearance requirement.

I've never been a fan of holes cut in the side panels of cars to let air filters stick out, to me it is just not a good look, however it's done (I have a single Stromberg on the Herald engine in my Moss Malvern and there is no room for an air filter. I've driven 70,000 miles sans air filter, with just some aluminium mesh to stop the larger insects being sucked in... no problems).

"Triumph Herald Burlington 2.0 Arrow Petrol Model Year 1963 26000km Green

PROBABLY THE ONLY ONE OF THIS TYPE IN DENMARK REALLY A FUN ADVERTISING CAR, SUMMER CAR ETC. WHICH HAS A VERY SPECIAL LOOK.

The car is built in England and has a 6-cylinder 2.0 litre inline engine, with two SU carburetors, equipped with two red leather seats with

I've also never seen in a road going car such a big fire extinguisher so prominently mounted; still, safety first I suppose. And its colour nicely matches the seats. In the dealer's photos there is one that shows the cars UK reg number, **BAF498B**. From gov.uk we can see that it was last taxed and MOT'd in 2012, and it is registered, on DVSA, as a Triumph Herald 1200.

I will try and keep an eye on the web site, it would be good to know if someone does stump up nearly £30,000 for this Burlington Arrow.

The second Arrow, the silver one with burgundy hood and plate XZ003X, is for sale in

ible top. Unique model built in England in 1985. With Dutch registration."

The asking price for this one is 12,950 Euro, which



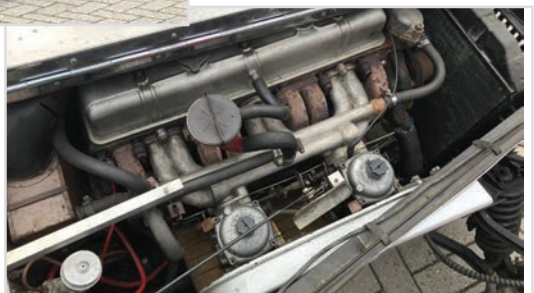
currently is £11,450. The overall look of this Arrow I like very much, more than the Danish car, and it's

less than half the price, and you get a windscreen AND doors. Interesting that it is another 6-cylinder car (some might think the 2-litre straight six provides a little more power than a little car like the Arrow needs; I don't know, I've never driven a 2-litre Herald/Vitesse kit car), and the original builder had the same issue with space for air filters. The treatment chosen here is different, as we can see from



Holland. The seller's description is really quite brief:

"Special old-timer based on a Triumph Vitesse 2000. Very nice convertible sports car. Very nice interior, with a beautiful wooden dashboard. Beautiful fabric convert-



the photos; in my opinion a bit better, but I'd still rather just have a plain side panel (louvres are good).

There is one odd detail I notice, the dashboard instrument layout. We can see that a rev counter is set in the centre of the dash, with the speedo on the passenger side of this.

I wonder if this arrangement meets UK vehicle construction and use regulations?!

The third Arrow, red **JMW169F**, is for sale in the UK, Wolverhampton, to be more precise. Here's the seller's blurb:

"Burlington Arrow, 1967, based on a Triumph Herald 1147cc, with twin SU carburettors, engine, gearbox, chassis, running gear, etc. Registered as a Burlington Arrow on V5. Historic vehicle, MOT and tax exempt. Once belonged



to a famous celebrity. Loads of paperwork and photos. Drives and handles the road very well. Real class looker and head turner. I've had tremendous pleasure driving it on the weekends. Rare car, in my opinion, a real one off."



The asking price for this one follows the downward trend, £7,995. In the posting the car is not particularly well photographed, but in my view it is less



visually appealing than the silver Arrow in Holland. I am not a fan of those spring clips to hold the bonnet down nor of that mascot on top of the grille... minor details, I know. I see it sports a TSSC metal badge; this is an attractive item, but doesn't mean the owner is a paid up member, of course.

There is one big irony with this car... have you spotted it? We're told the car is based on an 1147cc Herald, but we can see the car now boasts twin SUs. The installer made the decision to fit trumpets, with no air filters, and this arrangement fits happily within the sides of the engine compartment, so Trev is happy. But, hold... what is that monstrous carbuncle on the top bonnet panel?

This sheet metal and grid structure seems to have no purpose, other than looking ugly. I'm pretty sure I know why it's there, and I expect many of you have worked up the same theory. Likely that the car was originally built with the engine from the Herald 1200 donor, complete with its downdraught Solex carburettor. This probably required a hole cut in the bonnet above the carb... to fit an air filter. If the new owner has the same dislike of this piece of redundancy as I do, it would not be too difficult to get a replacement bonnet half made, painted and fitted.

For anyone with a particular interest in Burlington cars there is an active Facebook group, called Burlington cars. I am a member, and I find the posts very interesting.

Trevor

<https://www.instagram.com/heraldspecial/>
<https://www.facebook.com/trevor.collett.7140/>



BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

A Tentative approach

It is now early January, and I can report that at long last some small – tentative, even – progress has been made with the Equipe Mk 3 Prototype, in that I have finally carried out the shuffle which allowed me to get the car out of the garage where it has been since I bought it in September 2021, and have now moved it into the new canvas garage I had put up last year for the car.

As ever – or at least with me, the first problem was to empty the 'new' garage which was supposed to be empty, but had become a useful dry space for firewood, but a couple of hours of sawing and stacking had that sorted out.



Emerging from the old garage, with older cousins behind

The next issue was moving a trailer which was in the way, and then squeezing down beside the car to blow up two tyres.



Approaching the New Garage



Surprisingly the easiest bit was pushing the car single handed across the drive, of course the lack of an engine helped considerably, and there is no extra weight in the car such as glass, seats etc.

Anyway the car is now tucked up in the new garage, with nothing down either side so easy to get to when I want to. I am now trying to get the other small jobs around the place done so I can get started on the car. The plan is to do the work using a donor Equipe to provide the chassis and running gear. As those who have restored cars will know the problem is that when it is apart you need two or 3 times the space of the completed car, so I am also trying to clear out anything that I can to create a bit more wriggle room.

In my last two articles I have mentioned Graham Butcher who has bought a yellow 1300 4s which

has been off the road for 40 or so years, and the car was no longer listed on the DVLA database. In order to have paperwork that linked the registration number, and commission number together which DVLA will need if they are to allow the retention of the original number, I suggested that Graham contact the Kent Records Office (the car is Kent registration) and see if they still had the original County Registration Records. It turns out that they did, so hopefully this will help him retain the registration number which will be nice – the car was registered in Rochester and has always lived in Rochester. I was also pleased to hear that someone had picked up the spare bonnet and rear tub from him, so hopefully that will help another car to be restored.

Guy



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My GT6 & Other Triumphs

We've just tiptoed into January as this month's report is coming together.

Its a bit chilly.

But nothing compared with the weather **Martin Meffert** from Germany encountered nearly 20 years ago, when he collected the second of his 3 Triumphs from Scotland, as you will see in his report, below.

Martin describes himself as "more a reader than a contributor to the Courier".

Well, this month that has changed. Over to Martin, to tell us about his GT6:

My GT6 - and other Triumphs

"I first stepped into the Triumph world In the year 2000, buying a Spitfire 1500 and after a restoration brought it back onto the road in 2004. Since 2000 I have regularly visited England, normally with a friend who is a TR owner, with the Stoneleigh Spares Day being a fixed date. During these visits, I saw several GT6's and was hooked.

In December 2003 a GT6 was advertised in the TSSC classifieds. On Boxing Bay I called the seller and discovered that the car was located in Scotland. I took a cheap flight early in January and bought the car. As I was going to Stoneleigh in February anyway, I added a day to my trip and with a borrowed trailer picked up the car. It was



a horrible trip as on our way back from Scotland to the Midlands the weather changed from sunshine to snowy blizzards within minutes, as the picture shows.



The normal story of a restoration followed, with all the ups and downs, until I got the car road legal in 2009. Then there was a major setback in 2010.



Valve clearance was always an issue on this engine, so I removed the head and discovered that most tappets had a strong pitting and that there was a worn cam.

The cam was a mild sports cam kit from a camshaft company (I will not name the company). As the pitted parts from the tappets found their way through the entire engine it meant a complete rebuild. Whilst doing that, I took the chance to convert to a triple Weber 40 DCOE setup, Moss FR89 cam, mild steel tubular manifold and a Ford T9 gearbox.

Later a Quaife LSD was added. By August 2012 the car was on the road again.

What I have been fighting with the car over some years were firstly vibrations of the propshaft and secondly the suspension setup to teach the car to behave in a more civilised manner - especially turning into corners without sailing over the front end.

As of today I'm absolutely happy with the car. It runs very nicely, if you want you can drive very fast. From time to time I participate in events on the Nürburgring, no race but let's say, spirited driving. I call it "species appropriate treatment".

Our Spitfire 1500 is performing since we have had it without any hassle and in the meantime I restored a Herald 1360 Estate and converted it to Vitesse running gear. Three Triumphs, do they breed?"

Thank you Martin. Due to Covid restrictions, Martin's last visit to a UK Triumph meeting was in 2019, when he managed to get to Stoneleigh and to Stratford. He is hoping to get to a UK

meeting in 2023 and is considering for the first time the Classic Le Mans event, so if you're at one of those events, do keep an eye out for his lovely looking GT6, with its rather pleasing number plate.

We also heard from **Alex Hanschke** in Germany this month. Alex says that he has never written to us before, "for the simple reason that there is nothing to write about". His car - another GT6 - suggests that it, at least, is still something to write about:

"My 2.5 litre GT6 MKIII with its Spitfire MKIII body (yes a

real hybrid, but super fun - in her days) is "sorned" since more than 30 years and I'm not sure if I'll ever get her on the road again. At least she's rust free as her chassis is dip-zinced and her body spray-zinced. That did put a lot of weight on her.

The problem with getting her sorted technically is mainly time. There were kids, a house, an E-Type Ser.1 DHC and another house stepping into my life.

These, together with the lady and some work consumed all my time and energy.

My hope that one of the boys would go for her didn't materialise. Instead, one went for a MGB - yes I screwed up his education.

But maybe one day things will change and I can put my hands on her again, bringing up lots of very happy memories and - again - a lot of fun."

Thank you Alex.

We're hoping that just writing those words made you want to make things change just a little bit and that seeing them here in The Courier gives a little extra encouragement - we'd love to see your hybrid back on the road, giving you great driving pleasure again.

We close with a charming report from one of our most regular contributors, **John Pullicino** in Malta. John's report reminds us of some of Malta's history and his pictures confirm that many of the classics there are very well loved. Thank you to him for this report - and for ensuring that Triumphs are well represented on the island (see over).



sic car parts for popular makes. I received an invitation from Frank to participate in a classic static car show in Siggiewi last October. Static shows are not to everyone's likings. You must pitch up early on a Sunday morning and probably wait till the end of the show in the early afternoon and this can get unbearably hot. Nevertheless, I decided to take up the invitation encouraged by James Scifo who attended in his

A delightful day in Siggiewi

"Siggiewi was once a quaint little village in Malta surrounded by fertile agricultural land with a distinct and imposing church in the main village square dedicated to St. Nicholas.

It was the place my parents met during the second world war as both their families were taken in as 'refugees' to live with the local farming families having fled the highly bombed city of Valletta and the town of Paola, the latter also dangerously located close to the dockyard areas.

Within the main square of Siggiewi one can still find a

period petrol station surviving from the fifties or sixties. Its owner, Frank Mallia, is not only a keen classic car enthusiast but also an importer of clas-

GT6 Mk3, myself in my Toledo, and we met with Clifford Mercieca on the outskirts of Siggiewi. We drove to the main square and parked in the





allocated space for TSSC Malta, later we were joined by Rene Zampa in his Spitfire mk4.

ing to a Siggiewi family well known for breaking past speed records.

It was a great day to remember in 2022 and was enjoyed by car owners and visiting families. Hope



It turned out to be a very enjoyable day after a long hot summer with a gentle breeze providing natural air conditioning in the square and bright blue skies. The development restrictions applicable locally to the square and village core pro-

the event will be organised again in 2023 and will sport a higher turnout of local Triumphs."

John

Do please get in touch to tell us about your Triumph, whether it's attending shows like John's,



vided an ideal backdrop for a massive car show. In attendance one could find the Ford club of Malta, the Malta Mini owners club, the MG club and so many American muscle cars together with our small group. One could also experience the deafening startup of a local dragster belong-

gracing a racetrack like Martins or patiently waiting to return to former glories like Alex's.

Just drop us a note at **international-liaison@tssc.org.uk** and we'll share your story with the TSSC world

Jess & John

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Courier Back Issues & Technical Directory

Hello again, February already, I would like to thank the members who contacted me with questions and issues during the past months, I spend Boxing day looking through old issues of the Courier from pre-

available. So here is the section that covers the Stag technical issues that have been covered in the Courier over the years prior to 2010.

Bodywork/Chassis

Stripping a Stag for usable spares p.30 - Jul 06 No. 313

Brakes

Sunshine, Brakes and Hoods p.46 - Jul 07 No. 325

Winter lay-ups, handbrakes, and Differentials p.58 - Dec 06 No. 318 (see Picture 1)

Car profiles/Buying

Buyers Guide Part 1 p.46 - Jan 09 No. 343

Buyers Guide Part 2 - Feb 09 No. 344

Distributor/Ignition system

Fuel cut off switch faults p.23 - Aug 08 No. 338 (see Picture 2)

Electrical

Carpets and wiring troubles p.24 - Jul 09 No. 349

Charging Trouble – Alternators p.40 – June 10 No. 36

Electrical fault finding p.30 - Sep 08 No. 339

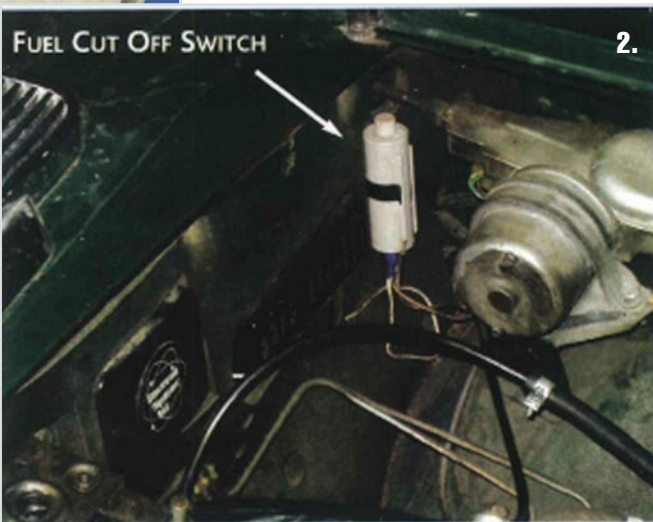
LED lighting p.40 - Apr 07 No. 322

Fuel cut off switch faults p.23 - Aug 08 No. 338



2010, then my CD collection of the Courier back issues, and then finally I turned to the Club Website where we can view the Club's Technical Directory and back issues of the Courier. **You just click on Courier and it's all there.**

All the technical articles and experience from the Courier are all there on the website for all members to access and peruse. I have become aware that not all new members have been able to gain the benefits of the directory, as they have not realised it was 60



Rear lights p.56 - May 08 No. 335
Rewiring progress p.57 – Dec 07 No. 330
Engine/Ancillaries
Alternate engines p.57 - Mar 10 No. 357



Earthquakes and Inlet manifolds p.56 - Apr 08 No. 334 (see Picture 3)
Ford 1.8 Turbo Diesel and 5 speed box in a Stag? p.32 - Jul 06 No. 313
Stag Snippets Cylinder head oddities p.55 - Nov 06 No. 317
Stagworth - Engine swap experiences p.48 - Apr 10 No. 358

General/Miscellaneous

Archive photos' including 6105KV Stag prototype p.29 - Sep 08 No. 339
Coast to Coast USA Part 2 – p.24 - Oct 06 No. 316
Coast to Coast, USA Part 1 p.44 - Sep 06 No. 315
Common Faults p.22 - Aug 10 No. 362
IVR Data and Mark 1/ Mark 2 differences p.46 - Sep 09 No. 351
New Register Secretary – Richard Briscoe – Introductions p.14 - Jun 06 No. 312
Petrol Tanks p.34 - May 07 No. 323 (Picture 4)



Photo Special! Stags in Film, posters, and development photos p.58 - Apr 09 No. 346
Stag Engine numbers p.29 - Aug 06 No. 314
Stag Servicing p.12 - May 10 No. 359

Stag Snippet – Optional Skid plates! p. 60 - Dec 06 No. 318
Winter Checks p.55 - Mar 09 No. 345
Winter lay-ups, handbrakes, and Differentials p.58 - Dec 06 No. 318
Winter Storage p.16 - Dec 09 No. 354
Woes of Stag ownership – PGU 164K p.42 - Jan 08 No. 331

Mechanicals (other)

Correct radiator mounting p.45 - Jan 08 No. 331
Inertia switch emergency repairs p.36 - Dec 08 No. 342
Keep an eye out – special parts p.54 - Oct 08 No. 340

Joint face sealing problem p.56 - Aug 07 No. 326
Water pumps p.32 - Nov 08 No. 341

Restoration/Rebuild projects

A Stag Reborn p.48 - Jul 08 No. 337
Stag Reborn XLN 448S p.59 - June 08 No. 336
Update WTL 600K

Suspension & Steering



Front suspension rebuild p.48 - Feb 08 No. 332 (see Picture 5)
Rear Suspension rebuild part 2 p.42 - Feb 07 No. 320
Rebuilding the rear suspension part 1 p.48 - May 09 No. 347
Rebuilding the rear suspension part 2 p.48 - May 09 No. 347
(see Pictures 6 and 7)

Stag suspension problems p.38 - Jan 07 No. 319
 Suspension tips p.39 - Mar 08 No. 333
 Steering Column overhaul part 1 p.50 - Feb 10 No. 356
 Steering Column Overhaul part 2 p.46 - Apr 10 No. 358
 Steering rack woes p.40 - Jul 10 No. 361

Transmission

Gearbox swap part 1 p.38 - Sep 07 No. 327
 (see Picture 8)
 Gearbox Swap part 2 p.10 - Oct 07 No. 328
 Gearbox Swap part 3 p.28 - Nov 07 No. 329
 Stag Gearing Changes p.30 - Aug 09 No. 350
 Winter lay-ups, handbrakes, and Differentials p.58 - Dec 06 No. 318

Trim

Carpets and wiring troubles p.24 - Jul 09 No. 349
 Colour and Trim Combinations p.33 - Nov 08 No. 341
 Paint and Trim options p.52 - Jan 10 No. 355
 Tyres & Trim Codes p.14 - Jun 07 No. 324
 Screen Finisher fitting p.40 - Nov 09 No. 353
 Sunshine, Brakes and Hoods p.46 - Jul 07 No. 325
 Wiper arm replacement p.26 - Aug 06 No. 314

Wheels and Tyres

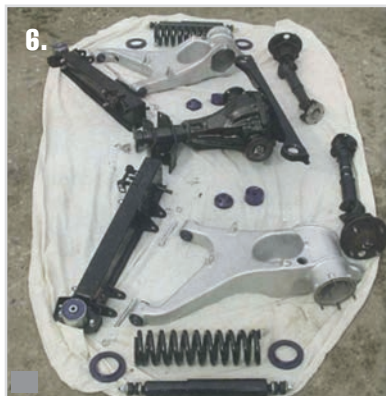
Guide to MAG Alloy Road Wheels p.38 - Dec 08 No. 342
 Tyres & Trim Codes p.14 - Jun 07 No. 324

Well, I hope that helps any new members or any other members who were unsure about the availability of the Technical Directory. It's there to support you maintain your Stags. Likewise, the full Technical Directory covers all other Club cars and anything else that been printed in the Courier.

Meanwhile, if you have undertaken any unusual technical projects on your Stag, then, as said many times before, it would be great to hear from you and publish your experiences in the Courier for other members to share

Keep those V8's purring!

Ben



Factory Technical Information

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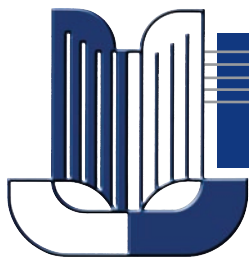
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SYNTHETIC FUEL DEVELOPMENT CRUCIAL FOR CLASSIC AND COLLECTOR CAR INDUSTRY

Specialist insurer Footman James polled classic car owners during recent Coffee & Chrome event to gain insight into what future, non-fossil fueled options classic car owners may use

When asked: **'How do you think you would power your classic / collectable car if petrol or diesel wasn't available?'**, 76 per cent of respondents said with synthetic fuels

Meanwhile 24 per cent of voters opted for electric conversions being the favoured method of how classic car enthusiasts will power their vehicles in the future

Synthetic fuels are the favoured zero-emission alternative for over three quarters of classic and collector car owners, Footman James has found. Asking its audience *'How do you think you would power your classic / collectable car if petrol or diesel wasn't available?'*. 76 per cent voted for synthetic fuels, and the other



24 per cent thought they would convert their classic / collectable car to run on electric power. The results show the importance of affordable sustainable fuels being easily available to power classic and collector cars in the future.

Polled during its Coffee & Chrome event in October - where classic, collectable and rare vehicles are displayed at the Footman James-organised gathering - the audience responded to the question concerning how classic car owners will power their cars in the future. With the majority voting that they would power their cars with synthetic fuels, the rest of the respondents thought that they would need to convert their petrol- or diesel-powered cars to run on electricity, thereby swapping the engine for a fully electric system in its place.

While Footman James recognises the classic and collector car industry makes up a small part of the 34.4 million Internal Combustion



Engine (ICE) cars (including hybrids) on the road today, it is specifically looking at how UK drivers may power their ICE cars at a point some decades away when petrol or diesel is no longer available.

Discussing the results with the Historic and Classic Vehicles Alliance (HCVA), a 'not for profit' organisation whose mission is to protect and promote the sector and secure its long-term future, agrees e-fuels can be a sustainable method – both manufacturing and infrastructure to deliver the fuel – to power classic cars in the future. It campaigns on behalf of individuals and companies in the classic vehicle world including specialist restorers, dealers and parts suppliers. Among the HCVA's early achievements is its campaign to raise awareness of challenges around the introduction of E10 fuel, and it also has a strong belief in sustainable fuels. As an organisation it also projects that the sector estimated to have an annual turnover of £18.3 billion.

"This is a fascinating question, and one that we are often asked," comments Chief Executive of the HCVA, Garry Wilson. "The reality is that if people want to keep running their classics on petrol, there will be plenty available for several decades to come. My main message is don't panic. Most of us will not have to make this difficult decision."

Expanding on the question, Wilson believes it's very much a personal decision. *"Some classics are deeply impressive converted to electric, but do it because you like how they drive, not because you think you are contributing to saving the planet, which you won't be unless you drive it enough miles to recover the CO2 spike caused by battery manufacture,"* he emphasises. *"Sustainable fuels on the other hand are a drop-in solution that, when they become widely available, we can all use without any modifications to our engines, slashing our carbon emissions immediately to 80 per cent of net-zero."*

That's a huge environmental win that also protects the character of our classics."

While classic cars are said to be some of the most sustainable vehicles on the planet, car

owners, as proven within Footman James' recent Indicator Report, which studied the classic and collector car industry, are concerned about how they will fuel their cars in the future. Within said Indicator Report study, 47 per cent stated they felt the pressure of environmental scrutiny on classic cars that the climate change debate brings. Alongside this, the rising cost and availability of high-octane E5 fuel, designed to be more suitable for older and more powerful vehicles (in comparison to E10, which caters for more everyday, modern engines) puts the pressure on owners further, thus proving the automotive sector needs to look at alternatives.

Managing Director of Footman James, David Bond said: *"After polling our Coffee & Chrome attendees, I'm pleased to hear that they're thinking about the future and how they may be able to align their classic cars with a net-zero future. Understanding the power that alternative fuels have for our [classic and collector car] industry, shows not only a potential positive outlook ahead, but also highlights to organisations the power that e-fuels have to secure ICE cars' relevance and sustainability in the future. After all, if we can keep more cars on the road rather than manufacturing new, that will save millions of tonnes of embedded carbon."*

Synthetic fuels, or e-fuels, are made from bio waste, itself being a product of biological organisms such as plankton and algae that absorbed energy from the sun millions of years ago, or other synthetic CO2-neutral masses. Not only are they less harmful to create, i.e. not using oil-based raw materials to make the fuel, but when synthetic fuels are burned, they also produce fewer harmful emissions. While some large vehicle manufacturers are investing in synthetic fuels, it's widely reported that synthetic fuels may be one alternative way to power vehicles that have already been made and, due to the petrol pump infrastructure already in place, work best for classic or performance vehicles.

The poll took place in October 2022 with 728 confirmed individual answers given.

To celebrate 100 years of the Triumph marque in 2023 a number of TSSC Areas are collaborating to organise a run around their area boundary.

These could take a variety of formats including tulip routes, convoys or treasure hunts. For the larger areas/ counties the run might be broken up into sections, for those not wanting to do the whole run.

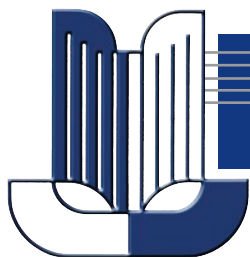
Some neighbouring areas will also be meeting up to do part of their runs together.

This will be a great chance for TSSC members to join in with what could be the biggest classic car run ever!

**Put the date in your diary -
Sunday July 23rd 2023**
(TSSC Founders day)



Date: July 23rd 2023 Venue: Your Local Area



Readers Write

e-mail: courier@tssc.org.uk

Innovative Clock Repair

Rev counter repair just got easier with new DIY kit

Following on from their well known clock repair kits **Clocks4Classics** have developed a new product that provides an easy way of repairing the Smiths rev counters found in many Classic Cars.

Smiths rev counters often fail due to faulty electronics, with many of the original circuit boards being 50+ years old. Another issue is that the early RV type rev counters rely on a "tacho generator" to produce the drive signal for the rev counter. These tacho generators often fail or become inaccurate over time and are difficult and expensive to replace. It is also increasingly common for classic cars to be upgraded to electronic ignition but this often means the rev counter no longer works.

The Clocks4Classics tachometer repair kit overcomes all these problems for RV and RVI type Smiths rev counters. Their kit replaces the rev counter electronics with modern surface mount technology and the new electronics takes its signal directly from the ignition coil so no tacho generator is required.

It is suitable for 4, 6 or 8 cylinder cars with positive or negative earth and is compatible with contact breakers or electronic ignition.



Easy to fit and calibrate

The Clocks4Classics tachometer kit has been designed to make it a easy DIY repair. To achieve this the kit circuit board screws directly into the back of the rev counter movement - replacing the existing circuit board with no need to remove the dial at the front. Quick fit connectors are provided so no soldering is required. Another key innovation is the press-button calibration process so there is no need to link to a smart-phone, tablet or computer to calibrate the rev counter. The button in question is on the new circuit board and the whole process takes less than 5 minutes.

Clocks4Classics have sold thousands of their Smiths clock repair kits around the world and are frequently commended for the clarity of their step by step instructions and their YouTube guides. The tachometer repair kit guides follow the same pattern. The instructions can be downloaded from the Clocks4Classics website and their YouTube site clearly shows how to revive a rev counter with this innovative kit.

Mark Willows

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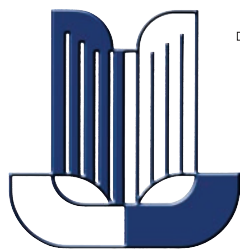
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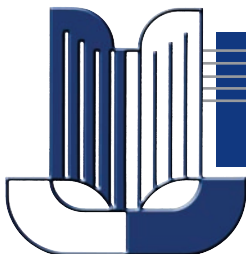
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Triumph Sports Six Club

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

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Colin Lindsay, 6 Old Mill Road Scarva Co. Armagh BT63 6NL.
Tel: 02838 832453. e-mail: 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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/1500

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

VITESSE 1600/ Mk I/II

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

GT6 MkI/II/III

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

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Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE.
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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

TR 4/4A/5/250/6

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

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA.
Tel: 07766 101615 e-mail: 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

STAG

Ben Carney, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

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

AMPHICAR

David Chapman, Tel: 01684 592985 e-mail: 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. Tel: 0781 107 3138

YOUNG MEMBERS CO-ORDINATOR

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

TRIUMPH/MG WEEKEND 22

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

AREA LIAISON OFFICERS

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

PUBLIC RELATIONS OFFICER

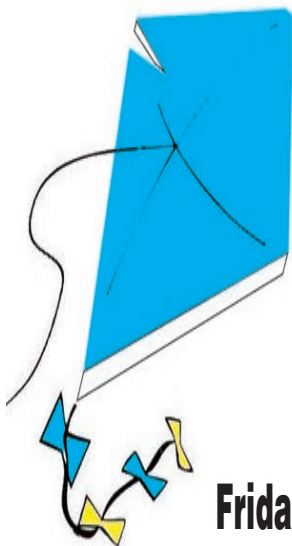
Vicky Dredge, Kingcott Farm, Alcester Road, Flyford Flavell, WR7 4DF.
Tel: 07745 299457 e-mail: pro@tssc.org



February 2023

AREA
NEWS

AREA
Directory • News • Events



2023 TSSC
Isle Of Wight
Triumph Weekend

Friday 28 April to Monday 1 May 2023

Waverley Park Holiday Centre

51 Old Road, East Cowes, Isle of Wight. PO32 6AW.

www.waverleypark.co.uk

Telephone: 01983 293452

email: holidays@waverley-park.co.uk

Please quote TRIUMPH when making reservations

Discount available on Red Funnel Ferries only

48 Static Caravans 3 Flats 33 Serviced Pitches

Large Camping Field



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL

Dave Fray: 07557 659311

Harvester, Hillington Ind est. - GLASGOW. G52 4DR. **West Coast**

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

Danny Stroud: 07823 539047

Various - Contact AO

1ST THURS. 7.30PM

2ND MON 7.30

LAST THURS. EVES.

SCOT N. EAST

NORTHERN AREAS

CHESHIRE

Henry Jones: 01625 425845

Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ

1ST THURS. 8.30PM

CUMBRIA

Roy Ross: 01229 316501 **Nigel Entwistle** 01229 717544

Advertised in Cumbria News & Website

LAST SUN. 12 NOON

LANCASHIRE

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

Hoghton Arms, Blackburn Rd, WITHNELL. PR6 8BL.

LAST TUES. 8PM

LIVERPOOL

Mark & Tracey Lamb: 07975 591421

Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.

1ST TUES. 8PM.

MANCHESTER

Jeff Booth: 0771 0001893

The Sheldon Arms. ASHTON UNDER LYNE. OL6 7UB

1ST WEDS. 8.00PM

NORTH EAST

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

MES Training - Blackmoor Court - DURHAM. DH1 5ES

1ST SUN. 10.30AM.

WIRRAL

Richard Lloyd: 01516253172

The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL

LAST THURS. 7.30PM.

NORTH YORKS

Keith Warren: 07534 820155

The Greyhound, 82 Main Street RICCALL YO19 6TE

The Motorist Sherburn - ELMET. LS25 6JE.

4TH TUES. 7.30PM

2ND THURS. 6.30PM.

SOUTH YORKS

Richard Oakes: 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

WEST YORKS

George Kemp: 07970 045574.

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

2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY

New AO/s Wanted Contact Nigel Hill 07976 163006

DERWENT VALLEY

Bryan Clayton: 07858 959027

TBC Contact AO for Details.

2ND TUES. 7.30PM.

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

Contact AO for venue meet ups.

3RD TUES. 7.30PM.

PETERBOROUGH

Charlie Noble: 01780 666045

The Gordon Arms, PETERBOROUGH. PEW2 7DH

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.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8.00PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Farmer Johns</i> , Streetly, Sutton Coldfield, West Midlands B74 2DX.	1ST TUES. 6.00PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Red Hart</i> , Cockshut Lane, INKBERROW, WORCS. WR7 4DD	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 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)
ESSEX	Mike & Sue Titchen: 07860 708356 <i>Contact AO for Monthly Meeting Venue</i>	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>Contact AO for Details.</i>	
NORFOLK	Paul & Christina Girling: 07584 000442 <i>Venue to be advised by email and Facebook. Contact AO for Details</i>	1ST THURS. 7.30 FOR 8PM
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 6PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Harte & Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	New AO/s Wanted Contact Nigel Hill 07976 163006	
GATWICK	Tony Locker-Lampson: 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven PH</i> , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Pheasant</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The Two Water Mills</i> , Newtown Rd, NEWBURY, RG14 7HB <i>The Craven Arms</i> Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX.TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212 George Ashborn: 07508 853397 <i>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> , Portsmouth Rd, - COBHAM. KT11 1BW <i>George Inn</i> - 29 Windsor Road, - WRAYSbury. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 7RN	2ND WEDS. LUNCH 12.30PM
AVON	David Dyer: 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 <i>The New Inn</i> - GOONHAVERN. TR4 9QD..	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD.	3RD MON. 8PM
SOMERSET	Steven Polden: 07504 516623. <i>Contact AO for meeting venue</i>	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	1ST THURS. 7.30PM.
SOUTH WALES	Megan Hancock: e-mail: southwales@tssc.org.uk <i>Y Maerun</i> , Marshfield, Cardiff CF3 2TU	LAST TUES. 7.15PM

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB.	1ST WED. 7.30PM.
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International Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
ISRAEL	Michael Kaye	m@mlk.co.uk
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JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
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MALTA	John Pullicino	jpullicino58@gmail.com
SOUTH AFRICA	Karl Illenberger.	karl@kre.co.za
SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report

Andover - Avon

Triumph Sports Six Area Liaison Officers

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

Can we all say a big HELLO to our new area organisers joint AO Nigel Entwistle for Cumbria, Young Megan Sian Hancock who is actually the youngest AO so far. (Whoop whoop) for South Wales. Bryan Clayton for Derwent valley and Steven Polden for Somerset area.

This year myself and Nigel are already booking in events. We are both at the MG and Triumph Spares at Stoneleigh on Sunday 12th February, long time since we have been here but will be nice to be back. We are taking most shop items and regalia but you can pre order through the club shop and to save postage collect from the show. We are in hall 2 with the usual hospitality and display cars. If you know anyone who would be interested in displaying there cars at future shows we are putting a list of show display cars together so if you can send information with pictures to my usual email address and what's app. Explaining a little bit about the car/cars. If there is anything unique about your car please tell your members to get in touch with us in the usual way.

As always we would like people to help set up and breakdown for these events. As everyones diary is beginning to fill up we appreciate the hard work our area organisers work as volunteers to keep the TSSC flag flying, ourselves included.

From the AGM in September we still want to make our 100 year celebration of Triumphs a great one so we need each and everyone to be on board our joint adventures and local area gatherings if there is anything we forget to do or you think we need to be doing please contact us.

We have seen lots of areas already organising there border runs. Our other challenge is making sure we are all OK using the TSSC website and keeping up to up date with your meetings and events, we are hoping to get training sorted asap. The social media and website are one of our biggest audiences and this is the way we are heading. Hope to see you soon,



Andover

e-mail: guy@bondequipe.org

e-mail: spittfires@cadley.org

Tel. 01672 514241

It seems a long time ago now but we had a very nice Christmas Meal at the Chalkhill Blue in December, with 11 of us around the table, sadly Southampton Bob unable to join us on the day. It was looking as though it was going to be very busy, and the manager saying the same, as there was a very large table set out just behind us but it stayed empty so we just thought they had booked for later and enjoyed being able to talk to, and hear, each other. It was only as we were getting ready to leave we discovered that a group of 30 had let the pub down with no warning or excuse - how can anyone possibly do that? it beggars belief! The manager said that she called the person who had booked it and they answered the phone but just hung up when she identified who she was.

We at least enjoyed our meal and it all went down very well. And a good round of gifts this year with a biscuits and car cleaning accessories appearing to be most popular. And a particular thank you to Alan for the home-made after dinner chocolates he brought and shared around.

And congratulations to Rowan and dad Richard who were the only ones brave enough to turn up in a Club

Nigel & Di.

car - a Herald- on a very cold and frosty day.

Back to the Clatford Arms for our regular Wednesday lunches from now on and the event season starts with the MG & Triumph Show at Stoneleigh. We'll be there with our stand so please let us know if there is anything in particular you need that Guy might be able to retrieve from the garages to bring with us. We definitely need more of the 'useful bits' that he keeps hanging onto to find good homes so we have room to move around in them!

Guy & Suzie

Next meeting:

8th February 2023 at 12.00 - The Clatford Arms,
Goodworth Clatford, SP11 7RN

12th February - MG & Triumph Show at Stoneleigh,
CV8 2LG

Avon

e-mail: daverover@hotmail.com

Tel. 07860 878058

We are now weeks past that busy time of the year, Christmas and New Year, I hope that you and your family have all survived and recovered!

Cheshire Cornwall



It seems we often think of December as mid-winter and hope the weather will start to get better progressively to Easter, and drives out in our treasured classics. However, that isn't always the case, I have a faint memory as a child of 1963!

While we wait for that better weather some of us will do a few hours in the garage, restarting that project or doing small jobs ready for the summer.

What are your plans? I have a 2CV mid restoration, a few jobs on a Daimler Double Six and TR7 before the road calls.

We are discussing a new venue for our monthly meet, details in the mag as soon as we decide, maybe call me if you are planning to come along.

Best wishes

Dave

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Events at Cast Iron World have meant little change in the Triumph department. The GT6 at Head Office is close to the point of running the new engine for the first time, needing 'only' exhaust, fuel pipe and propshaft and some simple wiring.

We had interesting weather on meeting night - reasonably OK at the start, followed by monsoon rain towards the end. Our man from Leek shamed the rest of us by coming in the Acclaim. And as ever, we have the off-piste subject of induction hobs, and the need for the correct metal in the base of the pan (usually solved with a new pan, I believe). One useful suggestion was to place a piece of steel (1mm thick!) between hob and pan as an interim solution.

We then moved on to shows and things. I referred to the (short) list in the report in the January Courier, and realised that I had missed the date for application for Lymm Historic (noon on 3 January). In previous times, all the available slots were rapidly taken up, but the application form (via Professor Google) was still active on the 6th so I filled the form in (the car has its own email address, which puzzles me). One or two may make their way to the Spares Day at Stoneleigh on 12th February, which (according to at least one present) may be disrupted by HS2 construction (which itself may be disrupted by other things). I need less Triumph parts rather than more, but who knows what will happen in between now and then.

Our man from Crewe is trying to acquire a tow bar for the Herald Estate (so it can tow things, not be towed). One has appeared on eBay but it's on the south coast and has already attracted two bids. However the pictures indicate a rather simple construction, easily copied with suitable pieces of steel (if one had a suit-

able steel shop - our local one disappeared a year or 3 back). Is it legal to make your own tow bar?

The man from Crewe also has a shelf in his loo for back copies of the Courier and (while otherwise occupied in said room) had found an article written by me in Courier no 415 (January 2015) about removing a Vitesse cylinder head. I pointed out that I have saved paper copies on Couriers 377, 402 and 439 as the cover pictures originated from my SLR. Back issues of the Courier are easily found on the Club web site (provided you know how to run a computer and have a login for the Club web site).

We also did fitting windscreens (again). I was advised to make two dowels to make pulling the ends of the string less stressful on the hands. The workshop manual shows a factory person pulling the string with bare hands.

There may be an events list for 2023 on the Club web site by the time you read this. No login required.

Our next meeting is on Thursday 2nd February at the Cock and Pheasant.

Henry

Cornwall

e-mail: carol.63@hotmail.co.uk

cornwalltriumphs@groups.io

Tel. 07979 464643

Hi All. Firstly I would like to apologise for the lack of news in our 1st edition of the New Year. I do hope you all had the most marvellous Christmas and a very happy New Year celebrations. I have produced the events list for 2023 which was posted out on our Email Group page. Please if you are not in this group you can join us at cornwalltriumphs@groups.io

I will update events also on the main TSSC website and Facebook.

Our Christmas dinner and dance was a great night and thoroughly enjoyed by us all. I would like to thank Malcolm and Claire for kindly booking this venue for us all.

By the time you read this we would have had our first Car Run and Lunch out more news on this next month.

This month's meeting 9th February at the New Inn Goonhavern 7pm, do let me know you can join us, as I need to book a table.

The 19th February will be a Car Run and lunch out organised by Des and Wendy, please note not 26th as previously advertised.

That's all the news I have for this month, look forward to seeing you all very soon. Happy and Safe Motoring

Future events:

March 9th Club Night



Cornwall - Cumbria Derwent Valley - Devon

Cornwall Continues

March 26th Car Run and lunch out
organised by Steve and Jo
April 13th Club Night
April 15th - 16th Lands End trial
April 15th - 16th Wadebridge Classic and
Vintage Rally with Antiques
April 23rd "Drive it Day" organised by
Anthony and Sally - Ann
April 29th Perranporth drift, drag and showtime
April 29th - 1st May Callington
Vintage & Country Fair.

Carol

Cumbria

e-mail: roy.anne@tiscali.co.uk

Roy. 01229 316501

Nigel. 01229 717544

January has always been a time for reflection on the previous year, and for the Cumbria area this last twelve months feels like we have been picking up the pace from the Covid pandemic years. We attended a number of local shows and joined with the Triumph Dolomite Club for their Northern Dolomite Day at Elvington Air Museum in July before heading to Ripon Show to make it a weekend away. Perhaps the highlight has been the 2022 Tour of Scotland where we headed for Bute, Islay and Jura to explore some "interesting" roads. Those who weren't driving also had the chance to discover some unique malt whisky distilleries too!

Tony Holiday has stepped down as 2-I-C for family reasons, and all the Cumbria members will want to extend our appreciation to him for his service to the club. Nigel Entwistle has stepped into his shoes. Thanks also to Roy Ross who continues as our indefatigable area organiser, who assisted by Anne, does the impossible job of trying to keep us all in order!

The year was rounded off with the now traditional Christmas meal in the Pennington Hotel in Ravenglass attended by most of the regular members.

During the winter season the regular meetings on the last Sunday of the month continue on Sunday 29th. January again at the Pennington, Ravenglass and all Cumbria area and nearby TSSC members are invited to join us at the Kellbank, Gosforth (Cumbria, not Newcastle!) for a midday lunch on Sunday 26th. February.

Nigel Entwistle has been elected to help me over the coming year and he will be a great asset to us (thanks for volunteering Nigel) and I would like to thank Tony

for his help over the years and wish him and Helen well. Joan Moore is taking over the raffle and the role of fund raiser for our area.

We do have money in the bank but a lot of our equipment is now getting tired and old, some may have to be replaced in the not too distant future. Joan is looking into other ways of raising some money, apart from the Raffle. If anyone has any ideas I would like to hear them. Keep in touch with what is going on in the area on our Facebook page TSSC Cumbria
Safe motoring,

Roy

Derwent Valley

Tel. 0758 959027

Hi All. First of all, I would like to thank Colin for his time as Area organiser on behalf of all at Derwent Valley.

By the time this is published the New Year's Run will have been completed, and we will be preparing for this year's events and will confirm the date of our camping weekend as soon as we can.

I hope to see some of you at upcoming events this year. We plan to organise some of our monthly meetings at different venues, suggestions for these venues will be welcome.

Our February meeting will also be at our normal venue on the 7th at Top Club, Smalley Common DE7 6FY starting from 7:30pm.

Bryan

Devon

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

e-mail: nigelk57@gmail.com

www.tssc-devon.org.uk **FB - TSSC DEVON**

Tel. 01548 821348

Welcome to February already! Below you will find a list of the dates we have in the Diary for the Area for 2023. We hope you will find something to interest you.

We have been delighted to welcome so many new members to the Club and to the Area recently and to welcome back a number of 'old' members to the fold. If you have not yet come along to any of our events, you will be made very welcome, with or without a Triumph on the road.

The only ask we have is that you let us know around a week beforehand if you are coming to any event other than monthly Club Nights, and definitely if it involves the organisers booking food venues. Also if you CAN-NOT attend, when you have booked, please let us know

Devon Essex



either on sue@jassy.org.uk or mobile 07929 590293.

Sun 5 February South Devon Drive & Lunch – Meet Dartmoor Lodge Ashburton – to California Inn, Modbury for 1pm lunch

Wed 15 February Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 5 March East Devon Drive & Lunch

Wednesday 15 March Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 2 April Breakfast Meeting – Bickington Nr Newton Abbot

Sunday 16 April TSSC National AGM & Area Organisers Meeting

Wednesday 19 April Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 23 April DRIVE IT DAY venue to be decided

Weekend 27 April Isle of Wight Weekend

Wednesday 19 May Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 2 June Run to be arranged or local show

10/11 June TRIUMPH / MG 100 AT SILVERSTONE

Sunday 18 June Darts Farm Show

Wednesday 21 June Midsummer Afternoon run to Star Inn for Club Night

Sunday 25 June Totnes Rotary Show at Staverton

Sunday 2 July Rover Show at Highwaymans Haunt Chudleigh

Weekend 8/9 July Powderham Historic Vehicle Gathering (Devon Area Stand)

Wednesday 19 July Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 23 July Devon Borders Run celebrating 100

Years of Triumph and Inaugural Meeting of TSSC

Sunday 6 August Run to be arranged or local shows

Wednesday 16 August Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 3 September Run to be arranged

Wed 20 September Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 1 October Run to be arranged

Wed 18 October Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 5 November Guy Faulkes Run to be arranged

Wed 15 November Devon Area AGM & Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 26 November Inter Club Skittles & Lunch – Waie Inn, Zeal Monachorum

Saturday 9 December Inter Club Christmas Dinner Dartmoor Lodge, Ashburton

We decided against taking one of our Triumphs to the January run from the House of Marbles, as we are low lying and the lanes around us were seriously flooded in places. So out came the trusty MX5 which, after all, is what our Triumphs may have morphed into over the years. Congratulations to those who did bring their Tri-

umphs out to play:- two 2500 PI Estates, that of Dan and Russ, Allan brought his 2500 PI saloon, Rob had the Spitfire, Terry & Louise were in Dan's Acclaim, and the last Triumph was the beau-



tiful early Stag belonging to very new members Charlie & Lesley. Another car to mention was the lovely and well used Trabant of Julian & Lorraine who are also very involved in the Eastern Bloc Car Club. We were especially de-



lighted to see Russ, Kirsty, Robbie & Ruby complete with new pup Chase as they have been unable to join us for a while. En route alas we lost Malc & Jan who went a tad wrong in Moretonhampstead, but the rest of us had a lovely if trifle damp run over to the Smugglers where we were met by those who had gone straight there. Including the younger ones, a total of 39 had the usual delicious carvery before making our way homewards.

Finally, watch out for a survey coming your way about our proposed trip over the Channel in 2024! Looking forward to seeing you all in February.

Sue & John & Nigel

Essex

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Mike. 07860 708356

Club Day in December was held at The Harlow Garden Centre, 8 of us enjoyed lunch, a natter and a few of us bought decorations for our trees and presents from the lovely selection of goodies in the shop.

Later that day we had a snow shower, but not as much or as deep as expected. Andy and Nick took Sue and I out for dinner at The Merry Fiddlers near Epping, it started to snow while we were enjoying our meal. When we left the car was covered in a few inches of snow, the





Essex Gatwick

Essex Continues

country lanes were terrible to drive on as was Epping High Street no roads had been salted, we slipped from one side of the road to the other but got home safely.

The next day Andy and Nick were suppose to drive back to Exeter but the M25 was a no go area as still blocked with stranded vehicles, so they stayed another night until it was clear.

Arnie and Sheila braved the cold in their GT6 to show us the roof

rack and box ready for his journeys to Europe this year, What a beautiful sunset over North Fambridge after we had our Christmas Meal.



We had a brilliant annual Christmas Meal in December at The Ferry Boat Inn, in North Fambridge, 24 of us enjoyed the lovely Christmas fayre of food, with the great company of Members and a visit from Andy and Nick from Devon area. We had the usual raffle with lots of great prizes. Thanks to all that came and helped.

On Sunday 8th January we had our Monthly Club Meet at The Castle Pub at Great Leighs, there were 17 of us for lunch. We spoke about different Car shows in 2023



and members can decide which ones they wish to book for so that we can go as a big group to most of them this year.

This was our first meet of the year where we had a very

constructive discussion about our 45th Anniversary of Essex Area weekend on 14th - 16th April involving arranging the car run out on the Saturday which Karl has kindly taken under his wing and gave details of the Holiday Inn Hotel Notley Cross in Braintree (We have 8 couples who want to stay) if we get more than 10 rooms booked we can get a discount for everyone. Please contact Mike if you are interested in staying and joining in with our special weekend.

We also discussed the MG & Triumph 100 Weekend where we have booked a couple of hotels nearby to Silverstone which are The Heart of England in Weedon and The premier Inn Northampton (Harpole). We will be gathering together for a meal on the Saturday evening at a venue nearby.

The Border Run in July is well under way with three areas around the Border of Essex being mapped out with three different group volunteers. We have decided to make this run to spread over the whole weekend of Friday 21st - Sunday 23rd July as this makes sense so we will have plenty of time to visit places when we stop at different locations with 2 hotels being booked on the Friday and Saturday nights.

Up & Coming Area Events

Please put the second Sunday of each month in your diary for 2023

February 2023

Sunday 12th - Essex Area Club Day - 12 noon at The Castle Pub, Great Leighs, Chelmsford CM3 1NE - Everyone welcome

Sunday 12th - MG & Triumph Spares Day at Stoneleigh Park, Warwickshire CV8 2LG - Tickets online

March 2023

Sunday 12th - Essex Area Tinkering Day - Venue TBC

Mike

Gatwick

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Hi all. Hope you're able to get on with those winter projects you planned for your Triumphs! The weather has not been great for getting out on the open road!

The Bletchingly meet on the 17th December was too salty for my poor little spitfire, so I was off in the MG ZT. I was not the only one to turn up in a modern car, but we were all put to shame with a nice small number of classics, if not vintage cars in the icy car park!

Trevor's estate was there looking quite youthful with the surrounding cars!



Gatwick - Gloucester



Cliff joined me in the car park of shame by coming in his bmw.

Dennis put us all definitely to shame by turning up in his lovely Austin 7 trials, with no roof! The rear mud guards were made from what looked like an old wicker basket! And his no plate was chalked on! Brilliant!

My mk3 is getting closer to getting her clothes back on, it's been a long time! I purchased her back in November, 16



Definitely the best way to kick off Christmas Day! Is with a pint of Harveys! It was great to get my mk1 out for a drive.

Here's my late contribution to the spitfire's 60th anniversary, a few of the mk1's that are still around that I've either seen in person at shows or found on the internet advertised for sale, over the last few of years.



Most of them are still on the road! But some are obviously hoping to get back on the road!



Today was another chance to go to Bletchingly, the first of the new year. It was probably the wettest I'd been to! Out of the three triumph owners (the three Ts) Trevor, Tony & Tony (me), Trevor was the only one to turn up in his Triumph! Well done Trevor!

Finally event's coming up, Bletchingly meet 1st & 3rd Saturday mornings of every month, Triumph & MG spares day Sunday 12th February & of course our monthly Tuesday meeting on the 14th at the Red Lion or is it now The crown? Has everyone come to a decision where we are having our meetings? Phone me before coming, to check where we'll be?

Is there any of you up for the clubs Border Run on the Sunday 23rd July? A drive round our area's borders & linking in with other areas that we border with ie Sussex, Surrey & Kent (maybe a few pubs as well!!)

See you all soon

Tony

Gloucester

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Hello everyone and I do hope you have all been well and enjoyed January as we move into February. Gosh doesn't time fly already! Other than over-indulging at Christmas & New Year like I'm sure we all did, there hasn't been much going on due to those freezing sub-zero winter nights and frosty mornings, salt on the roads and



Gloucester - Herts & Beds

M25 East

Gloucester Continues

on some days torrential rain... I do hope the weather will get better soon as to be honest we have had a few lovely sunny, no cloud winter days. Some of us went on a New Year's Day run out and met with The Cotswold Classic Car Club which was interesting. A variety of classic cars at the clubhouse and a nice event to kick-start the New Year. Nice to go out to kick-off the New Year.

All being well this year will see the return of the MG & Triumph Spares Day at Stoneleigh.

A few projects going on at the moment, hopefully all in time to be ready for a summer of classic motoring. New Year, lots of new events all being well so get all those Triumph's serviced.

Upcoming events:

Sunday 12th February - MG & Triumph Spares Day returning to Stoneleigh – the TSSC club stand will be there so you can collect your orders saving on postage.

Sunday 19th February - Hopefully a club run out will be planned all weather permitting.

Saturday 25th February - Gloucester Area Annual Dinner. More details will be announced.

For anybody looking for any quality spare parts, as My Vitesse has now completed the second phase of the build and work ongoing, I do have some items available for sale as they are now surplus to me. They are: 2L MKII complete Vitesse engine with all ancillaries, inlet manifold, carbs, distributor etc.

Engine running fine no problem at all before removal - enquire for further details. Comes complete with wooden cradle made for the engine and castors to move around easily.

3 mile covered practically new Borg & Beck TR7 based fine spline clutch and pressure plate. Your gearbox shaft will need to be a fine spline version and not ordinary Vitesse with the larger slots in the shaft.

Mocal rubber oil cooler pipes Blasted & powder coated in black red polychromed front top wishbones Vacuum servo Brake and clutch cylinders Lucas alternator Brand new top ball joints Brake calliper cast iron brackets (blasted) Radiator - no leaks and flushed out Yuasa 3000 60Ah 550A battery. Approx 3 years old but minimal use and mainly been off the car.

Charges no problem.

Billetted steel TR6 flywheel and dual-mass AP racing clutch (removed from TR6 engine now in Vitesse) - enquire for further details.

Brand new MKII Vitesse front brake callipers and brake

pads (3 miles covered)

Vitesse fuel tank in great condition - will be available soon as custom alloy tank being made.

I would prefer club members to have the chance to buy them first if interested before listing on eBay. If you are interested in anything please feel free to call / message me on **07979 941874** any day. If you are interested in a few items, single item or the lot no problem at all. I can send stuff with UPS and take photos / video, deliver with my trailer if you're not far away so lots of flexibility to make things easier for you all. I always believe in up-cycling to keep our cars on the road whether standard or modified especially with perfectly serviceable items. Take care all, let's enjoy 2023.

Keep them smooth on all 4, 6 or 8!

Costa

Herts & Beds

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Tel. 01582 750943

Hi Folks. Now the festivities are a distant memory and you have all the weight to shift. Be assured we are working on a plan for the seasons events to get you driving again.

But as a been nowhere done nothing month here is the dates booked for our Area Nogin and Natter evenings at the Raven Hexton SG5 3JB

All are welcome you dont have to be a member or in a classic to pop along for a good old natter

We look forward to seeing some new faces at the Pub. Soon!

Herts and Beds TSSC Pub meeting dates 2023

At The Raven PH Hexton SG5 3JB 8pm

January 23rd. February 27th. March 27th.

April 24th. May 22nd. June 26th. July 24th.

August 27th(bank hol). September 25th.

October 23rd. November 27th.

December - withheld.

Peter

M25 East

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Well, it's February already, not long now until we get those cars out and about again.

Going back to last year - we had our Area Christmas Dinner once again at the Golf Club. 18 of us turned out with quite a few decked out in Christmas jumpers. Thanks as always to Lesley for making the Christmas Cake, it was lovely as usual. It was then onto the Hill

M25 East - Newbury



Household for more merriment, drinks and nibbles. Thanks to all of you for my pressies. They were all bottles of booze. Don't worry though I'm sure I'll put them to good use.

News on cars is - Brian has been having a bit of trouble with a lazy starter motor and as luck would have it I had one of those super duper Hi torque jobbys in



in touch if you fancy it, even if you don't need anything the banter will be worth it.

Unfortunately there is still no monthly meeting as no suitable venue has been found. I will keep looking, there must be somewhere. By the time you are reading this you should be receiving emails from me with show forms thick and fast. There should be some good events again this year.

Hopefully they'll be some new ones to keep it fresh. If you don't receive the emails with show forms n stuff from me it probably means that I haven't got your email address.

If that's the case then just send it to me and I'll put you on our mailing list.

All the best

John.



my garage that was surplus to requirements. Well, after a bit of fiddling he's fitted it to Lightning and is 'well impressed'. Good to see it going to some use rather than gathering dust in my garage.

I've got my finger out at last and invested in a new radiator, after my old one started weeping. It was about 30 years old so it's not done bad. The new one is a full width Spitfire one and was quite a reasonable price. I was surprised to get it so quickly as most suppliers are out of stock but ACC parts (Anglo Classic Car Parts) had one on the shelf and they had it delivered to me in 2 days. I only stumbled upon them by chance but they sell loads of other Triumph parts so they might be worth checking out if you need anything.

We have a trip out this month on **Sunday 12th to the MG & Triumph Spares Day up in Stoneleigh**. It's probably only going to be a boys day out as the girls get bored looking at piles of rusty old toot. Tickets are £10 if booked in advance. All are welcome and if we can we'll double up in cars and share petrol costs. Just get

Newbury

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It certainly felt like Christmas as we met in the teepee at The Craven Arms in December. With air blowers and overhead heaters, the warmth of the evening grew as the evening progressed. With hot spots and occasional icy blasts it felt a little bit like driving my Herald. In fact, it got so hot in a couple of areas that some felt as though they were in the oven at gas mark 7. If Ian had sat in Steve's seat wearing his animated turkey hat, I



suspect there would have been a second helping of roast turkey all round. Either that, or the stuffing would have caught on fire (pardon the pun).

Anyhow, the food was excellent, as we have come to expect from the Craven Arms. As the beer and wine flowed everyone was able to catch up with old friends, reminisce about the year that was drawing to its close and share plans for 2023.

And after desserts were eaten Dave, dressed appropriately in a Santa hat and Ian, dressed inappropriately in the aforementioned turkey crown, set to work delivering the Secret Santa presents.

As always, a mixture of euphoria and complete bemusement followed as a variety of elf-made gifts were opened. Star prize this year





Newbury - Norfolk

Newbury Continues

had to be the book entitled: 'things to do while you poo on the loo', a gift which had the potential to leave the recipient looking a little flushed. Other presents included chocolates, beer, biscuits, car cleaning equipment and the most useful of presents for any car enthusiast: a telescopic magnet. Thank you Santa!

At the end of the festivities, it was time for some speeches, thanking the executive committee for all their work over the course of the year. All committee members agreed to continue their roles in the new year, so many thanks to Dave, Mary and Ian for their dedicated and ongoing support. The club would not be as strong without you.

All that's left is for me to wish you all a very happy New Year.

Robin

Norfolk

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After a full year for Norfolk last year, we're busy planning for this year with our usual selection of runs, meetings and displays at public car shows. In the pipeline so far are three events we'd like to display at (see below), our Scatter Treasure Hunt for Drive it Day on Sunday April 23rd, the TSSC Border Run on Sunday July 23rd and the Tea and Cake Afternoon in the middle of August (date to be finalised). We'll also be encouraging some of you to join us for some of the other areas' events - the MG & Triumph weekend, the Isle of Wight, SEM, Leicestershire Sunshine Rally, Duxford etc.

Christmas Meal Report

A turnout of 20 members met up for our Christmas get together at the Honingham Buck where there was plenty of nattering and laughing to accompany the lovely meal.

Well done to Tim and Evaldas for being the only Triumph in the car park, resplendent with Christmas lights, on what was a very cold and frosty evening.

Winners of the "Feely Bag Quiz" which kept folks entertained be-



fore, during and after the meal were Trevor and Steve.

The evening



ended with David being presented with his raffle prize from the November meeting of a car-toon of him with his TR7.

New Year Brunch Run

A nice bright sunny start to the day saw a great turn out for the first run of the year with 26 Triumphs and over 50 people attending. This resulted in an impromptu car show in Swaffham Market Place for the start of the run, which took in Castle Acre and a watermill, ending at Whitwell and Reephham Station for brunch and train rides. Unfortunately the rain came down just as folk were heading home. It was really great to see members coming from other TSSC areas including Cambridge, Leicester & Rutland and Nottingham. We were also joined by members from the Wensum TRs. See photo feature elsewhere in the Courier (all being well!!)

Look back on 2022

For those wanting to see what we got up to last year there is now a pdf of our 2022 (as well as our 2020 and 2021) events on the Norfolk page of the TSSC website (scroll down to the bottom of the page to the Downloads tab).

Showtime!

After our successful display at Sandringham last year (12 cars in spite of the wet weather) we are looking at putting on displays at the following shows this year - Earsham Hall Classic Vehicle Rally & Country Fayre on Sunday 30th April, Sandringham Pageant of Motoring on Sunday 28 May and Helmingham Festival of Transport at the beginning of August. If you're interested in displaying at any of these shows please let me know as soon as possible so we can get the space booked.

Call out for Meeting Venues

As most of you are hopefully aware we are planning on having a 'roaming' venue for our 2023 monthly meets enabling us to get around Norfolk a bit more. While we will try and get these into the Courier, they will be publicised by email and on Facebook at least a week before.

Have you got a local pub that can accommodate up to 30 people with a good size car park? Preferably with a room/bar of our own. Our meetings are on the first Thursday of the month, 7.30 for 8pm. If food is available all the better as some of our members like to eat beforehand.

Don't forget our meetings have been moved to the first Thursday of the month - our next meeting will be on Thursday 3rd February, venue to be confirmed as soon as possible - please look out for email/Facebook notification and on our page of the TSSC website.

Are you getting our regular emails we send out? If you've not had one recently please check your promotions or junk folder. Let me know your email address and I'll make sure you're on the list.

Paul & Christina

Northern Ireland



Northern Ireland

e-mail: heatheranddouglass@gmail.com

Tel. 07707 288233

As mentioned in last month's edition of the Courier we had our AGM and Planning Meeting at the beginning of December, and I suppose you are all waiting on the results! Well, true to form Nathan (M) is looking after our web sites and Michael (K) is still in the post of Treasurer and we thank both for their work throughout 2022. The post of Area Organiser was quickly filled by the proposal of Alan (F) and seconded by Alan (H) before there was an opportunity for anyone to speak and so you are stuck with me for another year. In truth no one else was interested, again. Hopefully in the next year or two some younger person will take on the post although I do enjoy it as I am well assisted throughout the year by the membership and those who plan runs and events.

Sat Dec 10th saw another of our "social" runs planned by Peter (M) and Nathan with us meeting at Colman's Garden Centre at Templepatrick. An excellent turnout when you considered the weather and the time of year with a total of nine cars of various makes and sizes. Only one Triumph had braced the weather conditions, snow and icy roads and that was a Herald in the capable hands of Alan and Maureen (H) although I did bring a soft top but that was a BMW convertible.

After a wander round the centre, with some buying, and we were on our way using the main A57 towards Ballyclare before turning off to make our way through the village of Doagh to take the Station and Bridge Roads to bring us the Burnside area with Corgy - Kilbride on our right. Conditions weren't getting any better and we were all making sure that we kept a safe distance from the vehicle in front even if it was a modern car that we were in or following. Once through the Burnside area we started to get a little more ambitious as we took to the hills to use the back roads towards Tildarg by taking the Drumadarragh Road.

With Peter leading the way a few of us got to the top and level ground before we noticed that we weren't being followed. A quick turnaround and we discovered a few pulled in at the roadside due to either someone

blocking the road or another one stuck. In fairness to Alan (H) the Herald wasn't an ideal car as even we, in the modern cars, needed a good run to get up the hillside.

A quick change of plan and we all turned back down the hill, slowly, to take the to take the Orpins Mill and Springvale Roads past the local golf course towards and through Ballyeaston to take us to the Lower Ballyboley Road. We used this road to mirror the A8 dual carriageway towards Larne joining it further along using the Moss Road. (Photo 5)

This gave us all the opportunity to clear the engines as we kept up with the local traffic travelling towards Larne where we had planned our meal stop and a period of retail therapy, again. Although it too, the A8, had a fair covering of snow we had little difficulty in keeping pace with them all. (Photo 6)

Thankfully Larne has a few free car parks and so we were able to take our time over lunch and a visit to the shops. Most of us used the Creed Coffee shop and I must say I enjoyed my bacon wheels and tray bake. I later discovered the reason for the confusion about the number of rings, they come in twos, you can't order one! Food and shopping over and we were on our way again this time using the A2 coastal route towards Glynn with Larne Lough on our left. Once past there if you looked closely enough you could see Swan Island through the trees just before coming to Magheramorne Estate and the Blue Circle Cruising and Sailing Club, never mind some lovely cottages that had a great view of the Lough. Further along the route we came to the Ballycarry and Ballystrudder junctions that are well known to us as the way to The Rinkha, The Gobbins and, of course, the home of Brian (S) that we know for several club reasons. I trust that when you come to read this Brian will have his second hip operation over him and, on the way back, to full fitness. I understand though that it will be at least six weeks after the operation before he can





Northern Ireland Notts

Northern Ireland Continues

drive again.

Next up on our route that was leading us to our next stop in Carrickfergus was Whitehead an area we must visit sometime in the future to call at the Railway Museum not only to visit the trains but also because I understand that it has a reasonably decent café for a bite to eat, always a consideration at our stops. Notwithstanding that we all had a good meal in Larne it was considered that as this was one of our "social" runs we should finish off the day either with another cup of tea/coffee and the proverbial tray bake or, as it was Mauds Ice Cream shop on the seafront, an ice cream, strangely enough. Once again, another good run from Peter (M) and Nathan that matched up to the criteria that had been set from a social point of view etc that left us all in the right frame of mind for the journey home in daylight. Wed 4th Jan saw us having our first area meeting for the year that was to be held at Nortel. Unfortunately, I hadn't checked with the social club, and we all arrived to find the place in darkness with the exception of the keep fit area, which wasn't really our forte, so we had to make do with holding the meeting at Bureau Pub as the restaurant area was closed. Feeling at fault I felt I had to buy the drinks, even though it was my 77th birthday evening, dedication to say the least. Number of matters discussed even though our numbers were small for a variety of reasons, mainly medical I might add. Final details were provided for the Alan (F) run on Sat 14th Jan and our Annual Dinner on Sat 18th Feb at Ballyrobin Country Lodge, Aldergrove, Templepatrick. If you haven't booked your place and you would like to go, please contact Alan (H) on alan.jhayes1951@gmail.com or 07545 655 879 asap. Our next two Area Meeting will be held on 1st Feb and 1st March hopefully at the normal location of the Nortel Social Club, Newtownabbey at 7.30 pm. Our next "normal" classic car run will be held on Sat 25th March in the North Antrim area at this moment in time. That's it then for this month and hopefully we will see you at one of our events whether a run, the dinner or an area meeting to show your support to the organisers.

Douglas.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Notts

e-mail: nigel.hill@hotmail.co.uk

Tel. 07976 163006

We hope you all had a lovely Christmas and happy new year to you all. As we head into 2023 things are getting busy. We do hope those who attended the Christmas buffet enjoyed the feast and games. Some of us met for the last meeting on the 22nd December before enjoying the Christmas celebrations.

Our first event kicked off on the Sunday 8th January taking a drive out to Norfolk to join Paul and Christina Girling on their new year run. We set off around 6.45 am to meet Charlotte, Jack and two grandsons Rueben and Theo in Newark both of us actually driving Triumphs. We drove our 1850 Dolomite and 1200 Herald out towards Swaffham where we met a few other Triumphs in the market place. Our day began very sunny to go into the afternoon rain.

The run Paul and Christina set was a very picturesque and serene run out. Enjoying the pretty countryside of Norfolk. We finally met at the Whitewall and Reephram station. We had a lovely Sunday roast and myself and Nigel took Reuben and Theo on the diesel train down the track and back. Setting back home later in the afternoon. We did have a eventful journey as Jack's Herald decided to throw its wheel off down the road and clunk down the back end of the Herald. After a scary few hours they got recovered back home. And the boys even got to sit in a police car as well as the train from earlier. All ok now. iPads and chocolates calmed the situation normal activities resumed.

In the next write up will be our new year run so look out for this in next months Courier. **Our next meeting will be on Wednesday 15th February from 7pm onwards (TO BE ANNOUNCED ON FACEBOOK OR TEXT. IF YOU ARE A NEW MEMBER PLEASE RING THE PHONE NUMBER ABOVE)**

We hoping this year to venture out to other pubs around Nottingham and Nottinghamshire so can get the chance of meeting more of the Notts members. So keep a look out in the Courier. I am also doing a list of local events which I will post on Facebook and email out.

First dates to pop on your diaries is **Sunday 25th June at Berry Hill park classic car show** also on this date **24th and 25th June is the Wonderland show at Hoveringham.**

Hope to see you soon,

Nigel & Di.

Scotland Central Somerset - Southern



Scotland Central

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Tel. 07557 659311

www.tssc-scotland.org

FB. www.facebook.com/groups/TSSCScotland

Update from our AGM - So I have been appointed as Area organiser for another year and this was approved and seconded by Ian Walker and Iain Macpherson, We have a healthy bank account, I am looking at getting a sample of hoodies with TSSC Scotland Logo on them and some carbon neutral polo shirts, I should have sample ready for our next club meeting on 2nd February.

A draft events list has been put together
12th Feb - road trip to Stoneleigh for MG an Triumph restoration show,

April 21-23 Tour do loch Ness for Drive it weekend,
May 7th Stirling show

May 13th - Millport show - Colin will be organising this for anyone wishing to attend,
May 14th Kelso Classic and Agricultural show we will try and have a club stand at this years event
May 20-21st Triumphfest Scotland at Doune Hillclimb track, this will be a joint event with all the other Triumph Clubs in Scotland,

June 9-11 Inter club event at Silverstone
(we will start to head down on the Thursday as is our usual way)

June 17/18th Thirlestane Castle (this event is under threat this year as the main sponsor has pulled out will keep you advised)

June 25th Moffatt Show - will try and get a club stand, this is a new organiser this year
July 8/9th Glamis Castle - probably my favorite show of the year

July 23rd - Border run, this is being developed but we as looking to have several legs, Glasgow to Edinburgh, Edinburgh to Berwick and Berwick to Gretna more detail to follow on this one,

August 5th Berwickshire Show at Duns - we are exploring the possibility of going to this show

August 13th Bigger Classic Car show,

August 27th Newhailes car show in Musselburgh - new show for us as a club

August 25 to 27th Silverstone classic - we will not be attending this as a club but its a great event

September 10th Scone Classic and Agricultural show

October 1st we are looking at seaton Gardens show

November 10-12 road trip for the NEC Classic

Looking forward to a great season in 2023

Regards

Dave

Somerset

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Tel. 07504 516623

Hi all, hope you are well, not a lot to report but with the shortest day behind us, the days are beginning to get longer, hopefully with some better weather so our cars can be used more frequently. One bright spot was the car meet at the Pig & Wheel on the bank holiday Monday after new year. Its was a lovely sunny day so I took the long way to the Pig & Wheel (as it's only about 4 miles from home) and it was good to see a few TSSC members. There was a reasonable selection of cars, with Triumphs probably the best represented, Alan in his Vitesse, Scott and Janette in their Spitfire, a couple of TRs and a Triumph Roadster.

You should receive an occasional email from somersetssc@gmail.com; if not and you want to be on the mailing list please let me know your email address and I'll update our distribution list. Our FaceBook page is probably the best place for the latest information.

Monthly meetings are the second Thursday of the month at the Pig & Wheel, over the next couple of months hopefully we have a range of activities that might tempt you out, but why not come along in the interim. As ever, feel free to drop me an email/FB post with any updates, suggested events or ideas, it would be great to hear from you.

Cheers

Steve

Southern

Tel. 01252 722432

Hi folks and happy new year to you all.

Our first club meet of the year had about a dozen of us turn up . Not really surprising, the weather was really pretty grim.

We have two more Sunday lunches to go before we start on the roaming meets. As yet we have no venues but as soon as I find out where I will post.

Some good news from the west country, Carol the AO for Cornwall has told me they are looking for a venue for the camping weekend which will be on the 23rd to the 25th of June , although Jak and myself and with the company of Gooding's junior will stay down for the rest of the week.

More good news for me. The green Vitesse is now back on the road after being laid up in August due to the steering rack seizing and major overheating problems . Rimmers eventually replaced the rack free of charge. The overheating was caused by a crack in the cylinder head. A replacement head was sourced and I had



Southern North Staffs - Suffolk

Southern Continues

Portsmouth Cylinder Heads skim it, replace the old valve guides and recut the valve seats. All done in a day, well recommended.

With the help of Dave Moore the rear quarter light window rubbers have been replaced and new trim added. Happy days.

Not much in the way of events yet but as soon as I know I will post

February

7th, regular meet, Seven Stars GU32 3PG

19th Sunday lunch meet. The Golden lion ,
Winchester SO23 OJZ

March

7th regular meet, Seven Stars GU32 3PG

19th Sunday lunch meet . The Hen and Chicken,
Upper Froyle GU34 4JH

April

4th regular meet, Seven Stars GU32 3PG

20th Roaming meet . TBA

May

1st Popham Fly drive show, SO21 3BD

2nd regular meet, Seven Stars GU32 3PG

June

6th regular meet, Seven Stars GU32 3PG

23rd Cornwall camping weekend

If you know of any shows that the group would be interested in , please let us know.

That's all for now. Take care

Mark

North Staffs

e-mail: triumphsportssixstaffs@gmail.com

<https://tsscnorthstaffs.home.blog/>

Tel. 07939 603061

Hi Everyone.

Still have the Christmas decorations to take down yet so this will seem miles away from Christmas when you read this, at least we chose a better place for our Christmas meal, as there were lots of complaints about the meals at the George & Dragon, with the kitchen staff leaving and customers not having had their Christmas puddings, anyway enough about "Christmas".

One of the first events is the long awaited Triumph & MG spares day, I think it has been canceled two or three times. I hope they still have a record of the ticket I bought in 2020, I was hoping it would be at Telford, the original venue as it is only 36 miles and not 80 to Stoneleigh.

Some dates for the calendar of events are starting appear, I will be compiling a list of local and national events as soon as dates are known and confirmed which will be

posted on the website, if you know of any shows do get in touch with the details.

For the winter the monthly meetings will continue on Sunday mornings and I will email details on dates, times and venue until the spring, when we will review the arrangement.

I just received a request if anyone knows the whereabouts of a local Spitfire reg **TNT 3685** as they used to own it and would like to buy it back, not taxed since 1994. If you do know anything please get in touch.

There's not much else happening at the moment. Again do get in touch if you have any ideas of suitable places to visit for our Sunday meets.

Stay safe and warm

Dave

Suffolk

e-mail: suffolk@tssc.org.uk

Tel. 01206 250360

Happy New Year Everyone. The 3rd of January was a good turnout for the first of the New Year, with 9 of us huddled around the corner tables in the pub. No Triumphs in the car-park though, the closest we got to one was Brian, who almost brought along Lightning, but an issue with his ignition switch as he was about to leave, meant it was a no-start. Andrew commented to me that he thought I'd have a winter-hack Triumph, but I must admit, when it's cold, wet, dark and we're not having a prod around the cars outside, it doesn't seem worth getting one out of the garage for the 1.7 mile drive to the Sorrel car-park. However, by the time you read this my 2000 estate will have been to Bicester Sunday Scramble on the 8th January for their 'Winter Wagons' themed meeting, where there should also be a Vitesse Estate on display.

Pete has acquired a boot rack for his TR4. One that bolts to the hinges and also down near the number plate. It sounds a very neat solution, requiring no suckers or extra bracketry to hold it to the sides of the boot lid. Once fitted, it means he can transport his split Surrey top lids when touring and still have luggage space.

Chris has had his Dolomite Sprint wheels refurbished and powder coated by his Brother-in-Law and is please with the results. He now just needs to find some tyres and will probably resort to some on-line ordering from Black Circles or F1 AutoCentre as we all know 13inch tyres are getting increasingly hard to find in stock anywhere. I've had no problems ordering from both those companies in the past and get a strange enjoyment browsing through the tyres and specs available. Much better than going through them one at a time with someone on the phone.

Brian has acquired a hi-torque starter motor and was

East Sussex West Sussex



looking for members opinions on how far it should engage onto the ring-gear. The previous owner of it, was concerned that it was only catching the teeth by a couple of mm and had a thinner spacer machined to allow the cog to mesh further, although this made it stick after starting and wouldn't return. Brian is having the same problem and wondered others experiences. I have hi-torques on 2 of my cars, but must admit, have never looked to see how far they mesh.

Hope to see you on the **7th of February**, it would be good to hear your plans for Triumphant in 2023.

Russell

East Sussex

e-mail: gwscarborow@gmail.com

Tel. 07833 944847

Happy New Year to everyone.

We started the new year off with a New Year's Day drive out and lunch kindly organised by Richard. Due to the excessive rainfall experienced during the week after Xmas he had to shorten the run to avoid actual and potential flooding of the roads. So, Richard & Kathryn, Clive & Gill, John & Janice, Martin & Jane, Andy & Lynn, Pete and Wendy & Geoff all met in a car park in Lewes for catch up and a coffee. Clive led us all out of the car park and then shot off and left us behind. We caught up with him eventually and then his plan to get ahead and then stop to capture the cars on camera became evident. That left Wendy and I as the lead car and fortunately we did not go the wrong way this year! Some narrow lanes were navigated as we neared the destination and on one occasion a Land Rover capitulated and backed up when faced with a queue of Triumphs. The destination was the Ash Tree Inn in Ashburnham near Battle and the food was fantastic. Thanks to Richard & Kathryn for organising things.

Wednesday 4th January was our 1st club meeting for 2023 and twelve people came along. There was plenty of discussion about upcoming events such as Stoneleigh spares day and breakfast meets for the next few months. We do like our Sunday breakfasts! Being the area organiser, I got plenty of ribbing about my new 2023 Diary but I can take it as long as they have a laugh. Andy Green told us he hopefully will be showing his restored Vitesse convertible at the NEC Restoration show in March. He has taken 4 years to restore the vehicle and it looks fabulous from his photos. I will try to get his help to put together an article for the Courier magazine. I know that he made a jig when he was restoring the chassis and that jig has been donated to the TSSC Club. What's happening in February? There is a breakfast meeting arranged for Sunday 19th February at Carat's Café in Shoreham Harbour, which is always a popular

venue. Further afield, the Stoneleigh spares day is on **Sunday 12th February** (a few East Sussex members will be there).



I do like to include some photos so here are a couple from the New Year's Day drive out

If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833944847.

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Nigel. 01403 253034

George. 07508 853397

Hello, hope you all enjoyed your Christmas and New year. Our Christmas meal went very well at the Selsey Arms, it had a good turnout and the evening was thoroughly enjoyed. Big thanks to Jess for organising our Christmas meal and thank you John for making a Triumph quiz which we all enjoyed taking part in.

My Dad Morgan, Richard and I went along to the classic car breakfast meet at the Bletchingley arms. My Dad kindly picked me up and took me along in his Vitesse as my Vitesse is still off the road due to me changing the engine. There was a good selection of classic cars there, including many Triumphs. Every time I have been so far there is always a good selection of Triumphs so I would recommend going if you're in the area.

Derek posted some good news in our Facebook group that his Spitfire has passed its MOT and shared a festive photo of his Spitfire carrying his Christmas tree.

Barry also shared a photo in our Facebook group of his





West Sussex North Wales - South Wales

West Sussex Continues

Herald looking good whilst out for a quick spin to blow off the cobwebs.

I have made some more progress with my Vitesse with the 2.5L engine swap. The 2.5L engine is now in, I have also fitted the new electric fuel pump which the bike carbs require. Unfortunately I haven't got it running yet, originally I thought it was just turning over too slowly to start so I bought a high torque starter motor as the original starter motor was turning over the engine so slowly due to it being a bigger engine and having higher compression from the skimmed head. The high torque starter motor is turning the engine over at a good speed now but I'm still struggling to get it started. I suspect the carbs are way too rich and fouling the spark plugs but I still need to confirm this.

We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us.

Many thanks,



George

North Wales

e-mail: helenahill@btinternet.com

Tel. 01691 600215

Hi, folks. The December meeting on the 1st. was well attended and included three new members. There was little to discuss regarding events due to the time of the year, but everyone enjoyed a really good natter, and catching up with friends is always wonderful. Julia had devised a quiz on the very topical theme of pantomimes, and there was a Xmas raffle plus food to follow. Once again, the Trevor Arms staff have really looked after our Border Classic Cars group, well done to them. The December lunch run took place on Thursday 15th., earlier in the month than usual owing to the up and coming Xmas and New Year breaks. The meeting place for coffees, teas, etc., was the Grosvenor Garden Centre in Belgrave, then a short run to the pub venue in Farn-don. The lunch was well attended, and all enjoyed their food, another day in great company with lots of chat about our group's plans for the future season.

That is all for now, so please remember that our meetings are held at the Trevor Arms in Marford on the first

Thursday of the month at 7.30 p.m. No need to stand on ceremony, come along and meet us, introduce yourselves, all are welcome. Also bear in mind that ladies form a very important part of our group. Take care on these roads during the next few weeks, they could still be quite tricky.

Forthcoming events:-

February

2nd February:- Monthly meeting at the Trevor Arms, Marford.

19th February:- Cars & Coffee at Chester Lakes, from 10.00 a.m.

21st February:- MG and Triumph Spares Day, Stoneleigh.

**23rd February:- Lunch Run.
March**

2nd March:- Monthly meeting at the Trevor Arms, Marford.

24th - 26th March:- N.E.C., Birmingham.

30th March:- Lunch Run.

Regards,

Helena and Roger.

South Wales

e-mail: southwales@tssc.org.uk

www.triumphwales.moonfruit.com

I woke up for the last time of the year to the sound of rain on my windows which wasn't as soothing as usual knowing I'd soon be leaving the warm, dry comfort of my home for the chilling winds and heavy showers of the great outdoors. Equipped with my raincoat, water-proofs, backup umbrella and crossed fingers, I set off with my co-pilot in my slightly damp 13/60 Herald to the rendezvous point at Nantgarw. I pulled into the two arches' carpark, and over towards Jareds hard to miss 13/60 Herald, frantically checking my watch, 09:29:59, I wasn't late!

Alongside the Herald was Bern and very soon to be former AO Al with the Standard Vanguard, the Monmouth Mafia in their Cortina, Alan and Dan in their 1500 Spitfire, new member Luke in his Spitfire and a very brief appearance from Paul who was dishing out some unclaimed prizes from our christmas raffle.

After a bit of chatting and advice giving regarding my new position as AO, the arrival of Mike and Eddie in their Dolomite, and a short wait for Andy in his Spitfire IV to conclude his drive-through detour, we set off along the A470 towards Brecon upholding the annual tradition of Amber's Run to celebrate her birthday, who was unfortunately unable to attend due to bad health, but we all hope that she's on the mend and wish her a speedy and full recovery. After a few lefts, rights and puddles of all shapes and sizes we passed The Story Arms and pulled into the lay-by where Tim and Babs

were waiting.

With the development that Bern's map had been ruined by the rain melding all roads into one, we thought it would be best to let someone more familiar with the route lead. After some deliberation and a quick photo, we got back in our cars, my co-pilot now bailing water out of the footwell, and set off again with Andy taking the lead and Tim and Babs adding another car to our convoy, towards Llangorse Lake.



Upon our arrival at the lake I breathed a sigh of relief

that my car was still afloat thanks to the continual bailing of my co-pilot, and watched as the majority of club members abandoned their cars and raced for the protection from the rain offered by a nearby shelter.



As if by magic Mike produced a bag of bread, triggering flashbacks of last year's run where I almost lost life and limb in a vicious attack by a swan, however facing my fears I joined Mike and Eddie on their stroll to the lake, inviting those cowering from the rain to join us, however I was met with quizzical looks and shaking heads from those who must've missed the small print on the itinerary and forgotten their masks and snorkels. After ensuring all ducks were sufficiently fed, it was time to head into Brecon town to feed ourselves, before sharing well wishes for the new year and heading off home.



I later received a text from now former AO Al at 00:05, "All yours good luck", marking the official start to my new role and passing on the title.

Blwyddyn Newydd Dda! Happy New Year!

Megan

Wessex

e-mail: trevorcarlyle@btinternet.com

or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

Did anyone do anything car related New Year's Day? Poole Quay had room for one hundred pre-booked Classic Cars in conjunction with the Annual Bath Tub race. That seemed to be the only local event advertised. I'm sure there must of been others that I was not aware of. Several of my colleagues had problems ascertaining

if regular new year's day events were going ahead or not.

The MG & Triumph Spares Day, a welcome return to Stoneleigh Park on Sunday 12th February. At the time of writing it is still, "will we or won't we" and if we do, who will be going and do we get advanced tickets? This ties in nicely with the club survey and how far we are willing to travel to these events, either in our classics, or even in our everyday cars. Distance and probably more importantly time are major factors in deciding, and Stoneleigh is a two hour thirty minute trip, as is any Midlands based event.

In the past, we have made use of deals agreed between the show organisers and a local hotel to give discount for B & B, with or without evening meal; keen to have the weekend business, booked individually, so not involving the show organiser with any added headaches. This has worked well for us and good business for the hotel.

Too early to forecast what might be happening this year, suffice to say that Le Mans & Silverstone Classics are always high on the agenda. Some might do both or just one, or neither! Cannot be more specific than that, as I hear different versions. When it comes closer to booking time, we will know for definite. Our monthly meetings will still be at the Tyrells Ford, on the Christchurch/Ringwood road for the foreseeable future. It was decided by a consensus of emails, not to have a December meeting, other commitments taking priority. Must admit, it was not the best of evenings for wanting to go out, so those of us not lucky to have a prior engagement were content to stay in the warm (and have a drink, at a fraction of the cost!).

Apologies for basically reiterating the salient points from last month; always difficult at this time while Christmas, New Year and getting back to work are uppermost in everyone's mind, to be thinking of the coming year. Hopefully things will pan out in the coming months with some local events, even if they are not all car related.

To be going on with, I have received some dates with a new venue for what used to be Classic Cars on the Proms; to be held next to South Coast Carting, Parley, which is located at the Chapel Gate entrance to Bournemouth Airport; Winter (Sundays); 22nd Jan, 19th Feb & 19th March; 11 am – 2 pm Bank Holiday Mondays; 10th April (Easter), 1st May (early May Day), 8th May (Coronation), 29th May & 28th August; 11 am – 4 pm

Themed Evenings (Wednesdays); 19th April, 17th May, 21st June, 12th July and 6th September; in the car park; 6.30 pm - 9.15 pm; to coincide with the Championship Summer Racing on the track, as always check before you commit. The address to head for is:- South Coast Karting, Chapel Gate Circuit, Parley, Christchurch, BH23 6BL;

If I have read it correctly, toilets and diner are available, a three or four minute walk, adjacent to the field.

Martin



West Midlands North Wiltshire - North Yorkshire

West Midlands

e-mail: heraldhabitat@gmail.com

Tel. 07505 110922

Just got back from the "not the Christmas meal" 25 attended the Old Peculiar Pub at Hathersage in Staffordshire, nice food and good company led to a good evening.

IMPORTANT NEWS!

From February 7th we are changing venue and times to

**Farmer Johns, Streetly, Sutton Coldfield,
West Midlands B74 2DX.**

Like most pubs in the area, they are closing early to reduce costs.

As the food is pretty decent there, I recommend getting there from 6pm maybe to eat. One of our long-term members can walk to the new venue lol

MOE should be in the paint shop get the paint problems sorted and the front bumper back from repair and rechroming, hopefully my Convertible herald will be out of the paint shop this year...

All the best

Chris

North Wiltshire

e-mail: north.wiltshire.triumph@gmail.com

Tel. 07852 455242

We had our AGM in January, where I was duly elected as Area Organiser for 2023.

We discussed events for the year ahead.

There are a great many local events to choose from as well as some national events too. 2023 marks the centenary of Triumph, and I look forward to the MG & Triumph 100 event in June at Silverstone. Closer to home, in March for one month only, we will replace our Tuesday evening meeting with a Saturday morning breakfast meeting. The exact date and location are to be confirmed, but we are looking for somewhere Devizes way.

On Sunday 12th February, the MG & Triumph Spares Day at Stoneleigh makes a welcome return. You are welcome to join us at Cirencester for a drive up to Stoneleigh.

To keep up to date with everything going on in the Area, please drop us an email on north.wiltshire.triumph@gmail.com or send a text message to 07852 455242 and we can send you details of our email newsletter and WhatsApp group to join.

That's all for now. Look forward to seeing you at our meeting at The Foxham on Tuesday 14th February,

Valentine's Day. Bring your loved one and/ or your Triumph!

Craig & Sarah

North Yorkshire

e-mail: warrenktr6@yahoo.com

Tel. 07534 820155

I enclose two photo's if you have room, first one is a piece of rubber that was found in my petrol tank behind the baffles causing breakdowns second one Triumph's down at the Motorist..

Happy New Year to all our members, my New Years promise is to get out more in my Cars so hope to see more of our local members throughout the year. I have a few ideas on events we could attend this year but if any of you have other events that you are attending please let

me know. We hope to continue with our two monthly meetings second Thursday at the Motorist and fourth Tuesday at the Greyhound in Riccall if you are attending for the first time please give me a call first.

This years thoughts are:

12 February Triumph / MG spares day Stoneleigh

24-26 March Restoration show NEC

23 April Drive your Classic day

10-11 June Silverstone

2 July Festival of the Dead Burghley House Stamford PE9 3JY

23 July Boarder Run details in the Courier

11-13 August Bath & West show ground
Shelton Mallet



Various Areas New AO/s Wanted

**Please Contact Nigel Hill - Area
Liaison Officer
for more Details**

**We will offer all the help needed
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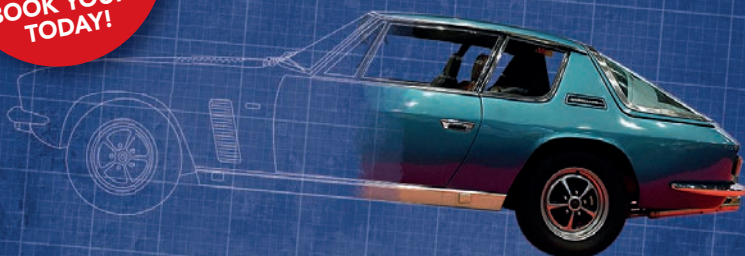
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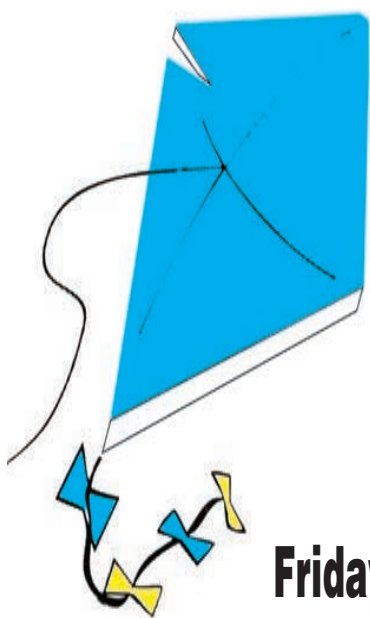


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*Exclusive discount code is for club members use only. Applicable to adult single day tickets booked before midnight on Thursday 23 March 2023.
Code also offers £2 discount on family, child and multi-day tickets. Full ticket information available at <https://www.necrestorationshow.com/ticket-information>



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TRIUMPH23

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www.mgtriumph100.co.uk

To celebrate 100 years of the Triumph marque in 2023 a number of TSSC Areas are collaborating to organise a run around their area boundary.

These could take a variety of formats including tulip routes, convoys or treasure hunts. For the larger areas/ counties the run might be broken up into sections, for those not wanting to do the whole run.

Some neighbouring areas will also be meeting up to do part of their runs together.

This will be a great chance for TSSC members to join in with what could be the biggest classic car run ever!

**Put the date in your diary -
Sunday July 23rd 2023**
(TSSC Founders day)



Date: July 23rd 2023 Venue: Your Local Area

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Contact Pete Lewis. 01582 750943
peter.h.lewis@ntlworld.com