



UP TO 15%
DISCOUNT
FOR CLUB
MEMBERS

Affordable peace of mind for
you and your classic.

**Benefits available to Triumph
Sports Six Club members:**

- Up to 15% discount for club members
- Automatic cover for club members whilst on a race circuit at a non competitive club organised track day
- Automatic cover for club members during club organised hill climbs, sprints or average speed road rallies
- Automatic cover, on an agreed value basis, whilst your vehicle is in the custody of a motor trader

**Specialist policy options for
your specialist car:**

- Agreed Value:** Agree the value of your classic at the start of your insurance policy to avoid any dispute in the event of a claim
- Limited Mileage:** If you drive less than 1,500, 3,000 or 5,000 miles per year let us know and you'll enjoy a lower annual premium
- Multi-car Insurance:** The perfect way to insure your collection of cars or your family's fleet. One account manager, one renewal date and one annual premium

0121 248 9280

PROFESSIONAL • KNOWLEDGEABLE • FRIENDLY

www.heritage-quote.co.uk

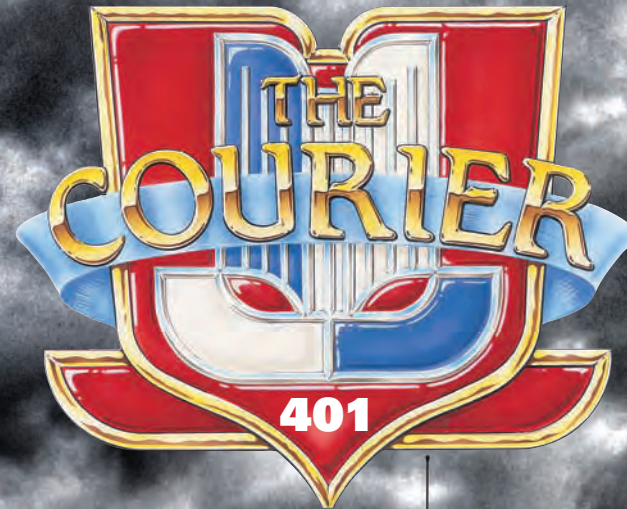
Heritage Classic Car Insurance, part of Norton Insurance is authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded for your protection.

REF: TSS026 07/13

Triumph Sports Six Club

The Courier 401

NOVEMBER 2013



November 2013





LANCASTER INSURANCE

Triumph Insurance



We will endeavour to beat any competitors' quotes

Ask us about:

- ✓ Car Club Member Discount
- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting acceptance.

Club Supporter



For a great deal on Triumph Insurance call:

0800 0130080

www.lancasterinsurance.co.uk/tssc



LANCASTER INSURANCE

Monday - Friday 8am - 7.30pm, Saturday 9am - 4.00pm

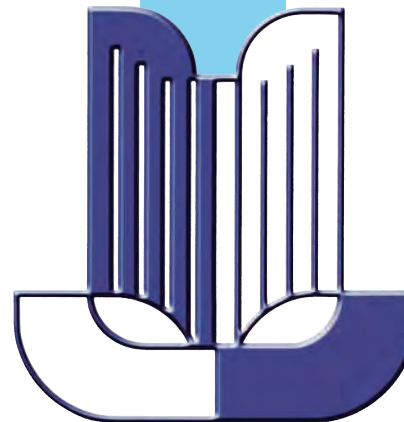
Calls may be recorded for monitoring and training purposes.

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.

TSSC-V1-0111

ADDITIONAL SERVICES:

CLASSIC CARS - MODERN CARS - KIT CARS - 4X4 - EX-MILITARY VEHICLES - MOTOR HOMES - CAMPER VANS - CLASSIC TRACTORS



THE TRIUMPH SPORTS SIX CLUB

The Club For ALL Triumph

Enthusiasts

www.tssc.org.uk

01858 434424



Do More with Your Triumph!

- ✓ More Local Area Groups
- ✓ National Triumph Events
- ✓ Monthly Club Magazine
- ✓ Club Shop Discounts
- ✓ HQ & Triumph Museum
- ✓ Staffed by Enthusiasts

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.401 VOI 35. NOVEMBER 2013

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

Sunderland Court, Main Street,
Lubenham, Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.O. FAX: 01858 431936

H.O. e-mail: info@tssc.org.uk

<http://www.tssc.org.uk>

Headquarters open 9am - 5pm Mon to Fri

GENERAL SECRETARY

Vivien Thompson. Woodside Cottage,
35 Fixby Road, Fixby, Huddersfield. HD2 2JG
Telephone. 01484 541185

email: gensec@tssc.org.uk

COMMERCIAL MANAGER

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

OFFICE MANAGER

Trudi Prettyjohns e-mail: trudi@tssc.org.uk

TSSC MEMBERSHIP

Angie Hill e-mail: info@tssc.org.uk

CLUB SHOP MANAGER

Garth Jupp e-mail: clubshop@tssc.org.uk

Courier copy / Area News

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO DOCUMENT Attachments

Courier Copy By 8th of Each Month

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

COURIER EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson
Courier Copy to:
Courier Magazine, TSSC,
Sunderland Court,
Main Street, Lubenham,
Leics. LE16 9TF.

COUNCIL MEMBERS 2013

Bill Bate, Ben Broadbent, David Embery,
Pip Flegel, Derek Holman, Peter Lewis,
Simon Morgan, Jane Rowley, Frank Spencer,
Victor Thompson, Vivien Thompson.

For a full list of TSSC officials see page 74.

HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox.
Dave Glead. John & Pam Griffiths. John Macartney.
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.
Paul Swanson. Peter Williams.

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 2013



MARK BLEASE'S Mk1
TRIUMPH 2000 AT
CHATSWORTH HALL
2013 PEAK RUN
PHOTO PETE DAVIES

Contents

November 2013

Events Calendar	4
CoMment	5
News Review	6
Vitesse Register	8
New Members	11
Herald 13/60 Register	12
Herald 948/1200/1250 Register ..	16
Stag Register	20
TSSC Insurance Panel	26
Spitfire MKIV & 1500 Register	28
Spitfire I, II, III Register	32
Specials Register	40
Big Saloon Register	44
Club Shop News	47
Bond Equipe Register	50
TR4/4A/5/250/6 Register	52
TR7/8 Register	56
Area Showtime	60
Tumble at Firenzuola	66
TSSC CLASSIFIEDS	70
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

T.S.S.C. Events Calendar

www.tssc.org.uk/events e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2013 EVENT INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

December 2013

SAT 7 DECEMBER 2013
TSSC HQ CHRISTMAS OPEN DAY
10AM TO 4.30PM
ALL THE USUAL FRIVOLITIES!

SAT 7 DECEMBER 2013
CHRISTMAS PARTY NIGHT
BY TSSC DERWENT VALLEY & NOTTS AREAS
HINCKLEY ISLAND HOTEL LEICS
CONTACT CLAIRE 07971 017012
COLIN 01773 531580
www.derwentvalley-tssc.org.uk

Jan 2014

SUN 5 JAN 2014
DERWENT VALLEY'S NEW YEAR RUN
CONTACT COLIN 01773 531580

June 2014

SUN 22 JUNE 2014
DERWENT VALLEY'S PEAK RUN
CONTACT COLIN 01773 531580

FRI SAT SUN 27 28 29 JUNE 2014
CORNWALL CAMPING WEEKEND
ST IVES (TBC)
CONTACT MIKE 01872 573 763

CLASSIC CAR SHOWS (CLUB INVITED)

Nov 2013

FRI SAT SUN 15/16/17 NOVEMBER 2013
THE LANCASTER INSURANCE CLASSIC MOTOR SHOW
NEC BIRMINGHAM
0871 230 1088 CODE 2013SC
www.necclassicmotorshow.com



TSSC HQ Christmas Open Day Sat 7th December

Come & Join in the Celebrations at TSSC Headquarters!

Saturday 7th December 10.00 am to 4.30 pm *Don't miss it this year!*



TSSC Club Shop

Tel. **01858 434424** web. www.tssc.org.uk
e-mail. clubshop@tssc.org.uk

ST Review Magazine Archive

2 Disc Magazine Archive

Featuring: Car Model road tests,
Technical articles Triumph Dealership info
and Period advertising

REVIEWDVD 2 Disc
£10.00

STANDARD TRIUMPH Review Magazine Archive 1959 to 1968

The Standard Triumph Review which started in 1959 and became the Review in 1968, is a well established monthly and the UK's most popular car magazine. It has been published for over 50 years and is a must for all Triumph enthusiasts. The Review is published monthly and contains a wealth of information on Triumph cars, including road tests, technical articles, dealership information and period advertising. It is a must for all Triumph enthusiasts.

Disc 1: Volume 1: 1959 - 1963
Disc 2: Volume 2: 1964 - 1968

A Triumph Sports Six Club Production
www.tssc.org.uk clubshop@tssc.org.uk +44 (0) 1858 434424
Triumph Sports Six Club

STANDARD TRIUMPH Review Magazine Archive 1959 to 1968

The Standard Triumph Review which started in 1959 and became the Review in 1968, is a well established monthly and the UK's most popular car magazine. It has been published for over 50 years and is a must for all Triumph enthusiasts. The Review is published monthly and contains a wealth of information on Triumph cars, including road tests, technical articles, dealership information and period advertising. It is a must for all Triumph enthusiasts.

Disc 1: Volume 1: 1959 - 1963
Disc 2: Volume 2: 1964 - 1968

A Triumph Sports Six Club Production
www.tssc.org.uk clubshop@tssc.org.uk +44 (0) 1858 434424
Triumph Sports Six Club

CoM ment

BY SIMON MORGAN
COUNCIL OF MANAGEMENT

More Surprises!

Hi, I'm Simon Morgan and now it's my turn to introduce the Courier! It's also a good time for me to say hello to you all as one of the most recently seconded members of your Council Of Management.

My main responsibility will be to advise and oversee the Clubs' IT systems and software going forward. This of course includes the website, more on that later.

Firstly, me; I've been around Triumph cars since, like a good many of us, I was a teenager, when we were either MG or Triumph nuts! Again, like so many, I learned much about how cars work (or not) from those early years of Triumph ownership. On passing my driving test at 17, my first car was a lovely '67 Mk 3 Spitfire. This was closely followed by a Mk4 Spitfire then an 1850 Dolomite then the best of 'em all, a GT6 Mk3. Then I got married and that was that! Fast forward a few years and, following a divorce, another Mk4 Spitfire and, for the last 10 years, a '69 TR6.

Enough about me I hear you say! What can I do for the Club? Well, for some time I've had an interest in the Club website and by talking to a few people it became apparent that there are issues that need to be addressed. These issues have developed over the years following a number of revisions to the design of the site and the way it was being hosted and supported. COM understands how this came about; the site had been pulled together and run by a number of volunteers over the years. The work done by the various volunteers was just that, voluntary. Therefore, when things needed changing or problems had to be addressed, no one person could be held accountable.



This is about to change.

The Club will pay for a shiny new website, it's hosting and email facility and above all, support. On the back of this Garth has been working to decide on a proper stock control and point of sale system which will also integrate with the website shop. Once this is in place we will have a simple to use and above all reliable method of accounting for shop stock.

Although by now many of you will have put your cars into winter hibernation, you can rest assured that your COM is still working feverishly towards making your Club work better for you. There are a few more surprises coming your way ready for 2014. Stick with us and you'll definitely 'Do more with your Triumph' as a member the TSSC.





NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

New Triumph Sports Six Club Insurance Partner and Panel Member



The Triumph Sports Six Club has invited **Peter Best Insurance Services** to become a TSSC Insurance Partner and welcome **Member of the TSSC Insurance Panel**. The unanimous feed back at this years AGM was that the Membership appreciated the variety of Policies, specialist knowledge and level of service offered by the existing Insurance Panel Members and were keen that the Club could grow that service by offering a wider choice from a larger Insurance Panel.

To that end the TSSC is pleased to announce that it has negotiated a deal with specialist insurance broker, Peter Best Insurance Services, securing discounted insurance premiums for club members.

Classic Triumph Insurance is a very personal need and ALL Panel members bring differing products and expertise to the table so that TSSC members can achieve the exact policy required suited to their specific requirements by discussing this with All of the TSSC Insurance Panel members.

Information on Peter Best Insurance Services and Policy benefits are given later in this issue.

Bernard Robinson
TSSC Commercial Manager

Club Services Some Interruptions

The club is having work done by BT on our Telephone system to improve and update it. This is due to be carried out on November 11th and there could be a period of up to four hours where we will not be able to take calls. They will keep this to a minimum, but if you can't get through on the 11th, please call back later or wait till the next day.

Club Shop Stock Take

Also at the end of November (date to be confirmed, but will be after the NEC show) the Club Shop will be undergoing a full stock take, this will take two days to complete and during that time we will not be able to send any orders out, however you will still be able to place orders via the website and over the phone.

Please bear with us during these two periods of planned interruption to the clubs services.

Garth Jupp
Club Shop Manager

Le Mans Classic Bookings Now Open

The Booking form for Next years Le Mans Classic should now be available on request to Angie Hill at TSSC HQ by emailing to **info@tssc.org.uk**. and also on the Club Website **www.tssc.org.uk**

Angie would like to remind everyone that current **TSSC Members** will have discounted **PRIORITY** Booking From **1st of November**.

NON TSSC Members will be able to book from the **15th of November**.

We will also be at the **NEC Classic Show** and will be displaying a full Le Mans Spitfire team!



HQ OPENING TIMES

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

Closed Friday 15th November for NEC Show

www.tssc.org.uk



www.tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

www.tssc.org.uk

INSURANCE PANEL

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

Footman James
0843 357 1790
www.footmanjames.co.uk

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

Heritage Insurance
0121 248 9280
www.heritage-quote.co.uk

Peter Best
01621 840400
www.peterbestinsurance.co.uk

The Club Shop will be attending the following Show

Lancaster Insurance Classic Motor Show

NEC Birmingham November 15 - 16 - 17 2013

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

Council of Management Meetings

NOVEMBER 10 2013 - JANUARY 12 2014

*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: **Vivien Thompson** TSSC General Secretary, Woodside Cottage, 35 Fixby Road, Huddersfield West Yorkshire, HD2 2JG. or email: gensec@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

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards (Peter James)
- Support from the Club Office
- All five brokers offer a full range of high quality insurance policies, including multi-vehicle.

www.tssc.org.uk/vitesse
e-mail. vitesse@tssc.org.uk



Dave Rumens

Stafford & SOLEX Carburettors



Hello folks, at this year's Stafford we had an excellent showing in the hall of both Big Saloons and Bonds. It was nice to see so many Big

Saloons and Bonds on display in one place. For me, in between attending the AO's meeting plus the EGM, it was a chance to meet fellow Vitesse enthusiasts and talk about their cars. On Sunday the hall was buzzing with all the Concours cars. There were many fine Vitesse both inside and outside the hall, [Pictures 1 & 2](#). From the AO's meeting I understand a change of venue may be on its way, Bern and Garth are reviewing possible alternative sites. I am sure whatever they decide it will be a positive measure and take the event forward to match the changing times. It was good to meet people and hear sound of all those

Standard Triumph engines. I wasn't alone in my enthusiasm for the Vitesse as I would like to thank all those who took the time to say hello and talk about their passion for this superb car. It is also good to have some feedback on the Vitesse column.



Picture 1.

Thanks must go to the Stafford team for producing another excellent International.



Picture 2.

Moving on to a question I am often asked is "why did Standard Triumph fit Solex carburettors to the Vitesse 6"? [Picture 3](#). Which I guess is a piece of history, that is as far as the Vitesse is concerned. This is a fair question when you take into consideration that the TR models, some 948 Heralds and the Spifire all had the SU type fitted.



Picture 3.

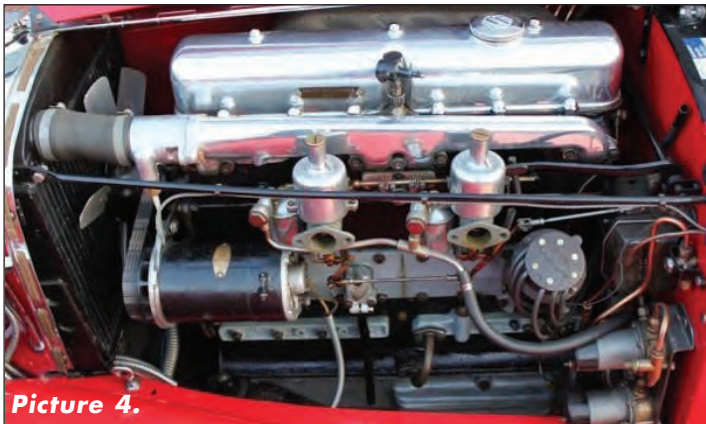
some what more complicated to get right when compared with the SU carb and due to tolerances it takes time to match the mixture of both carburettors equally.

The majority of the UK sports cars were sold in America where they expected the cars to be fitted with the traditional British SU carburettor setup.

The SU Carburettor

At the time in the UK twin SU were viewed as the best carburettors for performance cars. This largely stemmed from the 1930's where the manufacturers found the SU could easily match the mixture requirements for their engines,

Company was purchased by Morris Motors back in the 1930's. Morris then went on to join Austin in the early 1950's to form the large British Motor Corporation or BMC as it became known. This meant Standard Triumph



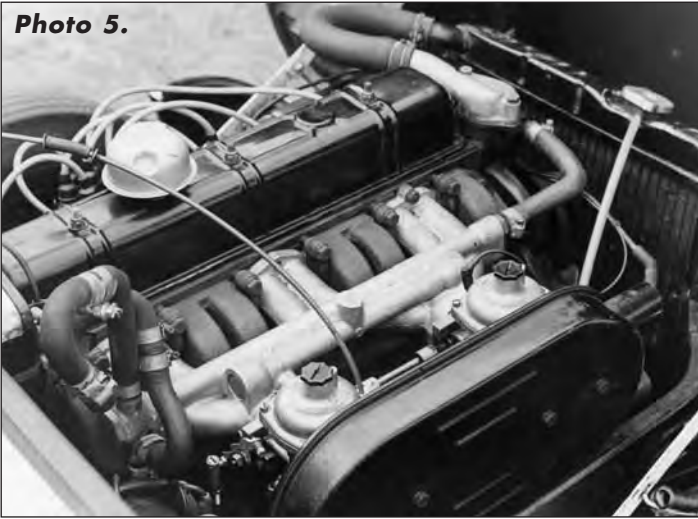
Picture 4.

Picture 4. This was due to the single jet and variable choke arrangement. Only the needles and maybe the piston springs had to be changed when carrying out the preproduction testing on the engine. This also made it easier to ensure both carburettors were matched to one another. The design of the Solex type uses a number of jets, each of which is used to give the correct mixture at each part of the working range of the engine speed. This is of course

had to buy the SU's from a large major competitor. BMC also owned MG who like Triumph sold the majority of their sports car in America. It's no surprise that the cost of SU's was higher to Triumph than it was to MG, that's business! Due to the costs this resulted in the new 2 litre and 1.6 litre six cylinder engines being equipped with twin Solex carburettors. This made

sense as at the time both engines were planned to be used in the Vanguard Saloon and not a sports car. As we now know the first use of the 2 litre was in the Vanguard and the 1.6 litre was only used in the Vitesse 6. As far as I know these two cars were the only cars to use twin Solex on the six cylinder engine. To reduce costs in the late 1950's Standard Triumph developed their own variable choke carburettor, the Zenith Stromberg, to replace

Photo 5.



maybe because they were not British are the reasons why they were not used by a number of the UK car manufacturers.

Interestingly Stromberg did offer a conversion kit for the earlier Solex equipped Vitesse 6. This consisted of angled adaptors to enable a pair of Stromberg CD125 carburetors to be mounted to the existing Solex inlet manifold, [Picture 6](#).

The air cleaners were the pancake type.

the SU. These were then used in a number of their cars in the 1960's including the late Vitesse 6, [Picture 5](#).

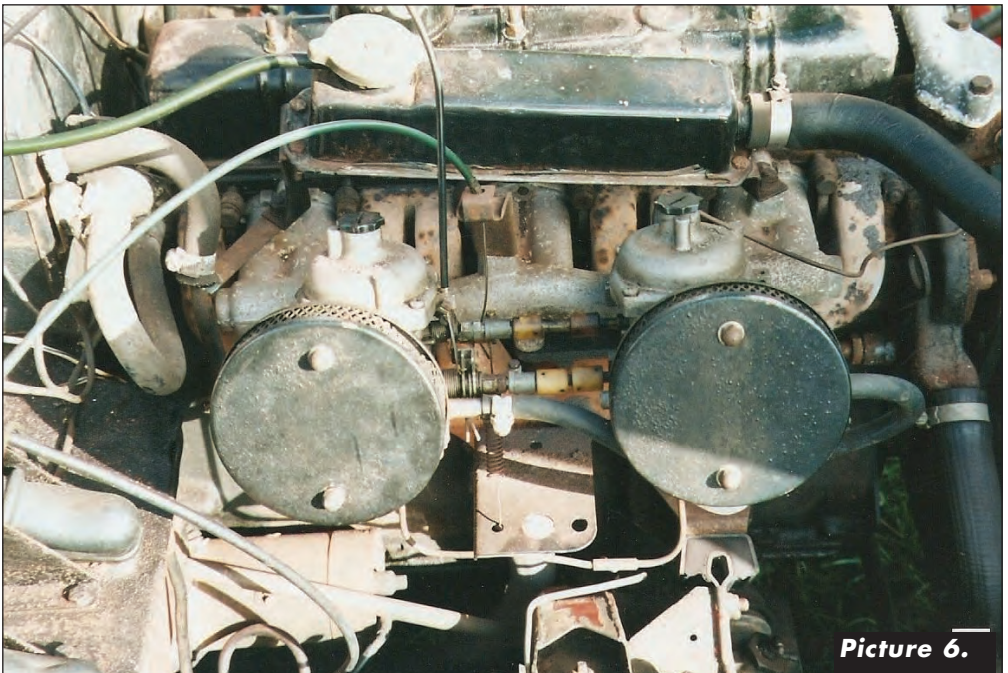
The multi-jet Webber carburettor was available at the time which had much closer tolerances and is therefore easier to match. But they were much more expensive than the SU or Solex or Stromberg types. I guess that and

from the later arrangement which used a water heated inlet manifold, larger Stromberg CD150 carburetors and paper air filters housed in a large oblong box.

After that lot of detail I'd better get my anorak and go.

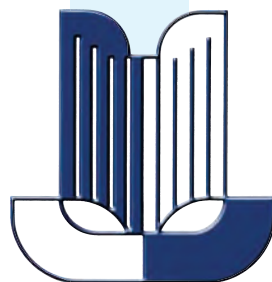
[Safe Driving and keep them running on all six](#)

Dave



Picture 6.

Welcome to NEW MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

*Welcome to all these new members,
who joined the Club in September*

Stephen Byrne	Avon
Ian Davis	Berks
Neil Barlow	Bucks
Andrew Wood	Cambs
Stephen Waterhouse	Cleveland
Josephine Hardyman	Cornwall
Matt Mills	Devon
Andrew & Joanna Gilbert	Devon
Ray Stocker	Devon
Keth Chambers	Devon
Davide Harris	Dorset
Edward Westropp	Dorset
Nick Shipp	Dorset
Ryan Payne	Durham
Richard Heward	Durham
Philip Jackman	Essex
Mark Butcher	Essex
Geoffrey Johnson	Essex
Jeff Parfitt	Gwent
Jamie Flounders	Gwent
David Tyldesley	Hants
David Russell	Hants
Paul Gulliver	Herts
Garry Collis	Herts
Gavin Martin	N. Ireland
Nicholas Jones	Kent
Spencer Norman	Kent
Rodney Whitehead	Lancs
Thomas Haseldine	Leics
Clive Mures	Lincs
Julia Berry	London
Dave Ellis	Middx

Charlotte Cooper	West Mids
Adrian Saunders	West Mids
Matthew Prigmore	Northants
Oliver Stubbs	Notts
Fergus Crump	Somerset
David Lovell	Somerset
Richard Rhodes	Staffs
Brendan Cooper	Staffs
Thomas Fearn	Staffs
Damian Horner	Suffolk
Howard Stevens	Surrey
Paul Milnes	Surrey
Phil Eggerdon	Surrey
Colin Mitchell	Surrey
Lorna Greig	East Sussex
Michael Forder	West Sussex
Paula Barrett	West Sussex
Joseph Price	West Sussex
Tony Farr	South Wales
Karen Goulty	Wilts
Michael Lawrence	Worcs
S F Drabble	West Yorks
George Sharp	West Yorks
Christobel Valenzuela & Assoc	Chile
Anthony Pfaff	France

*We hope you enjoy your
Triumph and everything the
Club has to offer*



www.tssc.org.uk/herald
e-mail. philw1360@gmail.com



Phil Willson

Torque Talk

Sadly, Stafford was not over-populated with 13/60s this year but I was struck (not literally!) by this one. It belongs to **Shawn Daniels** of Wolverhampton and has very recently been the subject of a very painstaking rebuild. I spotted it while it was undergoing its TSSC insurance valuation in the concours prep area.

As you can see, with its Vitesse bumpers and Minilite wheels, it is not quite as Triumph intended but it is just the way that Shawn wants it. It also has a twin carb set up as per the MkIII Spitfire and various other mods to bring it to the required spec. It's a real stunner and a great credit to Shawn and I hope he and his wife have many happy miles in this car.



Picture 1: *NCY 777F - Shawn Daniels*

What is torque?

The term is used in two main areas in motoring: nut & bolt tightness and it is one of the terms to describe engine output.

A definition I can offer here is:

The tendency of a force to rotate an object about an axis or pivot. Just as a force is usually thought of as pushing or pulling, a torque can be thought of as rotating an object. In more technical terms, torque is called a moment of force and is the product

of the force and the distance at which it acts.

You can also look at it like this. Too much torque and you will very likely break the bolt or the thread into which you are screwing it. Not enough and it will come loose in double quick time and something will either leak or fall off!

I am only going to cover nuts and bolts here as it's the area that is likely to be the most useful to you. I have little doubt that many of you have at some time overtightened a nut and/or bolt so that the thread strips. This is a bad thing and can be avoided by doing them up only to the tightness (torque) quoted in the workshop manual. To do this you need a tool called a torque wrench.



Picture 2: Two types of Torque Wrench

The cheaper but cruder type gives a direct reading on a scale and can be quite effective if you are careful (Pic 2, uppermost). The disadvantage is lower accuracy and the fact that you have to keep watching the pointer to see when the correct torque is reached. The other two wrenches shown in Pic 2 are of a type that you preset to the required value and they give a very pronounced 'click' when that value is reached – so you don't have to keep looking at them. The larger of the two works from 20 to 100 lb.ft. and the smaller one is for the range 4 to 24 lb.ft. I bought the small one many years

ago when I had a Hillman Imp (or 'Limp' as I more appropriately referred to it). The Hillman Imp has aluminium just about everywhere so a light touch is really vital.

On our old cars the torque settings are quoted in units of lb.ft. (or pound-feet), which is a product of a force and a distance. It works something like this: You are doing up your trunnion to wishbone bolts and the manual tells you that the required torque setting is 35 to 38 lb.ft.

This means that if you use a spanner that is 1 ft long then you need to apply a force of 35-38 pounds at the end.

Now, let's say that you are feeling really strong or you only have a 6 inch spanner available i.e. half the length. You will now have to apply double the force (70-76 lbs) to achieve the same tightness.

Another way to visualise this is to think how you would undo a very tight nut. You obviously need to apply as much turning force (torque) as possible. The longer the spanner/wrench then the more turning force you can apply to the nut.

This is the same principle – the force that you are able to apply has more effect when the spanner is longer.

When tightening you have to be more careful. If you look at the list of torques in a Herald manual you will see that they range from 6 to 8 lb.ft. for the gearbox top cover right up to 100-110 lb.ft. for the rear driveshaft hub nut. In general, ¼ UNF bolts and anything involving aluminium will be

less than 20 lb.ft. whereas driveshafts are



Picture 3: Torque Scales



Picture 4: *Tell Tales in use*

usually over 100 lb.ft.

One setting that I am always keen to get right is that for the wheel nuts. The manual says 38 to 42 lb.ft. This should be adhered to and the tightness checked regularly. Loose nuts and overtightened ones can both lead to a wheel falling off (a case of 'Careless Torque Costs

However, even that is out of date as they have been superseded by the Newton-metre (N.m.), the Newton being the more correct unit of force. (The latter is approximately 10 times the former as it incorporates the acceleration due to gravity of 9.81 metres per second squared. So there!).

Conversion factors: To get kg.m. multiply the lb.ft. figure by 0.138. To get N.m. multiply lb.ft. by 1.36.

Since my last article I have become the proud owner of a Gunmetal Grey (code 18) Mk 2 Vitesse, BRA818G (a genuine Triumph Bra!).

I have been looking for something more suitable for longer journeys and this car appeared on one of the classic car sales websites. It belonged to member **Chris Lilley** and I had seen it before at the October 2012 Canvey Island transport show and I had



Picture 5: *A friend for my Herald – BRAG with stablemate*

Lives'?). Obviously we don't want to spoil the looks of our motors by having to use 'tell-tales' that you see on commercial vehicles to aid walk-round inspections – see Pic 4. Spot the one that has worked loose. The other thing to point out is that, like it or not, we are now in a metric world and there are metric torque units.

The old Triumph Herald manuals quote alternative values in kilogram-metres (kg.m.).

admired it then.

So it seemed like a good opportunity to own a Vitesse for the first time. It is providing me with hours of interest trying to spot all the differences from and similarities to my 13/60.

More of that at a later date.

Happy motoring.

Phil

LE MANS

CLASSIC



Bookings Now Open!

Discounted TSSC Member Bookings from 1st November

NON TSSC Member Bookings from 15th November

The Triumph Sports Six Club is organising the premier Le Mans Classic camping experience at the top-rate Tertre Rouge campsite, right on the circuit.

ALL Triumph enthusiasts are welcome.

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- Priority booking for members of the TSSC and selected other Triumph clubs.
- Discounts on ferry crossings.



For more information or a Booking form, please visit www.tssc.org.uk

E-mail. info@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

or phone the Club Office on **01858 434424**

www.tssc.org.uk/herald
e-mail. herald@tssc.org.uk



Colin Lindsay

As LOW as you can go.

It is with very great sadness that I pen this month's Register, given the bad news I received from **Chris Dobrowolski** a short time ago. I featured Chris in the register back in July when he travelled in his father's footsteps up through Italy in his father's own Triumph Herald 1200 Estate, and featured snaps from

Hotbed 2013 **GUEST PRODUCTION** CAMBRIDGE NEW WRITING THEATRE FESTIVAL
All Roads Lead to Rome
Written and performed by **Chris Dobrowolski**
Chris Dobrowolski, is embarking on an epic journey from Colchester to Rome in his ancient but beloved family Triumph Herald Estate. Come and share his experiences of car mechanics, Roman roads, the Cold War, consumerism, contemporary art theory and classical civilisation in Chris's highly entertaining and engaging one man show.
Sunday 14 July – 8.30pm | 1hr 15mins | £7/£5

14 JULY Book Online: www.junction.co.uk - Box Office: 01223 511511

ARTS COUNCIL ENGLAND | ttpgroup | Cambridge | menagerie



– what remains but to take the Insurance payout and scrap the remains of a car that contains so much family history, and had so much future potential for other trips?

I have a large scrape on the driver's side sill of my GT6 caused by a young lout who decided that by driving such an expensive toy

the family album as well as those taken by Chris on his travels. The entire odyssey ended as a one-man stage show called *"All roads lead to Rome"* and going by the reviews I read was very well received.

Sadly all this ended in heartbreak when the same Estate that has been in Chris' family since the 1960s, was stolen by joyriders and left burnt out. I really sympathise with him



HERALD 948 -1200 -1250 Register

I was a rich yuppy and therefore to redress the balance he heaved a stone at me on the Belfast Westlink some years ago.

Why can't people let others enjoy their belongings in peace, and aspire to the same, instead of mindless destruction?

All we can do is to be careful, do our best to protect and secure our cars, and hope that the low lifes move on to much easier targets.

My article on the Beatles' 'Abbey Road' Herald has led to a mountain of correspondence – many thanks to **Jerry Woodward** for filling in a little more information on the auctioned Estate.

Jerry tells me:

"I was at the auction and viewed the car, registration NHS 31F. It was basically sound but a little shabby all round, showing 65k on the clock but still with it's original carpets!

I was a little sceptical about the claim about the car being the album cover Triumph as the car had a Scottish reg. no., first registered in Renfrewshire! On an F plate, too, must have been a very late 1200 estate as the 13/60 was introduced in 1968.

Anyway, the auctioneer clearly said they investigated the claim but were not able to confirm the car's provenance.

If anything I could whack my claim in, but I sold our 1200 Estate around 4 years ago

(although it was for sale on Ebay recently!) as



it has a London registration no.!

I've attached some pics for you - Tilly is the Cactus green estate, sold around 8 yrs ago, as a restoration project to someone in the Nottingham area. Is she still around? And Lily is the Wedgwood blue estate, confirmed sighting last month!"

What a beautiful pair of Estates – there's just something about the profile that Michelotti got exactly right.

13/60 Reg Sec **Phil Wilson** has gone one



hundred metres of each other. He is unsuccessfully trying to source side rear window seals for the estate, so if anyone knows of a suitable source or replacement get in touch.

For my own 1200 I bought a pair from Canley's many years ago, but as they've never been removed from the packaging I can't comment on the fit..

..it's time I finished that car.

If only I had the time...

....roll on retirement?

See you next month

Colin

better than most; he helped recreate the Abbey Road scene for the Beatle's 'Free as a Bird' anniversary release in 1995. As it was to be shot in black and white it didn't matter if the car was actually white, not blue as in the original... it's interesting to compare the two versions and note the uprated streetlights, plus the CCTV camera in the garden...

I've also had an e-mail from Phil's near neighbour **Glenn Howard** who is himself restoring an estate and included a database from Practical Classics Monthly magazine, published in September 2011. This article lists the number of surviving 1200 Estates as 59, however I suspect there are many more forgotten by the archives and awaiting recommissioning. Given, too, that the database includes 6, 948cc Estates I'd have to question its' accuracy... unless these are rare prototypes or owner conversions, we never had a commercially available 948cc Estate. However as we all know in the world of Triumph ownership - anything is possible! Glenn reckons it's an amazing coincidence given the rarity of estates, to have two living within a

CLASSIC NEWS

tips, talk, tasters

ENDANGERED SPECIES

(Survival figures include access to the DVLA's most detailed figures. Making four entry classes as left in the UK, not Campbell's 4000. Running on all the data to bring you more facts you cannot find elsewhere.)

3101

HERALD MODELS:
66.46%

4666

TAXED
TRIUMPH HERALD & VITSESE

They're not endangered we hear you cry! OK, so 4666 isn't a survival figure you'd have seen in PC's long running Endangered Species series. But our exclusive data includes fascinating information not available elsewhere, such as body style and engine size. This means we can reveal such tasty treats as the existence of a trio of taxed Vitseese 1.6 coupes. Still feel like writing in to complain? Well consider this: Triumph built 308,521 taxed and Vitseese models, and only 0.78% of that total remains on the DVLA's books. Not all of the cars were sold in the UK, of course, but most were. Happy heralds are still worth more on parts, so it's no surprise that the number of UK survivors keeps on falling.

1565

VITSESE MODELS:
33.54%

1068

1296cc convertible

822

1147cc saloon

431

1296cc Saloon

411

1147cc convertible

126

948cc saloon

59

1147cc estate

77

1296cc estate

31

1147cc coupé

27

948cc coupé

20

948cc convertible

18

1296cc coupé

6

948cc estate

3

1147cc unspecified

1

1296cc unspecified

1

948cc unspecified

957

HERALD MODELS:
64.25%

318

1296cc convertible

237

1147cc saloon

165

1296cc saloon

149

948cc convertible

29

1296cc estate

19

948cc saloon

16

1147cc estate

14

1147cc coupé

6

948cc coupé

3

1296cc coupé

1

1296cc unspecified

1376

SORN

419

VITSESE MODELS:
30.45%

219

1296cc convertible

112

1998cc saloon

42

1296cc saloon

37

1296cc convertible

6

1998cc coupé

3

1998cc estate

956

1998cc convertible

305

1998cc saloon

154

1596cc saloon

132

1596cc convertible

7

1998cc coupé

7

1998cc estate

3

1596cc coupé

1

1596cc estate

That's a Vitseese 1600, but we can't name the other models.

BUT, THE CARBON DIOXIDE IS SOAKING UP CO2

www.practicalclassics.co.uk

18

TSSC

TRIUM FEST

2014

A Celebration of all things Triumph!

Is COMING!

26th & 27th July 2014

Donington
The heart of British motorsport

Formerly the TSSC International Weekend - **TRIUMFEST** is planned to be a **Total Triumph Experience**. To be held at Donington Park on its new Launch Pad site (which will include the opportunity to drive your Triumph on the Heritage Loop) We have also exclusively booked the adjoining Donington Park Farmhouse Campsite & Caravan park with its excellent facilities which include Shower Blocks and Campsite Bar for Food and Drink etc. You can Camp from midday on **Friday 25th**. Events we hope to provide are : **Friday Eve Beer Festival, A Trade & Members Autojumble Market, Concours, Saturday Live Band, Triumph Cavalcade on the Loop**. Plus a lot, lot more, but for now **Save the dates for your Diaries!**

STAG Register

www.tssc.org.uk/stag
 e-mail. benbroadbent@btinternet.com

Ben Broadbent



Valuing your cherished Stag

Hello, again, November already, season almost over, and the Classic Motor show at the NEC Birmingham is almost upon us. Time to think about winter maintenance and storage! But, have you thought about the current value of your cherished Stag? Has it been valued for insurance purposes? If so, when is it due for renewal? Has the value increased over the last couple of years? As known to most Club members, the Club and the insurance panel offer an agreed value for your car, so there is no dispute over the value, should a claim be made. But, you must be a current TSSC member to obtain TSSC insurance. Therefore, yet another benefit of being a current member of the Club, that's worth investigating.

The easiest way to have your car valued is to attend a club event such as Stafford or any other event in which the Club is undertaking 'Valuations' (contact HQ on 01858-434424 for details). You simply fill in the Valuation Certificate (picture 1), book your car for a valuation and pay your fee of £12, and a Club official will personally inspect and value your car! However, there is an alternative method, for cars up to A1+ standard! (A Club official should personally value Concours quality cars, plus review evidence of Concours participation, when appropriate). You can send your completed form to Club HQ with your £12 evaluation fee, then Post/email a set of pictures showing the sections of the car that are important for the valuing criteria.

The Valuation Certificate (picture 1) provides

THE TRIUMPH SPORTS SIX CLUB		INSURANCE PANEL		Footman James 0843 357 1790 www.footmanjames.co.uk		Peter James 0121 506 6040 www.peterjames.co.uk			
www.tssc.org.uk		Lancaster Insurance 0800 013 0080 www.lancasterinsurance.co.uk		Heritage Insurance 0121 244 9285 www.heritage-insure.co.uk		Peter Best 01621 840400 www.peterbest.co.uk			
<p>Important: for Insurance purposes this certificate is only to be used in conjunction with</p> <p style="text-align: right;">Insert name of TSSC Insurance Panel member.</p>									
POLICYHOLDER'S DETAILS									
Title (Mr/Mrs etc.) and first name(s).....				Surname.....					
Date of Birth.....		*Membership No.		Expiry Date.....					
Address (Including Post Code).....						Post Code.....			
Daytime Tel. No.....		Evening Tel. No.....							
Fax No.....		E-mail:.....							
*Must be completed with current TSSC membership number and expiry date to validate certificate.									
VEHICLE DETAILS									
Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of form submission	Date of purchase	Purchase Price
Conditions - CONOURS, A1+, A1, A2, A3 (must be completed)									
Body	Paintwork	Chrome Fittings	Chassis / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle	
<p>CONOURS: 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 proposed for entry in concours competition and evidence of entry may be required.</p> <p>A1+ The vehicle must exceed A1 - TOP CLASS and with little effort to be considered to be Concours.</p> <p>A1 TOP CLASS: The vehicle must be in excellent condition with bodywork/chassis free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.</p> <p>A2 AVERAGE: The vehicle should be in good working order, capable of regular use and satisfying an MOT Test requirement. The bodywork/chassis must be free of extensive rust and/or damage.</p> <p>A3 SERVICEABLE: The vehicle must be in a roadworthy condition and be capable of satisfying an MOT Test requirement. A considerable amount of work may be required to make the vehicle condition A2 or better.</p> <p>YOU MUST BE A CURRENT TSSC MEMBER OR AGREED VALUATION REVERTS TO 'MARKET VALUE' Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.</p>									

the list of criteria for valuing a car.

These being;

- **Body,**
- **Paintwork,**
- **Chrome Fittings,**
- **Chassis/Underbody,**
- **Interior,**
- **Engine,**
- **Transmission,**
- **Electrical equipment,**

Followed by a request for **your** estimated value of the car.

The Club member completes the form suggesting whether each criteria is A3, A2, A1 or A1+, and takes an appropriate set of pictures. It has been suggested by Bernard Robinson that up to 20 pictures are an appropriate number, to provide an accurate value (the more evidence the better the Value!)

Four years ago I actually went through this process. The first pictures I presented were to



show the bodywork of the car (pictures 2 and 3), these being the full offside and nearside of the car. This also allowed the valuer to assess the paintwork of the car. The next pictures



were to show the structural quality of the car, these being A posts and B posts (pictures 4 and 5). The wheel arches, wings, wheels and tyres were next (picture 6), followed by a look inside



the hood storage space (picture 7).

I also included two pictures of the hood and



rear window. (pictures 8 and 9).

As mentioned above, the valuer is able to use these pictures to assess both paintwork and bodywork. Likewise, pictures of the front and



rear of the car are able to show the chrome work too. (pictures 10 and 11).

The next set of pictures displayed the



underbody, (picture 12) chassis (picture 13),



and suspension (picture 14) etc of the car. It can be difficult to take such pictures if your photographic skills are anything like mine.



It's probably best to take pictures when the car is up in the air, such as when the MOT is being undertaken.

The interior of the car is lot easier to take; I presented a full view of the dash (picture 15),



15.

the front seats (picture 16) and the back of the front seats (picture 17), and finally the rear



16.

seats (picture 18). (I'm not actually showing



17.



18.

the door trims, so I should have closed the door). The engine (picture 19), the underneath of the bonnet (picture 20) and a view of the



19.



20.

bulkhead (picture 21) round up the 20 pictures for the valuer to review to see if they agree with the members valuation of the car.



21.

So I sent these 20 pictures in and my car was valued at £18,000 just below Concours condition (*note picture 14, the front suspension, needed some attention*).

The current values for Stags are: Concours £22,000, A1+ £16,000, A1 £10,000, A2 £7,500. (no value given for A3, but about £4,500) and finally a Stag project is valued at £3,500. The 'values sheet' also states that these prices are for guidance only, and that originality and rarity also adds to the value of a car. I would add that my pictures were used

for the valuation of my car 4 years ago, so that was the value of my car at that time, so does not reflect the current value. The transmission can also be included when taking pictures of the underbody. Likewise, the electrical system components can be displayed within the engine pictures of the car. Obviously, a picture cannot judge working functionality. But, you are insuring the car for its replacement value, not its driving function.

My car was restored as a Concours display car not a Used and Cruised car. So, it was driven very little distance. (not my ideal Triumph, so I sold the car)

So there you have it, an alternative method for getting your car valued, if you can't get your car personally valued by a Club official.

To conclude: **to get your car valued you need to be a current Club member, and if you leave the Club the valuation reverts to current 'Market Value'**. Any valuation is subject to the rules of the Club at that given time and only lasts for a set period. The full rules for valuation are set out on the 'Valuation



Certificate', so please read the sheet in full. This article is from my own experiences and is provided in good faith to assist Club members, it does not comprehensively reflect Club rules and policy, therefore, please contact the Club on 01848-434424 for current rules and information regarding 'Car Valuations', or visit the Club website, www.tssc.org.uk. I do hope this article for been helpful. And finally it's obviously the same for all Club cars, not just the Stag!

That's all for now,
Keep those V8's purring

Ben

Hoods & Tonneaus from only **£51.95**

PRESTIGE AUTOTRIM PRODUCTS

Guaranteed Precise Fit

CAR HOODS
Massive Selection of Original Quality Car Hoods

Superior Quality

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.

Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

www.PrestigeAutotrim.com

CARPET SETS - SEAT COVERS - TRIM PANELS

UNBEATABLE DEALS!
Prestige Carpet Sets
Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

Replacement Seat Covers
Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.

Full Carpet Sets from **£64.95**

Pair seat covers from **£88.95**

Interior Trim Packages

EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!
Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

From only **£334.56**

www.PrestigeAutotrim.com

Prestige Autotrim Products Ltd.
Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.
Tel: 0151-643 9555 Fax: 0151-643 9634

JY Classics Ltd

Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks, HP16 0DR

Service, Restoration & Sale of Triumph Sports Cars

- TR, Spitfire, GT6, Herald, Vitesse
- Pre-purchase inspections nationwide
- Cars bought and sold

Tel: 01494 866087 E-mail: sales@jyclassics.co.uk
www.jyclassics.co.uk



ICE DRIVING IN SWEDEN

Jan, Feb & March - 4 Days, 3 Nights - £1099.00 Per Person



TECHNO CLASSICA ESSEN

27-30 March - Drive or Fly-Drive - £259.00 Per Person



DUTCH EASTER TOUR

18-21 April - 4 Days, 3 Nights - £299.00 Per Person



HONFLEUR EASTER TOUR

18-21 April - 4 Days, 3 Nights - £299.00 Per Person



NEW FOREST EASTER TOUR

18-21 April - 4 Days, 3 Nights - £299.00 Per Person



CHAMPAGNE EASTER TOUR

18-21 April - 4 Days, 3 Nights - £299.00 Per Person



RHINE & MOSELLE TOUR

11-16 June - 7 Days, 6 Nights - £549.00 Per Person



AUSTRIAN LAKES & MOUNTAINS

5-16 June - 12 Days, 11 Nights - £849.00 Per Person



THE ISLE OF MAN

May & Sept - 5 Days, 4 Nights - £479.00 Per Person



GRAND TOUR OF IRELAND

26 Aug - 6 Sept - 12 Days, 11 Nights - £899.00 Per Person



2014

A UNRIVALLED SELECTION OF TOURS



THE ROAD TO THE LAND OF THE MIDNIGHT SUN

17 Days, 16 Nights - 11th to 27th June 2014

Includes: All ferry crossings • 16 nights Hotel/Cabin accommodation
All Breakfasts & Dinners • Visit to the Arctic Circle Raceway • Limited to 20 Cars
Price £2395.00 Per Person - Plus Optional Fjord Tour



A UNIQUE DRIVING ADVENTURE

21 Days, 20 Nights - 30th August to 19th September 2014

Includes: All ferry crossings • 20 nights Hotel/Cabin accommodation
Meals as Itinerary • Sightseeing Tours as Itinerary • Limited to 25 Cars
Price £2495.00 Per Person



THE UK'S BIGGEST CLASSIC CAR PILGRIMAGE TO EUROPE

4 Days, 3 Nights - 6th to 9th June 2014

Includes: Ferry crossing • 3 nights Hotel Accommodation B&B
Entry Fee to the Event • Saturday Classic Car run • Sunday Closed Street Parade
Option Monday Car Run - Prices from £189.00 Per Person



ONE OF THE MOST POPULAR CLASSIC EVENTS

3 or 4 Nights - 4th to 6th July 2014

Includes: Ferry crossing • Camping or Hotel Accommodation B&B
General Admission Ticket (Fri-Sun) • Car Parking Space • Rally Plate
Prices from £199.00 Per Person



TUSCANY • CORSICA • LAKE BLED & COATIA

ROME, SORRENTO & THE AMALFI COAST

9 or 16 Night Tours - May, June & September

Includes: Ferry crossing • Return Rail Transportation for Car & 2 Passengers
7 or 14 Nights Hotel Accommodation • Meals as Per Itinerary • Rally Plate
Prices from £1399.00 Per Person



FOR FULL DETAILS CALL ☎ 01732 879153



MILLE MIGLIA 2014

14 - 21 May - Self-Drive or Fly-Drive - £899.00 Per Person



LAKE GARDA & STELVIO PASS

June, July & Sept - 10 / 12 Days - From £699.00 Per Person



LAKE COMO & STELVIO PASS

June & Sept - 10 Days, 9 Nights - 749.00 Per Person



ENCHANTING BLACK FOREST

June & Sept - 9 Days, 8 Nights - £579.00 Per Person



JERSEY & GUERNSEY

May & Sept - 8 Days, 7 Nights - £599.00 Per Person



D-DAY 70th ANNIVERSARY

May, June & Sept - 4 Days, 3 Nights - £279.00 Per Person



SCOTTISH ISLANDS & HIGHLANDS

June & Sept - 11 Days, 10 Nights - £1499.00 Per Person



JERSEY MOTORING FESTIVAL

5 - 9 June - 5 Days, 4 Nights - £379.00 Per Person



CHAMPAGNE, CHOCOLATES & BEER

April thru Sept - 4 Days, 3 Nights - £169.00 Per Person



IRELAND'S CAUSEWAY COAST

May thru Sept - 5 Days, 4 Nights - £399.00 Per Person

www.sceniccartours.com - see our website - www.sceniccartours.com



Insurance benefits for Triumph Sports Six Club members through Peter Best Insurance Services

Introduction to New TSSC Insurance Panel Member Peter Best Insurance Services by Peter Best

It is always a pleasure to meet new friends and colleagues in the classic car movement, if only because we all have a common enthusiasm and background. Working in insurance as we do and specialising in collectible vehicles, we get the best of both worlds. So, it was on 2 July this year I met David Embery and Bernie Robinson for the first time.

Not only did they make me feel very welcome but I felt we were on the same wave length when it came to future aspirations. The TSSC's Council of Management had indicated it wished to see more choice in the insurance schemes available to Triumph Sports Six Club members and we are always seeking to extend our relationship with clubs because we know (and I speak with nearly forty years experience!) that club members are more committed to their cars, their club and each other. I bet most Club members will count more friendships through their club association than from other walks of life – certainly my wife and I do.

My wife, Marian, who started the business in 1985, and myself have eight classic cars of our own, are members of three clubs and over the years have taken an active part in club management – so we feel we have the right credentials for what we do. Sadly, Marian has now retired but with three Directors we

appointed nearly three years ago and my youngest son, who joined in January this year, we very much hope the independence, enthusiasm and above all the relationship with our clients will continue long into the future.

We are, obviously, not one of the “giants” in our field but hopefully after 28 years are well known and above all, trusted. We have 35+ staff most of whom are dedicated to working with clubs and their members. We provide a range of policies with one long running policy, in particular, called the Register Policy which is exclusive to members of British Car Clubs, most of which as TSSC, are organised into model Registers or are called ‘Registers’.

We are therefore very pleased to become one of the TSSC's insurance panel members and it is our aim (as we have achieved elsewhere) to assist the club to grow its membership on the back of a quality insurance policy. The TSSC is the kind of club we very much want to associate ourselves with – I was impressed with the Club offices at Lubenham and the museum and my colleagues and I look forward to seeing what we can do together.

Finally, I would like to add my congratulations on the 400th issue of Courier.

Bernie has already been rightly praised for the quality of its production.

Peter Best

**Contact Peter Best Insurance
to discuss
ALL your insurance needs
01621 840400 / 01376 573033**

*What could be more fun
than a Triumph!*

**Exclusive Rates
for TSSC Members**



**THE
TRIUMPH
SPORTS SIX
CLUB**

- Peter Best Insurance -

Supporting clubs & their members since 1985

WWW.PETERBESTINSURANCE.CO.UK

 **PBIS**
PETER BEST INSURANCE



TEL: 01621 840400 / TEL: 01376 573033

The Farriers, Bull Lane, Maldon, Essex CM9 4QB

Authorised and Regulated by the Financial Conduct Authority

SPITFIRE MkIV/1500 Register



e-mail.

ford.derek@sky.com

Derek Ford



Tredegar Vintage Show

1

5th September 2013 saw the 33rd annual vintage rally at Tredegar house and country park.

This show as far as I'm concerned is the big one of the year and unfortunately the only one I have managed to get to this year with a Triumph.

The weather this year was somewhat against us but I was determined to show my face this year. I booked late so missed out on the TSSC stand this year but if you wanted to see MK IV Spitfires it was the only place to go.

All the pictures enclosed were taken on the TSSC stand, with the exception of my own Vitesse.

The reasons for not taking the Spitfire can be seen to the right hand side of the Vitesse bonnet.

Despite the poor turnout and awful weather £25,000 was raised for leukemia research so let's hope next year the weather



will be kinder, and I might be better organised to get my entry form in earlier.



SPITFIRE MkIV/1500 Register

I also use this show to pass on some of my



unwanted copies, maybe this is it.

If Tony from Coalville could get in touch with me I would be grateful I have a request from another member to contact him but I have lost his Email.

Derek

spare Couriers, as you can see I offer them for nothing and last year 12 copies were taken, hopefully all to Triumph owners who subsequently join the TSSC. If any other Reg Secs were looking for a way to clear out any



Need help fixing your Triumph

We are Triumph specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or mechanical and MOT work.

Our 3500sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven to ensure perfect paint.

SERVICES:

- Electrical work
- Bodywork and paintwork
- Mechanical and servicing work
- MOT preparation and welding
- National collection & delivery service



MW Restorations
01799 584994

www.mwrestore.co.uk e-mail. mike@mwrestore.co.uk Saffron Walden, Essex.

Exclusive Club Ticket Offer!

The NEC, Birmingham 15 16 17 November

Lancaster Insurance
Classic Motor Show



Enjoy Over 1500 Stunning Classic Cars

Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Show Stands | Dream Rides

- **Club Single £16.50** Quote code 2013SC**
 - **Club Family £35** quote code 2013FC**
- Club offers apply to Saturday 16 and Sunday 17 November 2013**



Share your passion for cars!

Includes **FREE** entry into the Classic Motorbike Show**



To book your tickets call 0871 230 1088*
or go online www.necclassicmotorshow.com

Sponsored by



Official Partner



Official Partner



Official Partner



In Association with



Official Media Partner



*Calls cost 10p per minute plus network extras. All bookings are subject to a single transaction fee. All information correct at time of publishing. See website for all information. Tickets include showguide to the value of £7.50 **Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket member. Club single tickets save £5.00 off the Sat/Sun door price Club Family tickets save up to £39.50 off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club will also benefit from a commission. ***When you buy a ticket to the Lancaster Insurance Classic Motor Show.

RIMMER BROS



The Classic Parts Service



TR2-8	Spitfire	Herald
Stag	GT6	Vitesse
Dolomite	2000/2500	

Visit our website
for prices
and availability:
www.rimmerbros.co.uk

*All the parts and
accessories you
will ever need*

**Free
Catalogues**

tel: +44 (0) 1522 568000
fax: +44 (0) 1522 567600
email: sales@rimmerbros.co.uk

Parts service for Land Rover, MG Rover and Jaguar also available



Triumph House, Sleaford Road, Bracebridge Heath,
Lincoln, LN4 2NA, England

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires@cadley.org.

Suzie Singleton



ISW - International Spitfire Weekend

For several years we have thought about going over to Holland for their International Spitfire weekend but for one reason or another just never managed to go. Having heard last year that it was unlikely to be continued we were a bit disappointed but pleased then to hear that it was going to be held this year. Even so, it was only a couple of weeks before the event that we finally decided that we would go this year. This was partly led by the fact that Ron Verlaan, who owns two very early Spitfire4s which have been featured in these pages in the past, had bought some Spitfire shocks from us and a tin of paint which, of course, we could not post. What better idea, then, than to deliver the parts in person and experience the ISW at last.

So, a quick trawl on the internet for an inexpensive ferry crossing then fill in the application form and send it off to Petra Verlaan and we're all ready to go – or perhaps not – guess we need a Spitfire to go in. Well, we did briefly consider taking one of the Bonds to round off this anniversary year nicely but in the end, a Spitfire Weekend? No, it had to be a Spitfire. Ok, which one? It would be nice to take Sybil but, for such a long journey, perhaps it would be better to take Baby Blue with the slightly larger engine (and a smoother gearbox). However, BB really hasn't been out of the garage in the last year apart from going next door for her MoT so maybe she

needs to be checked over.

Guy got her out and gave her a service but noticed that she wasn't running particularly smoothly, preferring to use only 3 of her 4 cylinders most of the time. After looking under the bonnet and deciding (for a change correctly) that this was an ignition problem, and with just over a week to go before the off he decided to go the route many Triumph owners have gone but, as yet, not us – electronic ignition!

A quick internet trawl and I ended up – where else but ebay – with a good price for an AccuSpark system. We knew there were various options we could use but decided to try an inexpensive version to see how that would work, rather than invest a fortune in electronics into a car which doesn't do that many miles each year. It duly arrived a couple of days later and just a short while later Guy had removed BB's distributor's internals and installed the new kit (see, even I can manage the occasional technical bit!). A brief test run later and he declared the car ready for a longer run.



We were planning on hooking up with Gloucester Area in Holland and having been invited to their area BBQ the weekend before, that turned out to be the ideal way to give the new set-up a trial run. The car ran smoothly enough, if not the navigation as it turned out that we have been given the wrong postcode! Oh well, a quick phone call later we were en route to the right destination and had a very peasant evening.

Anyway, having convinced Baby Blue to run properly we could get the last arrangements sorted out – an inexpensive hotel room in Dover for the Thursday evening so that we could get the early Ferry on the Friday morning then squeeze a tent, airbed, sleeping bags, clothes and cooking equipment into the car and then we were ready for the off.

We had booked a hotel room in Dover for Thursday evening so that we could catch our early ferry to Dunkirk on Friday morning. Ah, the perils of internet booking – a hotel well past its prime and with very hot and noisy rooms, oh well, it just about served its purpose though it's one we'd avoid another time!

The ferry trip went smoothly and sustained by a full breakfast for the day of travelling ahead of us we set out, hood down, of course, for our journey through France, Belgium and Holland. We had planned to avoid Antwerp and managed to do so – despite every other road in Belgium going to Antwerp – and used a mixture of motorways, A roads and country lanes. It was a long journey but nice to see a bit more of the country than just motorway barriers. The last stretch led us to the chain ferry across the River Maas which was a nice way to end our journey and slow the pace of life down in anticipation of a good weekend.



We found our way to the Groene Eiland holiday park and were met by Ron who led us right along the peninsula of Green Island to the campsite right at the end of it.



There was already a good number of cars, tents and caravans there and we set up the tent right by the edge of the site, near the water. We went to the cafe on the site for a meal that evening, having not brought any victuals with us. We were also able to order croissants to collect the following morning for breakfast so that was very welcome – although a bit less welcome on Saturday morning when Guy walked up to the shop to collect them only for the heavens to open as he was about to head back to the tent! He did eventually manage to get back without getting too wet and we ate up and got set for that day's guided route around the area.

We arrived at the gate and were handed our route. Oops, not the tulip diagrams I'd expected, but rather a route – and quiz – all in text and, of course, written in Dutch! Just as we were scratching our heads about this and getting a crash course in the Dutch for left, right and straight on, two other Spitfires, yellow 1500 (the Banana) driven by Gerard Brader and Jan van der Velde in his green MK3 with their wives Lieneke and Tineke turned up and offered to lead us in a mini convoy of 3 cars.

As time went on I found that I could work out some of the directions, and we even managed to answer some of the quiz questions about the route – with the help of the translation app on my phone to at least turn the questions from Dutch to English.

After about half an hour of the run, with a



brief pitstop at a castle, we arrived at a cafe just as it was opening up for business - an ideal



opportunity to stop for coffee and a piece of the local speciality apple cake.

Shortly afterwards our guides pulled into the side of the road by a local supermarket so that we, and they, were able to top up on the essential beer, wine and milk.

Although the cars all went well on the run,



Jan's Mk3 later developed a problem so spent some time in the tuning tent getting the problem smoothed out.

We arrived back at the campsite ideally timed for lunch which was provided in the form of filled rolls and salads then were able to just relax a while in the sunshine while I tried to sell some of the car decals and transfers we'd taken with us.

On Saturday evening we were also fed very well and by this time had met up with the Gloucester crowd who were based in the static caravans for the weekend. I understand they were quite comfortable but they were located some distance from the centre of the event so I'm pleased that we did in the end take the tent to be amongst the other campers. There was also a range of entertainment although our lack of language skills meant that we were unable to fully appreciate the comedians they had on, but did get the chance to chat to some of our Dutch and German friends whose command of the English language puts us to shame!

Sunday saw us heading out on another guided route - with the added complication that there was a roller skating race around the local dykes that morning too, we had to leave a bit earlier in order to avoid them. This time we left in convoy with the Gloucester group but managed to get separated from them at one point - and followed someone else who took a wrong turn! We eventually got back on track and met up with many of the others at another coffee shop for a welcome cuppa and more apple cake then on back to the campsite, with a detour to get us through the skating race.

Lunch on Sunday was more filled rolls and a very good vegetable soup then a chance to look at the many Spitfires of all ages and models at the event and to check out the various stalls which had been set up. We enjoyed watching the auto-tests - including the blindfolded drivers, the darts and the balance beam! There were, of course, far too many Spitfires to include all of them here, even if I were just to concentrate on the early models, but there were some which particularly caught my eye, including FC135, Ron's later Spitfire4 which had been owned by his

SPITFIRE I - II - III Register

father since 1995.



Later in the afternoon we packed up and headed off earlier than originally intended as we had made contact with Frank Bosmans in Belgium and had been invited to visit with them and stay Sunday night there. This seemed a very good plan as we had not had an opportunity before to see Frank's home and it would also take us a couple of hours back towards our Monday ferry.

We had a nice drive back through Holland, using more motorways this time, but at least they were quiet being a Sunday afternoon, arriving in Lommel in the early evening. We were made very welcome by Frank, Anya and their daughter, Lisa and enjoyed a feast of freshly made pizza made in their Ferrari!

On Monday morning Frank took us for a tour

of Lommel, a very interesting place, and it was almost difficult to drag ourselves away but we did in the end and completed our journey back to Dunkirk, and then home to Bondhenge without any major mishaps.

Definitely a worthwhile event to attend, even if we are told that it is a fraction of the size of the Spitfire Weekends of years gone by, there was still a very good turnout of cars from all over Europe and we Brits were made very welcome indeed.

Lawrence Saville who introduced himself to you in my September article has sent me his first follow up on Zumm and the work he's been doing on the car.

Adventures with Zumm #2

So, Zumm having got us home without any dramas, it was time to have a poke around and see what I'd bought. All around quite pleased, undersealed to death (needs renewing in places), panels straight, no significant corrosion, engine sounded fine with no nasty rumbles or rattles. A very practical classic.

First 'event', off to the Pewsey pub meet to say hello and show off Zumm, great to meet Suzie, Guy and the rest of the folks. Picked up lots of useful tips and info too.

Thought we'd check out the carbs as it smelled a bit petrolly – don't know about yours but mine just seems to smell of oil and petrol! Anyway, not sure why folks say SU's are 'simple' as they fox me! Had a little fiddle and freed up a few sticking bits, re-centred one needle and got a nice blue flame on the ColorTune but still not quite right.... Now got a full rebuild kit from Burlens, conveniently just down the road in Salisbury and well worth a visit to satiate any Carb Geekness you may foster, very helpful folks too, also got a copy of the Des Hammill SU book so more of this fettlin' later.

Looking for simple jobs I set about the valve clearances – then we come across the 'Great Haynes Manual Mystery'. I acquired 3 Haynes manuals with the car. An early 70's, a later 90's edition and some nasty paperback recent edition. All three have different info?! The latter ones seem to think I'm some mechanical demon and barely need their assistance in something so trivial as valve clearances whilst the 70's version has better photos and some basic

numpty information I needed, that is now missing in the later updates – confused, very much. So now I make sure I read all 3, anything I can find on the web and all forums prior to any work.

I have to ask what twisted and evil genius put a TDC timing mark only on the Spitfire? Also the fact that it's a bent metal appendage tacked onto the baking tin that is the timing chain cover didn't fill me with confidence about its accuracy? However I've borrowed (long term it seems, sorry Dave) a chum's fancy-dancy strobe with dial up settings so I can see if I'm on 8 Degrees – or whatever.

Update, it wasn't. It was more like 20 so that was dialed back.

With the garage cleared out for a bit of elbow room, plus some '6 by 2' bracing to make an A frame for the engine hoist, we had the engine out – seemed churlish not to. I was looking for the root cause of a bit of judder at



take up, dumping the clutch was fine but a less aggressive approach take off was a bit kangarooey, so I suspected worn/warped friction plate and/or oil contamination?.

I couldn't see any evidence of the last clutch change in the history so it seemed sensible to get it renewed anyways.

Engine out was easy, bonnet off really helps, upsa-daisey with the chain hoist and roll Zumm out from underneath. Easy-peasy, lemon squeazy. Knew there was a reason I wanted a Spitfire. The B&B clutch arrived ultra prompt from the Club Shop (ta Garth), also did the crank oil seal while I was down there. Probably quite timely too as the old one just disintegrated when I tried to get it out!. Had the flywheel skimmed as, upon inspection of the

pressure plate it looked like Zumm had a friction plate only 'new clutch' last time (very, very naughty Mr Garage Man and I'm betting a full clutch was charged for!!!) and it must have been down to the rivets, hence the



scoring. Going for 3 out of 3 I confidently charged into the release bearing only to wonder how to get the b*gger out?!. More tea was required. Holmes has his 3 pipe problems, me I get by with a cuppa and a biccy.

Having found a foot long and very slim bar I managed to knock out the retaining pin and get the assembly on the bench, after that it was gentle persuasion and ensuring the new bearing was drifted on 'butter side up' as you really, really don't want to try to get it off again if it goes on backwards!

All in all it was going swimmingly until the engine wouldn't go back in – DOH! I was aiming to get to the Ampert fete and mini classic car show on the Saturday and an overnighter turned into all day Saturday and Saturday morphed into Sunday all to no avail. Engine steadfastly refused to go in the last few centimetres.

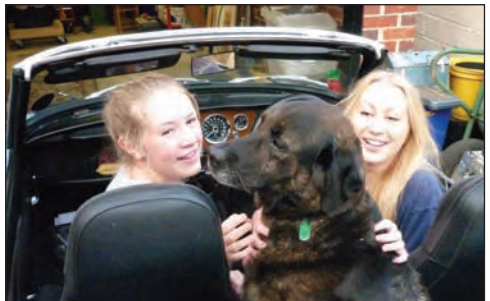
Some very useful advice on the forum, dry fitting the friction plate showed that it didn't so a replacement friction plate later (again a big thanks to Garth) and ta!-da!, engine now back in.

Whilst the engine was out I took the opportunity to have a scrape at the loose bits of under

seal and touch up. Never realised the chassis was meant to be the body colour but either Zumm had a proper resto some years back or we are still original – either way I'm pleased.

The shocks and springs looked a bit tired so new original spec were procured from Rimmers – as I don't know enough about suspension set up to deal with adjustables (and based on a classic car mag advice) I stuck to the OEM setup. Also a lot, lot cheaper too! As I already have spring compressors I ignored the ones in the Club Shop. Big Mistake No. 1. Turns out my compressors have huge jaws that don't fit between the compressed Spitty springs (terrific on my old R/Rover though) So 3 hours and much hacksawing and profiling with a file later I have modified compressors that fit the springs. Mistake No. 2 was not buying new top plates as this meant I had to undo the old springs/shocks and recover these. The 3rd mistake was not aligning the bottom bush as I compressed the new springs/shocks and then having to undo them again and align properly. Apart from that it was a breeze and only consumed a whole day to swap them out..... Some valuable lessons learnt and next time it'll be a breeze.....

So now Zumm is all back together, fresh oil goes in – note to self for next time, not too fast!! Oops.



Water in, final double check of everything, electrics reconnected, Houston we are looking good, roll her out the garage, moment of truth. Fire her up....

.....and the new oil filter pops off under pressure and evacuates all the new oil on the drive.

To be continued.

T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES - www.tdfitchett.co.uk

HERALD/VITESSE

Delaney-Galley heater valve 560612	£58.00
Petrol tank	£145.00
Front lower valance 1200 O.E.	£175.00
Front lower valance 13/60 O.E.	£175.00
Front lower valance Vitesse O.E.	£175.00
Herald 13/60 front lamp panel 812140	£80.00
Herald 1200 front wings	£140.00
Herald 13/60 front wings	£100.00
Vitesse front wings	£140.00
Front wing 'D' plates 703627/8	£10.50
Windscreen drip channel	£13.00 pair
Herald/Vitesse door skins 901338/9	£75.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£26.50
Tread plate repair panel	£8.50
Front Footwell	£69.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£75.00
Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£24.50
Rear wing front repair panel	£18.50
All chassis outriggers/side rails/boot extr	£22.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£125.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£160.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.20 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 4 Syncro (exchange gearbox)	£315.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
Herald new alternative distributor (exchange)	£59.00
Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£21.50

MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS
CALL NOW
or order online
www.tdfitchett.co.uk

13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O/E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£305.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£37.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£165.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£350.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£100.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunking 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£350.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPITFIRE MK I & II & III

Spitfire MKIII Bonnet Assembly less tubes	£1050.00
Nearside/offside front wings	£95.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£59.50
Front inner wheel arch 706548/9	£59.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
Rear valance lamp panel 569900	£85.00
Boot lid 575787	£395.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£315.00
Rear leaf spring 305894	£99.50

Recon exchange brake caliper type 12.....	£46.00
Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£19.50 pair
Front wings 909663/4.....	£55.00
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 909797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
Door skins.....	£61.50
Sills non original. 903097/8.....	£47.50
Sills O.E. 903097/8.....	£69.50
Sill reinforcement panel 806634/5.....	£7.50
Inner sill 806638/9.....	£27.00
Front sill end plate 706422/3.....	£8.50
Half floor (deep pressing).....	£135.00
'A' post lower filler panel 706288/9.....	£22.00
Bonnet hinge pivot box RKC362/3.....	£49.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£60.00
Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£21.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
Boot floor.....	£140.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£27.50
Window regulator 911271/2.....	£65.00
Window regulator glazing channel.....	£65.00
Front outriggers 209398/9.....	£42.50
S/steel tread plate finishers.....	£32.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£5.00
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£170.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder -7 dia GWC1110.....	£12.50
Rear brake lever 123135.....	£6.50
Brake shoe set GBS749.....	£10.00
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£45.00
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£40.00
Seat cover set with green houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£190.00
Hoods vinyl inc zip window.....	£160.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Rec.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£1,050.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£95.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk III 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£85.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£17.50
Brake shoe Mk I/II/III rototex GBS750.....	£16.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Dalo distributor cap.....	£9.75
HT lead set.....	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£195.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£11.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701711.....	£20.50
Boot carpet 728551.....	£22.00
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£350.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E.....	£35.00 pair
Front underrider XKC 83/84.....	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£37.50
Dolomite Rear lamp assembly R/H TKC938.....	£52.50
Head lamp assembly 1300/1500 Dolo (square).....	£75.00
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£25.00
Recon windscreens wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolomite 1300/1500 recon exc distributor.....	£47.50
Dolomite Sprint recon exc distributor early/late.....	£160.00
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£350.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50 3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£87.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£65.00
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Dolo 1500/18-50 brake shoes GBS746.....	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

Telephone 01952 619585/620434 Fax 01952 610510 Web: www.tdfitchett.co.uk

MONDAY-FRIDAY 8 am till 5.30pm. SATURDAY 8 am till 1 pm
PRICES INCLUSIVE OF VAT, Carriage extra.

Overseas orders outside of the EEC are not subject to VAT.
Please quote original part number if available. It will help us to help you.
Complete range of overdrives built by ex-Laycock engineer. POA

TRADE ENQUIRIES WELCOME

Prices correct at time of going to press

At the time of going to press we can supply most gearboxes, steering rack and diffs for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



www.tssc.org.uk/specials
e-mail. specials@tssc.org.uk



Trevor Collett

The Salvadori Story

I first wrote about the Sammio car in this column in January 2011, when I described the car as the first new Herald-based kit car since the Douglas TF of 1991. In the following months the Sammio concept seemed to capture the imagination of discerning petrol-heads up and down the country – I kept coming across people who were building them.

Even the Herald 13/60 that I helped a friend sell – a car that I had maintained for many years – went to chap who was going to turn it into a Sammio.

Of course I was wanting to bring you one or two detailed build stories, but I just didn't manage to find anyone willing to write while they built. In August 2011 I published a picture

of one particular fully built Sammio that had been bought by **Peter Winston**, who knew the car as a Sammio Salvadori. I promised you a detailed write up – well, there turned out to be complications, which involved the car being delivered to **Darren Groves of Milton Damerel Classics** for some rebuilding and improvement works.

Here we are now and the Salvadori has been unleashed from Darren's velvet gloved grip for a few months– reborn and revitalised. The first trip out for Peter and his renewed car was to the South West Triumph Day at the Big Sheep in Devon, an event held back in April to celebrate Drive It Day.

There were 111 Triumphs there, and the





Sammio came second in the Car of the Show competition – nicely done.

You know that I hanker to find out every mechanical detail of the cars that come my way, and since Darren had been so intimate with this particular Sarmio I asked him to answer my standard **“Your Kit Car Story”** questionnaire. And proving he can wield a keyboard as well as a welding torch he has obliged (he does good camera work too, the pictures are also his):

Owner’s Name: *Peter Winston*

Make and model: **Sammio Salvadori**

Period of build: Factory built 2011

Donor vehicle: Triumph Vitesse MKII

Chassis alteration and preparation:

Removal of rear outriggers prior to initial fitting of body. Subsequent alterations made to front outriggers to stop front wheels fouling.

Gearbox: Standard Vitesse overdrive gearbox.

Suspension, steering, brakes: Front suspension standard. Rear shock conversion fitted August 2013 to stop rear wheels rubbing wheel arches.

Koni adjustable shocks fitted. Modified handbrake cable (shortened Vitesse) and rear guides fabricated to replace cable joined by U-clamps (not acceptable for MoT).

Engine, carbs, air filters and exhaust: Standard Vitesse engine fitted with unleaded head. Twin Stromberg Carbs with trumpets. 6-2-1 stainless steel exhaust manifold with cherry bomb exhaust

Assembly of major components and body onto chassis: Body on usual mounting

points for Vitesse chassis. Lower section of front bulkhead retained so mounted as per Vitesse. Rear points via fabricated frame onto standard mounting points. Body originally mounted with just rubber spacers, and the fuel tank was touching the rear dampers.

Body was raised by using 10mm metal spacers to provide clearance. Original Sarmio fibreglass floors removed and recessed floor pans fitted to lower seating position. Roll-over hoop made; substantial chassis bracing and hoop mountings fabricated.

Pedals: Standard Vitesse.

Heater: Not fitted.

Windscreen wipers: Not fitted.

Petrol tank: Custom.

Radiator and plumbing: During original build radiator had modified brackets welded on (so bonnet could close), causing damage to the core.

New radiator purchased and mountings on chassis lowered to allow clearance. No heater, so no valve, therefore bypassed.

Instruments: Gauges are Smith Magnolia: speedo, rev counter, fuel, water temp, oil pressure and voltmeter.

Wiring: New modified Vitesse wiring harness. Relays added for lights and main ignition feed.

Lights: Halogen headlamps, standard Lucas items for brakes and indicators.

Chromework (bumpers etc.): None.

Wheels and tyres: 165/80/16 on wires.



Paint: BRG.

Seats & trim: Leather covered bucket seats.

Hood & sidescreens: Not fitted.

Thanks Darren, a very useful insight. As interesting as words are, when it comes to cars we really get the best picture from... pictures. These Sammieo cars really are good looking; I thought so when I saw pictures of the first one back in 2010. There is, though, one thing that

most other Herald-based kit cars – the body is mounted on the chassis with a flat floor, which means the seat bases are at the level of the top of the chassis. The original Herald body does not have a flat floor – it fits inside the chassis outriggers, which means that the seat bases are at the level of the bottom of the chassis.

This is why the driver of a Sammieo ends up looking like he's sitting on the car rather than in



can, in my opinion, spoil the lines of the vehicle – a driver. The Sammieo suffers the same trait as

it. I had this discussion with the original maker of the Sammieo – but he dismissed it as an



issue. Well, obviously some time later he came round to my way of thinking, as he designed a new floor to the body that dropped down, like the Herald's, giving a lower seating position. He made these available as an "aftermarket" modification for cars already built – you notice that Darren incorporated these replacement floors in Peter's Salvadori.

Earlier in the year there was a change of management at Sammio cars – I wrote about it in

the March edition – and they are now marketed as part of the **Ribble** range of cars.

Talking of pictures, if you type "Sammio Salvadori" into Google images – other search engines are available – you will find several pictures uploaded by Darren of the work he carried out on this car. Anyone else out there building or driving any of the Sammio/Ribble cars please get in touch – I'd love to feature more of these great looking little cars.



Wins international ltd

Tel: 01342-327018 , E-mail winsintltd@sky.com



Triumph spares specialist covering new, reconditioned and used spares, vast stocks, Est since 1987, mail order UK & Worldwide, Fast & Friendly service.

New website www.winsintltd.co.uk

Price promise
Found a better
Price?, we will
Always try to
Beat it if
possible

**Website covers all New, Recon & Used spares and
Also lists cars currently in for dismantling**

Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm saturdays
All in one large warehouse, with shop counter, feel free to come & browse
Whatever your requirement we will always try and help

**Unit 21b, Durkins rd, Charlwoods industrial estate,
East Grinstead, West Sussex , RH19 2ER**



BIG SALOON Register



www.tssc.org.uk/bigsaloon
e-mail. bigsaloon@tssc.org.uk



Mark Blease

Better than a Tent!

Welcome to Caravanners' Corner! Although this may seem like a strange topic for a Courier article, there are now lots of caravan owners amongst TSSC members, using them to attend weekend club events around the country. Some of our club vehicles make great tow cars, including the Stag and of course our big saloons and estates, so it's not surprising that we're choosing to spend our weekends in comfort and luxury rather than under some nylon sheeting!

Unfortunately the camping season is now over so many of us will be parking our caravans up and probably won't see them again until March or April. However it's not as easy as

just parking it and locking the door, there are some important jobs that need to be done to "winterise" our 'vans. Below is my quick checklist of the essential tasks:

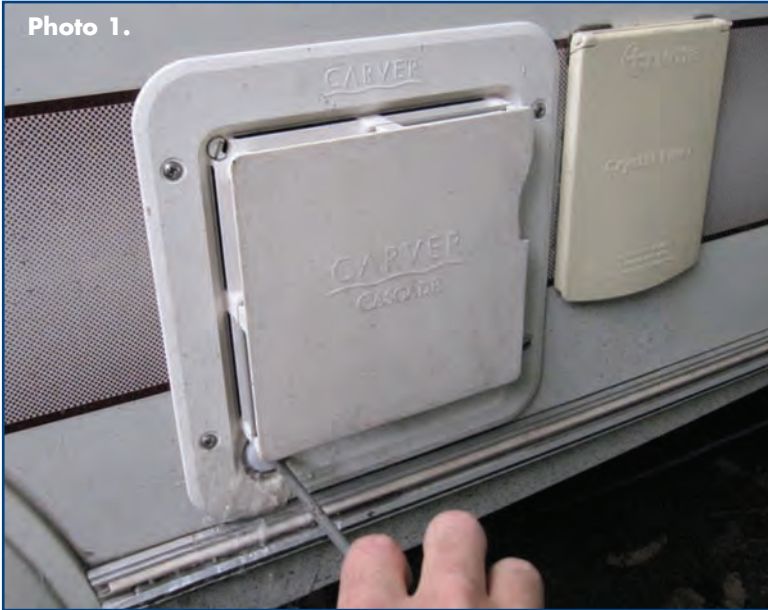
Plumbing

It is essential that the hot and cold water systems are drained, to prevent expensive frost damage to the heater, pipes and taps. The water heater is provided with a drain point, which simply unscrews (Photo 1), and some models have a bleed screw further up the unit to aid the draining process. Simply let the water drain and then loosely replace the drain plug to deny access to nosey spiders. The cold water system is usually provided with a draining facility at the lowest point of the system - on our caravan this



My Mk 1 Towing our Caravan

Photo 1.



Interior

Caravans are designed with ventilation, and it is important when in storage that air be allowed to circulate all through the 'van'. Stand the upholstery vertically on the beds, so that air can circulate easily, and leave all cupboard doors wide open. Remove bedding, cushions, towels and clothing and store them in the house. Make sure nothing stored in cupboards or

was a removable "stop end" beneath the floor of the caravan. Draining is aided by opening the taps, and I tend to leave these open over the winter period to stop any potential pressure build-up. If you have a water filter, the element should be removed to prevent frost damage.

I usually pour some thin bleach down the waste pipes, to neutralise any nasties that may be lurking within. Be sure to replace plugs to keep the creepy crawlies out.

The inside of your Aquaroll should be cleaned with a product such as Milton Sterilising Fluid, and when thoroughly dry stored with the cap open.

Electrics

Batteries don't take kindly to being left uncharged for extended periods, especially when the temperatures dip below freezing. It is best to remove the battery from the caravan and store it somewhere away from frost.

It is also advisable to connect an intelligent charger, such as the **CTEK Battery Conditioner** available from the Club Shop, which can be safely left connected over the winter period to keep the battery in tip top charged condition.

under the beds blocks the ventilation points.

The fridge should be thoroughly cleaned and the door propped open to allow air to fully circulate.

I know some like to use dehumidifiers, either the crystal moisture absorbers or plug in systems. The problem with these is that they are designed to remove moisture from air in an enclosed space - a caravan is designed with lots of ventilation so they will be of limited benefit, and in extreme cases could even draw damp air into the caravan.

Toilet

The cassette should be thoroughly cleaned (of course!) and the flush tank drained. The seal on the cassette should be lubricated to keep it supple - there are specific products available but a little olive oil (extra virgin, of course!) will do the job just as well. I leave the flush flap open so that it is less likely to stick.

Exterior

Check that all windows and roof vents are closed and secured. The window seals should be lightly lubricated using olive oil, which will prevent them sticking to the windows over the



Photo 2.

months of storage. Just a very light wipe over (Photo 2) will suffice.

Some people opt to change their wheels for the winter period, as tyres don't take kindly to standing in one position for extended periods.

Tyre savers, commonly used by classic car

owners, could be the answer. Wheels should be chocked and the handbrake released, to minimise the chance of the brakes seizing on over time.

Until next month,

Mark

Gas

Check that the gas bottle valves are closed.

Normally the gas locker of the caravan will be adequately ventilated, however if you are in any doubt, the gas bottles should be removed and stored in a well ventilated area.

I think that covers the most essential items that need to



November Special Offer

**Tel. 01858 434424 web. www.tssc.org.uk
e-mail. clubshop@tssc.org.uk**

CTEK Battery Conditioner/Charger

Don't use your car everyday?
Battery not in the best of health?
Then you need a CTEK battery
conditioner/charger.

Suitable for 12v lead-acid
batteries up to 120AH

**NO NEED TO DISCONNECT
BATTERY TERMINALS**



CTEK3600 £49.95 for November only

P & P 1.5Kg



CLUB SHOP NEWS

Tel. **01858 434424** web. **www.tssc.org.uk**
e-mail. **clubshop@tssc.org.uk**

by **Garth Jupp** **November Special**



CTEK Battery Conditioner

Have you put your car/caravan away for the winter? Then you need one of the **CTEK** battery conditioners that the Club Shop sells, these can be left on all winter and come spring time your battery will be in A1 condition and your pride and joy should have no trouble starting. For **November** save £8 over the normal price.

These are £49.95 until Nov 30th

Hi Torque Starter Motors Update

In last month's Courier there was report by Bernard Littlewood on problems with his Hi Torque starter motor fitted to his TR4A. Obviously the club shop needed to look into any potential problem that we might have with the starter that we supply. Having contacted our supplier who also supplies most of the rest of the Triumph parts suppliers I am confident that this was an isolated problem. Our supplier stated:-

"We have sold thousands of these units to all marques of classics over the years and we have yet to have one back with the problem you have described caused by the pinion entering the ring gear from the opposite side

*to that of an old inertia starter. The pinion on the new Hi Torque starter motors has a lead in on the teeth, but the important thing to remember is that the pinion is **NOT** turning when it engages with the ring gear. The solenoid throws the pinion into mesh first, then at the end of its stroke the contacts close and the motor only then starts to turn.*

*The only reason we have found for damage to the ring gear is that the pinion of the pre-engaged Hi Torque starter is not engaging far enough into the ring gear. **It is important to ensure that the spacers / packing fitted is correct to ensure full and correct engagement of the pinion.**"*

So I do not believe there is an inherent problem with these, the Club Shop has sold a lot of these over the past seven years and have never encountered this problem before, which agrees with the findings of our supplier.

Ivor Searle **Re-manufactured Engines**



The Club Shop supplies re-manufactured heads and full engines produced by Ivor Searle, we are pleased to announce that we have arranged for a guided tour of their very impressive facilities in Soham Cambridgeshire. We have set this up for **Thursday 21st November** and is restricted to ten places, if the tour is oversubscribed we will set up another one in the New Year. If you are thinking about getting a head or engine from us, why not take part in this tour and see where and how it is re-manufactured. The tour will start at 10.30 and coffee and a buffet lunch will be provided. If you are interested, please send your details to me on the **clubshop@tssc.org.uk**

email make sure it has [Ivor Searle](#) in the subject line. I need to know who is coming by **Monday 11th November**.

You will have to make your own way there, I will meet you at the factory, and you are allowed to take pictures if you want to. Best of all it is free! Below is a brief history of Ivor Searle, alternatively why not visit their website and have a good look around.

<http://www.ivorsearle.co.uk/index.htm>

In 1946, Agricultural engineer Ivor Searle, set up an engine reconditioning business in Wicken. The company was then called the Wicken Crankshaft and Bearing Company and was in a shed that had been purchased by Ivor to repair farm vehicles. Upon investing in re-boring and crankshaft grinding equipment, Ivor extended his company's services to all vehicles from motor cycles to lorries.

In 1977 the company was renamed as Ivor Searle Ltd. The main customer base had always been within a 15-mile radius of Wicken but it had been steadily growing through word of mouth and up until then, had not had to advertise or fight for business.

The facility at Wicken was now 5,000 sq.ft, and the number of employees up to 25. Because of its size, many residents were complaining of the disruption caused by parked cars and goods deliveries. It was time to find larger premises.

In 1981, Ivor Searle Ltd purchased a green-field site opposite an industrial park 3 miles away in Soham. They planned and started building a 10,000 sq.ft engine re-manufacturing facility on the present site at 2 Regal Lane, while business continued as usual at Wicken. This was to be Ivor Searle Ltd.'s new home.

In the 1980's, approximately 60 per cent of British engines were still made by Ford, Rover and Vauxhall, but Ivor Searle Ltd still had no access to the other 40 per cent dominated by Peugeot, Citroën, Renault and Volkswagen. Ivor Searle Ltd felt the need to enter the market and promote the company more proactively and therefore started making contact with other engine remanufacturers with a view to supplying them with ready-built engines.

In 1992 the production area increased from 10,000 to 19,000 sq.ft. This was accomplished by extending each end of the existing building and adding a new mezzanine floor (this made a further 15,000 sq.ft for storage purposes).

As well as creating more space, Ivor Searle Ltd

continued with their policy of investing in some of the latest equipment from the USA and elsewhere.

In 1998 Ivor Searle Ltd signed an agreement with a Dutch partner, allowing ISL to distribute Japanese diesel engines; Mercedes-Benz petrol and diesel engines; and VW diesels throughout the UK. In return, the Dutch partner distributed Ivor Searle Ltd.'s products throughout the Benelux countries.

Once again space became an issue, and when the warehouse premises across the road at 5 Regal Lane became vacant in 1999 Ivor Searle Ltd purchased it, had it completely refurbished, and made it into the 'donor engine' facility.

At 5 Regal Lane the exchange or bought-in used engines are stripped down, cleaned and stored, as well as crankshafts and camshafts reground. 5 Regal Lane also has a bespoke area for special ad-hoc machining services and parts supply including a van collection/delivery service to garages and workshops over a 40-mile radius from Soham.

In 2002, the company extended the business to supplying engines into the fleet market and later in 2006 Ivor Searle Ltd introduced Fleet Solutions. Parallel to these developments, the company also became a distributor of remanufactured turbochargers, gearboxes, auto gearboxes and new AMC cylinder heads.

During this time, Ivor Searle Ltd launched the supply of warranted used/low mileage engines as well as offering customer own rebuilds for late model vehicles.

Today Ivor Searle Ltd sells over 10,000 units per annum in the same niche industry of the automotive aftermarket that Ivor pioneered 60 years ago.

Handling anything from motorcycle to car to truck engines, Ivor Searle Ltd employs over 100 staff and still concentrates on Ford, Vauxhall/Opel, Rover, Peugeot, Citroën, Sofim and Renault engines. In addition, the company have range developed and increased their product line to include Mercedes, Audi, VW, SEAT, Mitsubishi and Toyota which are now remanufactured in-house.

Ivor Searle continues to sustain sufficient growth through innovative practices and serves a wide customer base some of whom have been loyal to them for more than 40 years.

What does the future hold? Well, watch this space and see what happens...

IN THE DECEMBER ISSUE OF PRACTICAL CLASSICS

**ON
SALE
NOW**

■ Discover
Shepherd Neame's
Spitfire squadron



■ Enjoy a first drive
in *The Saint's*
restored P1800



■ Chase the bad
guys in our *Sweeney*
tribute feature



THE SAINT'S P1800 RETURNS!
EXCLUSIVE FIRST DRIVE AND FULL RESTORATION STORY

practical CLASSICS

BUY ■ DRIVE ■ RESTORE ■ IMPROVE ■ ENJOY

THE SWEENEY
The cars that helped create the legend DRIVEN!
(through cardboard boxes)

FIRST CLASSIC
Your starter classic guide:
MGB, Spitfire, Capri, Minor

REVIVED
Austin 18 ruined by nuts!
Saved by our resto hero

XJ-S DONE!
Six years, two basketcases,
no budget, one great result!

50 PAGES OF TECH STUFF

- ✓ Triumph six-cylinder engine assembly
- ✓ 31-point Cortina service guide
- ✓ How to change your brake pads
- ✓ Revamp your dashboard today
- ✓ All your technical queries answered

58 classics inside
Opel Senator, Austin 7, Ford Zephyr,
VW Camper, MG ZT-T, R-R Shadow,
Jag S-type, Westfield, Alfa Spider
PLUS 5123 miles in an Anadol!

DECEMBER 2013 £4.30

Also inside..

Marvel at **50 pages** of **technical wizardry**, **14 pages** of classic buying advice, the latest news, events and club stories and the **very best restoration sagas** in Britain's favourite classic car magazine.



www.tssc.org.uk/bondequipe
e-mail. guy@bondequipe.org

Guy Singleton



Can I Tempt you to restore?

It appears that the winter is coming and the nights are drawing in - time to undertake those small jobs you have been putting off all summer (or years if you are like me!) or to start on those major restoration jobs - and boy do I have some for you!

Firstly, from the Bond Owners Club magazine, I have recently been in touch with **Simon**

who has been left outside for the last 20 years and this has not done them much good, as can be



Hurley-Smith who is trying to sort out his father in law's cars. He has 3 Equipes but they 50



seen in these photos.

Simon would ideally like them to find a good home and he does not want to break the cars - if you are interested or can help Simon please let me know - the cars are in Leicestershire.

Next, again from the BOC magazine, I have also been in touch with **Dave Kelly** who earlier this year bought a MK 2 Coupé for restoration. On visits to Bob Buckby and I, he took a liking to the Convertible and consequently he has just acquired one. It had been advertised in the Bond Owners Club magazine by the widow of the former owner who had taken it apart but not managed to make much progress with it. Dave has fetched it home and, having looked at what he has feels that, other than needing a complete rear floor, it can be done. The boss has however ordered that only one Equipe is allowed so he is looking for a home for the Coupé - hopefully I will have some more details next month - or if you are impatient give me a ring.



And, for those not looking to do a full restoration, I have seen a nice looking 1968 4s 1300



on ebay as a Classified Ad (item No 121182022597). The car is in Alloa, near Stirling in Scotland. The owner can be contacted on 07546 133512 if you are interested, and if it hasn't sold by the time this article is published.

You may have seen in Suzie's Spitfire article (and also the reference in last month's article to **Peter Rieu-Clarke's** problem with electronic ignition) that when we got the MK III Spitfire going she was only running on 3 cylinders. The fuel side all seemed OK and on checking with a timing strobe light I could see that there was not a consistent spark.

I decided that rather than play around with the existing points and condenser I would bite the bullet and move to the 20 century (not sure about 21st C!) and fit an electronic ignition system. I had a few used 1500 ones but none for the 1300, so following a price related search on E bay we eventually bought an Accu Spark system.

This fits within the distributor and the only tell tale sign is a red and black wire coming out of the distributor. The system performed perfectly for the 800 or so miles we did. I did however make sure that I kept all the old bits so in the event of a total failure the original system can be refitted.

You may have noticed the lack of scintillating Equipe chatter in this article so if you have something you would like to write about your cars for these pages then please do so and let me have something more interesting for others to read!



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



Engine Misfire Update - 6

And still continued - my TR4A
cylinder head/misfire issue

MAY 21st

Monday 20th I ordered two sets of cooler type spark plugs (1 set a grade cooler and 1 set 2 grades cooler) and a set of needles for the carburettors that should give me a richer mixture. I borrowed a friend's pressure drop testing kit and with each piston TDC on their firing strokes no air loss through the valves (or anywhere else) was indicated. Although I would have to remove the cylinder head if I wanted to check the volume of the combustion chambers (lesson well learnt, I will never fit a new head without doing this first in the future) I decided to check the thickness of the new head against the old one. Using my depth micrometer and allowing (as far as was possible) for the head gasket, the new head was about 0.012" thicker which would indicate that the "light skim to remove surface rust" information from the supplier on the new head was correct and that the head had not had been over skimmed. I removed the carburettors and manifolds and checked the indentation on the gaskets which indicated a good seal had been made, however, when I placed the inlet manifold onto the new head without a gasket (holding it lightly in place

with the clamps) I could insert a 0.006" feeler gauge between the centre of each flange. With this straw firmly grasped I used a straight edge and using my past skills of draw filing from my apprenticeship days (they told me it would come in handy one day) I carefully removed the high spots after spraying the flanges with black paint between each "filing" to show me where the metal had been removed. When I was satisfied that the faces were as flat as I could reasonably hope to achieve I reassembled the manifolds and carburettors with new gaskets. I then started the engine and after tuning the carbs I was able to tweak the ignition timing until the engine stopped with only the faintest pre ignition if I revved the engine and turned the ignition off, but hopefully this was just because the engine was now very hot. I decided to leave it at that and to test drive the car the next day, and I also had the option of fitting the cooler type plugs and "richer" needles. Another **5 hours** spent doing this work.

MAY 22nd

The car started easily with choke so I took it for a test drive and it performed faultlessly, when I turned the ignition off there was slight pre ignition, but instead of leaving well alone, I removed the distributor as I noticed that it felt a bit "notchy" when I had previously slackened the clamp (and the anchoring nuts to enable the clamp to release) and found that the area where the clamp located on the body was crumbling away. I ordered a new distributor through a

well known auction site with the view to either re fitting my electronic ignition into the new distributor or using the main body (if it was compatible) with the original internal parts from my old distributor (I have had previous bad experiences with pattern distributors) to ensure that I retain the correct advance and retard specifications. And to continue my current run of luck I then found 2 x 25D distributors that I had previously bought as spares! They were from an unknown model of car so the internal parts from my original distributor still had to be used. I wanted to get some more miles on the clock first and there was a show coming up in the Vale of Glamorgan on the 27th (only a 38 mile round trip) and the Pembrokeshire show on June 2nd which would be roughly a 220 mile round trip, after these I could re torque the head and try a bit more fine tuning. I then re fitted the distributor and could not find the timing point where there was only slight pre ignition, so I fitted the 1 grade cooler type spark plugs, they made no difference!

Just an **hour** spent today.

MAY 23rd

I removed the distributor and stripped it down to its component parts and after doing the same to one of my spare distributors I fitted the TR4A specification shaft and bob weight assembly. With this installed I could still not get rid of the pre ignition so I made a phone call to a well known engine specialist (**Enginuity**, a big thank you to the chap who spent most of his lunchtime talking to me, making sure that I had covered everything, unfortunately I had) and their advice was to open up the valve clearances to 0.012". As I was about to go out on a TSSC area chip shop run in my 13/60 I called it a day and to be honest I didn't think the advice would help.

Again just an **hour** spent today

MAY 24th

I removed the rocker cover and started to open up the valve clearances to 0.012" but when I came to adjust number 1 cylinder exhaust valve I could not get it to go any big-

ger than 0.010"! On close inspection I found that the shoulder at the top of the pushrod was coming into contact with the tappet (rocker arm) at exactly 0.010". Could the pushrod be expanding enough when hot to close up the clearance as it was not able to pivot in its ball and socket connection to the rocker arm and cause the pre ignition? Was this happening on any other valve? I didn't check I just knew I had to eradicate this issue. I made up some 0.032" aluminium shims (with an oil feed hole for the one) and placed them under the rocker shaft pedestals then set the valve clearances to 0.012".

When I started the car and let it get hot **NO PRE IGNITION!** I took the car for a run, **NO PRE IGNITION, NO MISFIRE!**

I returned home and reset the carburettors and the ignition timing to the recommended settings then fine tuned them. I took the car for another run and it ran beautifully (although sounding tappety). There was no misfire and no pre ignition when I turned the ignition off. I was not going to count my chickens yet, but I now intended to take it as it was to the Pembrokeshire Classic Car show on 02/06/2013 and maybe (if my wife and daughter didn't want to come) to the Vale of Glamorgan Show on 27th May. Another **four hours** spent working on the car today.

May 27th



Vale of Glamorgan Show Display

Well my wife and daughter decided that they did not want to go to the Vale of Glamorgan show as the weather forecast was bad for the afternoon, so my son Jack and I went in the TR. It was only a 19 mile journey, but when we arrived and I turned the engine off, there was very slight pre ignition! I retarded the timing slightly and after checking the spark plugs I enriched the mixture by 1/3 of a turn on each carburettor. On the return journey there was heavy traffic so I took the opportunity when the traffic wasn't moving to turn the engine off, there was pre ignition so I pulled into a lay by and advanced the timing very slightly, the car ran well after this and there was no pre ignition, but with the Pembroke Classic car show in six days time I knew I would have to investigate further still! I wasn't happy.

May 28th

Today I started the car and when it reached operating temperature there was very slight pre ignition when I revved the engine before turning off the ignition, but not anywhere as bad as before I had shimmed the rocker pedestals. I dismantled the new distributor that I bought (as I had to cut down the post that the advance and retard spring located on to fit the electronic ignition sensor) and installed my lumination electronic ignition. With the timing set to 8 degrees BTDC at 800rpm there was very slight intermittent (sometimes it would occur, sometimes it wouldn't) pre ignition, so I installed a set of spark plugs that were two grades cooler than the standard type. I also installed the needles that I had bought that should enrich the mixture as the spark plugs showed that the mixture was a bit weak. I then once more checked that the carburettors were balanced. With these settings the engine only ran on only very slightly when I revved the engine then turned it off. After each change of settings I took the car for a test run. I removed the rocker cover and spark plugs and even though the engine was hot none of the valve clearances seemed to have closed up. I decided to re torque the head and set the valve clearances (to 0.010") the next day when the engine was cold, if the pre

ignition only occurs when I rev the engine then turn it off I will have to learn to live with it or find another cylinder head to try, there is no way that the settings of the timing and carburettors should be so sensitive!

All this took me **5 hours** and probably 2 gallons of petrol!

Bonnet Release Catch Update

I had quite a few e mails following my Emergency bonnet release article, here's one - Over to Graeme.



Feedback for your info - I've just retrofitted the "Emergency / Secondary / Standby" Bonnet Release Kit. As you mentioned the existing Bonnet Release Bracket had to be removed since it is impossible to drill in-situ.



The kit is actually a simple and effective solution, but the Installation Instructions (for such a neat solution) were not very good, viz:

(a) A Template was provided for drilling the "new" hole in the existing bonnet release bracket, but didn't include a sketch to show the "new" Items (bracket, washers, bolt and rod) relative locations when assembled



Mod Kit attached to original bracket

and attached to the existing bonnet release bracket.

(b) The Instructions advised that a hole is drilled in the bulkhead for the new operating rod - but forgot to state that the hole is drilled vertically down through the bulkhead **BELOW** the existing bonnet release bracket, and not horizontally drilled through the adjacent bulkhead.

(c) The Instructions state that, once the "new" bracket, bolt and rod are assembled on the existing bonnet release bracket, then they are offered up to mark the location of the rod for drilling through the bulkhead. This is not practical because of the length of the "new" rod. What I did was to initially leave the rod off and attached a small plumb bob to the "new" bracket, where the "new" rod fits. Then I offered up the existing bracket assembly (minus the rod) and fixed it with two of the four original bracket setscrews. I then adjusted the height

of the bob so it was just clear of the bulkhead below and then marked this point spot on the bulkhead (spot marked using a long thin crosshead screwdriver and hammer!). Then I removed the existing bracket (which was temporarily fixed in position), drilled through the spot on the bulkhead (need a long drill so that the drill chuck avoids the heater pipes, etc, in the vicinity), reattached the "new" rod and bolted the complete bonnet release bracket back into position.

(d) A finishing touch, by the supplier of the Kit, would have been to supply a small T-Handle to attach to the "new" rod's end inside the car instead of leaving the rod for you to "bend".

I appreciate that you have completed this retrofit yourself, but the above comments are offered in case someone else decides to do the same retrofit.

Regards

Graeme

After Graeme sent me this information, I eventually managed to find the details of the supplier that I had used. **CP Fasteners**, and the instructions that I had were far more comprehensive than the ones Graeme had received with his.

Contact cpfasterners@hotmail.co.uk if you want to fit this emergency latch to your TR.

Thank you Graeme for sharing your experience with other members.

Whether 6 cylinders or 4 a TR is more!

Bern



PETER JAMES INSURANCE

Two Leading Names - One Market Leader

STEWART MILLER INSURANCE

TSSC Insurance Partners **Peter James Insurance** and **Stewart Miller Insurance** can provide a complete range of Insurance Services for every TSSC member.

PETER JAMES INSURANCE
Telephone: **0121 506 6040**
info@peterjamesinsurance.co.uk
www.peterjamesinsurance.co.uk

STEWART MILLER INSURANCE
Telephone: **0121 422 2282**
info@stewartmillerinsurance.co.uk
www.stewartmillerinsurance.co.uk

All Specialist Vehicle Insurance

Commercial & Household Insurance

TR7/8 Register



e-mail:
paul_lewis_1966@hotmail.co.uk

Paul Lewis

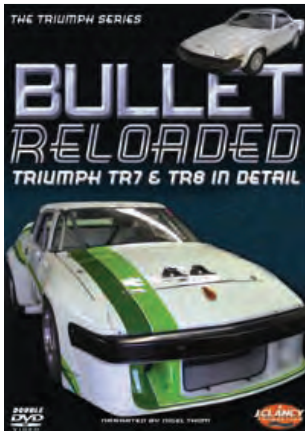


'Reloaded' & Values

The TR7 in A few years has passed since the DVD "Code Name: Bullet, The story of the Triumph TR7 & TR8" was released by Triumph DVD in 2007. If you have not seen this then it really is a must for any TR7/8

owner. Anyway even better news! an update has been made called "**Bullet Reloaded**" and was released in September this year. This contains a large amount of extra footage and interviews. Priced at £19.95 is very reasonable and can be ordered from the flowing website <http://www.triumphdvd.co.uk/>

On a very sad note on Saturday August 24th, 2013 during The Rally of Germany, the German stage of the Rally World Championship, the rally was halted following



the death of the driver and co-driver in a side-event. The car involved, a Triumph TR7, came off the road with the occupants of the vehicle sustaining fatal injuries. Our hearts go out to the families of the persons involved.

At work the other day I was passed some very old classic and sports car

TR7/8 Register

magazines from 1986 and it inspired me to have a flick through the classified ads at the back. The adverts are without pictures but a couple of the ads read as follows:

Triumph TR7 Convertible, 1982, Y Reg, 28,000 miles, finished in maroon metallic/tan hood, 5-speed, radio/cassette, virtually as new condition, £3,995

Triumph TR8, Red, PAS, air cond, modified brakes/engine, superb grand tourer, 19,000 miles, £9,750.

I checked through the up to date guide that you often see in the back of Practical Classics and the values for the TR7 convertible are:



TR7 (dhc)

Condition C/D (Concours/Dealer) £4,000

Condition 1 (Good) £3,250

Condition 2 (Average) £1,650

Condition 3 (Rough) £500

So, if we look at the advert for the TR7 convertible being sold at a dealer in 1986 then over the last 27 years the car has increased in value by £5, a total of 18p/year. This really does not reflect value for money as in 1986 the average house price was £39,593 (or in today's money £99,766). The average house price today is £167,294.

The basic cost of the TR7 Convertible when new was £5,045 meaning that depreciation from buying new is £1,045, over 27 years equates to £38.70/year, not bad considering the depreciation of a new Euro box the moment you drive from the forecourt.

It still does not reflect what TR7's should be worth, so I will make a comparison. A Triumph TR6 in the

same classic and sports car magazines from 1986 has the following Ad:



Triumph TR6, 1973, Red, only three owners from new, genuine 56,000 miles, well maintained, many new parts, 8 months Mot, wax sealed, new tyres, recent soft top, carpets, stereo, reluctant sale, £3,250

If we again look at the values in given Practical Classics:

TR6 'CR' (73-76)

Condition C/D (Concours/Dealer)

£16,000

Condition 1 (Good) £11,000

Condition 2 (Average) £6,500

Condition 3 (Rough) £2,000

This means that if you purchased that car in 1986 you could be looking at a profit of £7,750 over the 27 years for a condition 1 car, showing an increase of value of £287/year. Not massive money but better than the £5 (18p/year) of the TR7.

The TR8 again does not fair well:



TR8 (dhc)
Condition C/D
(Concours/Dealer)

£11,000

Condition 1
(Good) £9,500

Condition 2
(Average) £5,500

Condition 3
(Rough) £2,500

This means that if you purchased that car in 1986 you could be looking at a profit of £1,250 over the 27 years for a condition C/D car, showing an increase of value of £46/year. This again does not reflect the rarity of the car.

My question to fellow TR7 / 8 owners is why our cars are so undervalued, we have seen prices of the TR2-6 increase dramatically over the past few years and even basket cases are demanding more than a Concours TR7. Although recently on the auction website there was a TR7 Convertible being offered with the following Ad:

Triumph TR7 Convertible One owner
10,000 miles from new.

HPI AND MILEAGE CERTIFIED. ONE OWNER
WITH JUST 10,000 MILES ONLY FROM



The £19,995 TR7 Convertible

NEW!! THIS CAR IS TOTALLY AS IT CAME OUT OF THE FACTORY 32 YEARS AGO. IT HAS BEEN DRY STORED FOR THE LAST 20 YEARS AND IS NOW LOOKING FOR A NEW OWNER £19,995

Maybe this is the tide of change and people are recognising what a fantastic car the TR7/8 is and hopefully values will start to reflect its position in the classic car market.

Paul

YORKSHIRE TRIUMPHS
A WELCOME RETURN TO GOOD OLD FASHIONED CRAFTSMANSHIP

It's our aim to keep Triumphs on the road, preserving them for generations to come. From a minor repair to a full restoration, we have decades of experience delivering the highest quality work & great value for money. We'd be delighted to have you join our long list of satisfied customers.



Peter Johnson



**TR4-8
 Spitfire
 Stag
 Herald
 2000/2500
 GT6
 Dolomite**

01405 839420

YOUR SPECIALIST FOR:

- RESTORATION
- BODYWORK REPAIRS
- ENGINE BUILDING
- PAINT & TRIM
- ELECTRICAL
- TRIUMPH & ROVER V8
- MECHANICAL UPGRADES
- USED & RECON PARTS
- CAR SALES



**FOR THE FULL STORY, VISIT:
www.yorkshiretriumphs.co.uk**

BUYING | RESTORING | REPAIRING

CLASSICS

MONTHLY

ISSUE 210 DECEMBER 2013

ON SALE
7 NOVEMBER



TR3A RESTO

Off the road for 40 years. Saved by two friends. Great 6-page feature!

PLUS

TR6 DRIVESHAFTS

Comprehensive guide to fixing and upgrading



**GET OUR
DIGITAL
EDITION**

**START YOUR FREE
TRIAL TODAY***



BONUS iPad FEATURES Interactive navigation, image galleries, video links, super hi-res images and x9 screen zoom for 'being there' detail!

PLUS Download digital back issues right back to issue 157 December 2009.

AVAILABLE ON YOUR DEVICE NOW



* Free Trial not available on Zinio

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



20th All Triumph Meet

By Peter Lewis (Herts & Beds Area)

This years 20th All Triumph Day at Duxford was held on September 15th and after 19 years with only one previous wet day, we were

welcomed to a bright and sunny start, the forecast and odds were against us this year despite moving from October to September so the sun soon turned into a windy blow, some mid day showers and an afternoon downpour, 4 of the traders didn't arrive, which left a green belt in the layout plan.

The forecast was preaching doom all week and we were having trouble keeping positive, but a **BIG THANK YOU** to

165 members turning up in 140 Triumphs and 25 moderns, braving the forecast and disappearing into the warm and dry hangars whilst we managed to have the Triumph Trio



The Magic of a Merlin!

of **Bethan, Kelly and Chris** sing into the wind and **Peter Grieve** for running the 27

litre Merlin Engine at full power. Throughout the day we alternated from the stark roar of unleashed horse power and the Girls renderings of 60s songs with Chris keeping his guitar on song.

The Club Shop had some good trade and a number of valuations were completed, whilst the RNLI had a stall we didn't need to call the lifeboat out.

The 3pm raffle succeeded in deploying all prizes, we try to give Car prizes to cars which



SIT in a SPIT! - YES a Real One!



1st prize



3rd prize



2nd prize

are nice examples of 'much loved', giving their owners something to dust on the mantle piece, there were some truly exceptional machines to choose from.

- 1st prize **GT6 OLM 243E**
- 2nd prize **TR7 HMV 35V**
- 3rd Prize **Spitfire UKC 420**

The sit in a WW2 Spitfire only managed 21 budding Biggles and those who did this found it exciting, the weather and long walk didn't help with getting more bottoms in the machine, we are unlikely to manage this idea again.

Unless we can guarantee more numbers! I must give thanks to the **Tent Girls** who kept the tea and buns flowing all day and many thanks to those who made a donation, we take no gate money for this event and the added attractions costs are from our area funds, the raffle and donations gratefully offset a portion of the costs .

So what do we do for next year...

....a sun dance ??

Thanks to everyone who attended this year.

The 'DUXFORD TEST'

By Doug Kendal - TSSC NEW Member.

Windswept' and 'airfield' made 'Triumph' and 'enthusiast' appear equally synonymous, on arrival at RAF Duxford on 15 September. Needless to say, an early quip to "turn that damn wind off" went unheeded – and some rain came later just for good measure. Being a recent member this was the first TSSC event that I was able to get to this year. I've found my local branch a very friendly bunch. The wider test for me also was "could I benefit from TSSC membership generally?" and "is the club really accepting of hybrids?" such as my Triumph-based 'special' - possibly seen as neither fish nor fowl in some respects.



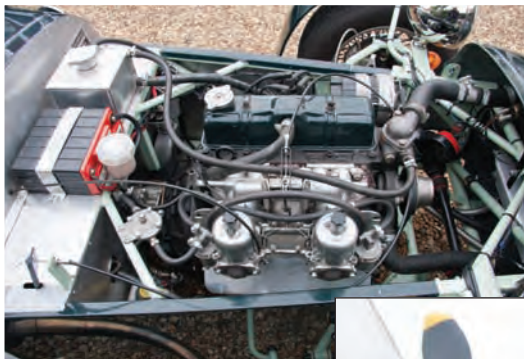
Part of me can't help feel that I've gone beyond the pale myself: having a Spitfire 1500 engine housed in a replica 1958 Lotus 6.

vibrating sound in the distance was from the demonstration of a tethered Rolls-Royce Merlin. Ever since the sixties I've always owned a



'classic' car of one kind or another, long before they became classics (several Triumphs). Even then such cars required dedicated application to keep them going.

It clearly takes enthusiasm, often lavish, to keep running, in current



motoring conditions, any one of the models on display at Duxford. None had arrived on flatbeds, for show, and none had to leave on one as far as I know.

When I clipped off the bonnet of the replica (classified as a 'rebuild' and registered as an 'HS6', by Tiger Racing, Wisbech) the conversations about it became even more relaxed, as the familiarities of the engine were revealed to any Triumph enthusiast.

As a few members began to gather round quizzically, an almighty engine roar across the field gave me the initial impression that someone was showing off the latest boy-racer modification to their own 'series' engine.

I was relieved to discover that it was just not that sort of club: spotting that the ground-





The alternative to members saving and restoring, at whichever level, would surely be to see these much-loved types of car or engine viewable only by roped-off or tethered demonstration. The point proven to me was that, while the 'fancy' can entail even religious preference for model, type and year, the Club seems united in an all-embracing enthusiasm for all things Triumph.

While the TSSC is likely not known for it's

musical reviews, I feel even the entertainment for the day had symmetry with the club - a warm, friendly, welcoming family entertainment. The **'KBC Trio'** well deserve a plug for sending the clouds away at one stage - with two sisters' close-harmony arrangements of 'classic' songs spanning the decades to the present day.

Needless to say, the **'Duxford Test'** was definitely passed!



SUBSCRIBE AND SAVE 20%
retrocarsmag.com/subscribe.asp



1950_s - 1980_s Modified Cars

retrocarsmag.com

- The best modified classic cars from across the globe
- The finest event coverage
- In-depth company profiles
- Inside the world's most exciting garages in *The Lock Up*
- The latest news and new products



Available from all good newsagents or call
01732 748084



With you every mile

Footman James is one of the leading specialist insurance brokers for classic car owners and collectors. We always go the extra mile to secure our most competitive rates for you.

All Footman James policies offer more of the benefits that are important to you.

Policies include as standard:

- The agreed value of your classic
- Specialist claims repairer – choose a repairer you trust
- Limited mileage

AND 24 hour breakdown recovery in both UK and Europe

At home in this market, our friendly UK team is available to quote.

0844 826 9021

Visit: footmanjames.co.uk



Footman James
We share your passion

We can also quote you for your  Modern Car  Modern Motorcycle  Household

AON Footman James is a trading name of Aon UK Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection. * Subject to eligibility criteria. Terms and conditions apply. FP7814.02.13

Aon is one of the world's largest insurance brokers, providing insurance solutions for thousands of customers worldwide. Aon UK Limited negotiates with all major UK insurers. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 1pm.



Paul Richardson©

A Bit of a Tumble near Firenzuola

During an interview with the late **Roger Dowson**, an extremely competent member of the Leyland Triumph competition and experimental departments, he regularly mentioned the quality of staff he befriended after joining the company from Armstrong Siddley in 1967 (where he served his apprenticeship). Roger related:

*"The competition and experimental department was full of true craftsmen, that's the thing I remember becoming aware of before anything else, and dear old **Ray Henderson** was the leader of the pack on that front, because he'd worked on building prototypes all his working life in the company I think, so he was a real craftsman. I worked with him on several quite complicated prototype projects eventually you see so I know how his mind worked as well as how skilful he was. But getting back to the question proper, the word craftsman in my book means you have to become fully competent at making things, or hand crafting as some call it. In fact you have to be fully adept at building a complete prototype up from just parts including the bodywork as well as the engine. Ray was very helpful and obliging to me as well when I started work at the company. He showed me round the factory and introduced me to everyone I'd be working with in the competition and experimental departments and we became really good mates."*

Roger was involved with building several ingenious one off experimental prototypes with Ray including an ultra special four wheel drive



Peter Cox - 'Coxy'

Triumph 1300, to which Ray fitted a Triumph 2000 rear floor pan in order that a Triumph 2000 limited slip differential could be fitted. This also allowed Ray and Roger to fit Triumph 2000 independent rear suspension to the prototype. The four wheel drive 1300 was finished in 6 weeks, with the front wheel drive derived from the 'Pony' – a four wheel drive flat bed truck built for the Israeli CKD market using a 1300 engine. The 4wd 1300 was built specifically for **Brian Culcheth** to drive in a televised rally cross event contested between the London Motor Club and the British Army Team. The event was run on the off road course at the Army proving grounds at Bagshot Heath near Aldershot. The 1300 was doing

Tumble at Firenzuola

extremely well in its first event (fitted with an ex Le Mans Spitfire engine) until a rocker arm snapped, Ray found out on inspection that the original 'forged Le Mans rocker assembly had been mysteriously changed for a standard unit!. The car did, however, win a subsequent televised event hands down in 1969 at Lyddon Hill driven by Brian Culcheth.

remarkable survival story he'd heard of in motor racing as described to him by Pete Cox. This story concerns a horrendous accident Pete survived during practice for the Mugello race. Roger and I then took to fits of laughter about



Peter standing by the car he had a 'Tumble' in!

After winning a demonstration race at Croft, Ray's four wheel drive 1300 was unfortunately crashed and written off at an event at High Eggborough.

It was this 1300 prototype, thanks to Ray Henderson and Roger Dowson, that started the four wheel drive concept subsequently used by works rally teams and off road production cars.

Roger then embarked on informing me of more close friends he made including **Pete Cox** and **Pete Clarke**, who'd both worked in my father Ken's competition department in the fifties and early sixties.

"Pete Cox and Pete Clarke were really great blokes and they proved themselves craftsmen when they built those racing Spitfires that Coxy did so well with." Roger was referring to the two Pete's joint venture in building some quite remarkable racing Spitfires in Pete Cox's garage at home. The first was the Spit that Pete Cox won the prestigious 1967 Freddie Dixon Trophy series of races in. The second was a full race Spitfire the Cox/ Clarke duo built specifically for the famed 'Mugello' Sports car race in Italy. It was at this stage when Roger began smiling as he related what he called the most

the way Peter described the accident and the aftermath. Fortunately, I'd already interviewed Peter - ever known as **'Coxy'** and I think readers, especially new members of the club, will appreciate his account of his Mugello accident which he described as follows in his own inimitable way.

"I was going like stink down the fast mountain section towards Firenzuola. Just before the village there was a series of five very fast left hand corners which I took flat out in top, followed by a sharp right hander over a river bridge into Firenzuola. I thought I knew this section, but as I got through about four of the flat out left hand bends, I lost count and arrived at the sharp right hander just before the bridge doing about a hundred when I should have been doing forty. I spun and shot off the circuit backwards through a hedge and dropped down a forty foot ravine onto a dried river bed. The car, with a full tank, was completely smashed to pieces, it was unrecognisable, how the hell I ever got out of it alive I'll never know-there was petrol everywhere, but luckily the car didn't catch fire. I was badly dazed and cut and bruised all over, but after a

minute or so I realised I wasn't badly hurt and climbed out of the wreckage which was strewn everywhere. I somehow clambered up the steep bank not really knowing whether I was in Coventry or Italy. As I clawed my way to the top, an Italian family, who's seen me disappear through the hedge, was on the scene from the cottage opposite."

" They dragged me into the cottage, checked me over, bathed my cuts and bruises and stuck a very large brandy in my hand. The circuit was obviously closed to traffic for the full seven hour practice and qualifying session, and I was worried about getting a message back to the lads at the pits to let them know I was O.K. But inter circuit communications at Mugello were bad, so they knew nothing of what had happened and couldn't drive round the circuit for another six hours to find me. In the mean time, the Italian family had got the party spirit, and, just happy to be alive, I definitely got the party spirit as well. Over the next six hours my

crew drove round the circuit to find him and spotted the tyre marks on the circuit and the hole in the hedge where he'd disappeared over the side into the ravine before Firenzuola. Coxy continued.

"Hearing the sound of laughter and general merriment in the general direction of the cottage, the lads walked over to find me and my new Italian friends completely paralytic – but very, very happy."

Coxy concluded his Mugello story by saying.

"After the accident, all that was retrievable from the Mugello Spitfire was the engine and the commission plate which we needed for customs purposes. The rest of the car is probably still scattered on that river bed today as far as I know. I was still feeling a bit woozy after the accident so it was decided that I should have a check up, whereupon I spent a day and night in Florence General Hospital. After this we decided we all needed a holiday but we had virtually no money. We did have,



The 'Other' Mugello Spitfire driven by Chris Marshall & John Britten

new Italian friends and I proceeded to celebrate my deliverance from the gates of St. Peter by drinking the cottage dry of Chianti, Brandy and anything else that was wet apart from water, with the occasional break for Parma ham, cheese and melon."

Pete then recalled that after practice had finished, Pete Clarke and the rest of the pit

however, loads of spares for the Spitfires. I'd always liked the South of France, so I solved the problem by selling all our spares to the Triumph distributor in Nice. WE delivered the spares, collected our money, and spent a very agreeable holiday in Juan Les Pins"

N.B. I need to point out that Pete Cox and Pete Clarke built two extremely fast Spitfires for

Tumble at Firenzuola

private owners specifically for the Mugello race. Coxy was to share the Spit built for an enthusiast called **Richard Lloyd**, which was written off in Coxy's accident, and the other car was built for **Chris Marshall** who shared his car with **John Britten**.

These formed the **Gold Seal Racing** team of Spitfires.

The Marshall/ Britten Spitfire did compete in and finish the race but I've lost the details on where they finished.

After Roger and I settled down again after reminiscing about dear Pete Cox, who like Pete Clarke had been a pal of mine since my teenage years Roger said.

"All credit to Coxy and Pete Clarke because those Mugello Spitfires were truly superb cars and the rear suspension, which was handi-



Peter Clarke & Peter Cox with Dixon Trophy Car

which included GT6 cast aluminium rear vertical suspension links. Twin fabricated bottom wishbones (braced). Modified rear telescopic damper mounting points supporting Armstrong adjustable dampers. The rear suspension, which included a seven leaf transverse leaf spring was set up to provide three degrees negative camber. As for the engine, this was reduced in capacity from 1147 to 998cc to compete in the up to 1000cc class otherwise it would be competing in the two litre category against car like Lola 210's, Fiat Abarths and out right racers like the Nomad BRM with the Tasman 2 litre BRM formula engine. However, the Mugello Spit's 998cc engine, with 8 port head, Hepolite slipper pistons, 45 DCOE Webbers special Lucas distributor etc developed 100bhp at 6500RPM.

To conclude I think a statement Roger made towards the end of my interview with him summed things up in the British Motor industry when he said. *"Our motor industry lost its grip on quality engineering and craftsmanship, that's what sunk it."*

N.B from 1978 after preparing saloon Dolomites Sprints for competition in his spare time Roger decided to go into business with **Gerry Marshal** in *"Gerry Marshal Racing"*. However he decided to start his own business in 1982 *'Roger Dowson Engineering'* at Silverstone which proved very successful.



Roger Dowson (left) and Competition Dept colleague Dennis Barbett

capped by the transverse leaf spring used in production, performed much better with the addition of the bottom wishbones they instigated and modified hubs. In fact I remember Ray Henderson mentioning that Coxy and Clarky really worked a blinder with the rear suspension they built for those Spits and the overall specifications of the cars."

Fortunately Pete Cox informed me of the general specifications of the Mugello Spits

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Speiper

1500 1981. MOT 1 year. Unleaded. Overdrive. Tonneau. Full History. David (Central Sotland) 07729 239489.

GT6



MK3 1972 K-plate, Tax exempt, 2500 conversion, Overdrive model, Hi-torque starter, Kenlowe fan, Double sports exhaust, Always garaged, SORN without MOT, although MOT'd up to this year. Needs a little work, hence £3250. Anna (Rochester, Kent) 01634 296580

Herald



12/50 CONVERTIBLE. 1967. 1296cc, mileage 58824, MOT and taxed til July 2014. Drives sweetly and mechanically sound but body work requires some attention. Easy winter project. £1,600 email. v.ndoye@ntlworld.com Valerie Ndoye (Hove) 07905 096347

BOND



SPRINT/HILLCLIMB Bond Equipe GT45, too many modded parts to list in 25 words. Scruffy paint, solid metal. Easy restoration. £1700. Please Phone for details. Calvin (Boston) 07811 461207

Vitesse



MK 1 2.0 Ltr CONVERTIBLE. MOT, Tax exempt. Rebuilt engine. Just resprayed. Many Bills. Heritage Certificate. Lovely Car. £5,500. ONO. No Telesales. Simon (Cumbria) 07901 842248.

Mk 2 CONVERTIBLE Project. 1969, overdrive. Originally Signal Red. In several pieces, part dismantled. Extras include replacement chassis (outriggers supplied not fitted), Bulkhead, Front wings (supplied not fitted). Photos etc on Cheshire website tssccheshire.webpace.virginimedia.com £1300 ONO. Henry (Derbyshire) 01625 425845.

MK 2 RUSTED. Secondhand. Offers. Power (Lancashire) 0759 4604 523.

**YOU CAN NOW
PLACE YOUR FREE
ADVERT ONLINE AT
www.tssc.org.uk**

**THE TSSC CLUB SHOP
ONLINE WEBSITE
WWW.TSSC.ORG.UK**

★ **SECURE ONLINE
ORDERING**
★ **ORDER CONFIRMATION
VIA E-MAIL**

**ADVERT FORM IS
ON THE BACK OF
YOUR COURIER
ADDRESS LABEL!**

Exclusive Club Ticket Offer!

The NEC, Birmingham **Lancaster Insurance Classic Motor Show** 15 16 17 November

SHARE YOUR PASSION FOR CARS! Enjoy Over 1500 Stunning Classic Cars

Cars for Sale | Live Stage | Auction | Restoration Theatre | Automobile | 100s of Show Stands | Dream Rides

• Club Single £16.50 Quote code 2013SC** • Club Family £35 quote code 2013FC**

Club offers apply to Saturday 16 and Sunday 17 November 2013

To book your tickets call 0871 230 1088* or go online www.necclassicismotorshow.com

Includes FREE entry into the Classic Motorbike Show**

*Club cost 10pp per minute plus network extras. All bookings are subject to a single transaction fee. All information correct at time of publication. See website for all information. Tickets include downing to the value of £7.50. **Club Single ticket offer limited to 2 tickets per member. Club Family ticket includes 2 tickets and up to 3 children (16 years) and is limited to one Family Ticket member. Club single tickets over £5.00. The Club Family price per person compared to buying individually (this applies to a maximum of 6 tickets). Here in your ticket stub or voucher to your club and your club will also benefit from a commission. ***When you buy a ticket to the Lancaster Insurance Classic Motor Show.

TR7



TR7 CONVERTIBLE 2ltr. 5 Speed gearbox. MOT April 2014. taxed 31/12/13. TSSC Valuation £3750. Good looker, reliable runner. Recent history & Bills. £3,250. Tony (Coalville) 07977 138126.

TR4A



TR4A. US Import, restored and in excellent condition, taxed/MOT, RHD, no overdrive or IRS, perfect paint and lots of new parts runs perfectly (1965) £15,995. Philip (Crewkerne, Somerset) 077867 9832445.

TR6



TR6 1975 Mimosa yellow with black interior. Family owned since 1996 good order throughout, used daily. 12 months MOT & 6 months tax. Contact Dominic for details and viewing! Car in Parbold, West Lancashire £10,995. Dominic (Norwich) 01603 432019.

PARTS 4 SALE

**MORE
OVERPAGE**

HALOGEN HEADLAMP KITS. Low-consumption / Ultra-Xenon bulbs. Reconditioned radiators. Reconditioned steering racks. Upgraded master cylinders. Used parts. Competitive prices. www.triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler (trade)

FIBREGLASS BODYWORK SPECIALIST. 30 years experience. From Cracks to Full Restoration. Also, You Strip, I'll repair, You Paint/rebuild. Details. Barry at BH. Classics (Norfolk) 07802 497474. Mob. (Trade)

SPITFIRE MK1 Tonneau, Genuine. MKIV Tonneau, both new. Early 948 Herald Gearbox & Cyl Head. Dol 1750 Petrol pump. Box of Big end and Main Bearings. 6 cal crank reground with bearings. Details and prices. Mick (Oldham) 0161 620 5151.

TRIUMPH Long throw crankshaft with bearings, Pistons +20. Complete Trust washers STD, as New. Alloy steering rack mounts. Oil feed to rocker Box. Mick (Lincoln) 01522 684880.

MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★

★ ALL MODELS COVERED INC. FWD ★

★ KEEN PRICES/ FREE ADVICE ★

TRY ME FOR THAT ELUSIVE PART

01530 271326 EVES/WEEKENDS

E-MAIL FOR PRICE LIST

mickdolphin@tinyworld.co.uk

Visit our Website

www.mickdolphin.co.uk

WHITE VITESSE Convertible with experienced chauffeur available for weddings / civil-ceremonies. Comprehensive prices from £195.00 (10% donated to charity). Discounts available. www.triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler (trade)

NEW & SECONDHAND Parts. Too numerous to mention. Mainly Spitfire 1500, some Herald. I might have your requirement. David (Lancashire) 01253 392499.

TR7/8 left hand door skin. Bought from Rimmers £72. Never used as door too bad. Had new door instead. £50 collection preferred. John (Sutton in Ashfield) 07533 234093.

GENUINE NOS Unipart GWP201 water-pump for GT6, Vitesse, 2000 and TR's. 3/8" pulley groove 40mm off-set. £40 plus postage/collection. Lindsay 01409 253737.

VARIOUS parts for sale. Pair 150cbs Stromberg's. 3 clocks(time) one with figures. Dolomite leather steering wheel. 1500fwd hub cap. Toledo/Dolomite square headlights. email for prices. James (Bristol) eMail:clipper_v8@hotmail.com

1300TC FWD 2 New TC Badges £6 each plus postage please email tonygarratt@fsmail.net Tony (St Neots, Cams) 01480 211588

HERALD/VITESSE Console. Harry Moss radio/cassette, two Audioline speakers, two Smiths dials Quartz clock/Amps, two foot well lights six illuminated switches £60. Charlotte (Kingswinford, W. Mids) 07712 588245.

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

GT6 MK3 bonnet, excellent overall condition. Just the transverse stiffener need replacing. £350. John (Whiddon Down) 07860 523204.

6 CYLINDER Thermostat housing. New thermostat/pump housing (307095) for 6 cylinder engines, complete with spigot, sensor and bolts. £25 plus postage/collection. Lindsay 01409 253737.

CARPETS & DOOR MIRROR. Door Mirror Polished Drivers side all fixings excellent £10. Herald gearbox carpets Stanpart, Tan, excellent £20 Stitched tan new £10 email for photos paul@herald1360.plus.com Paul (Exeter) 01392 439751.

**ADVERT FORM IS ON THE BACK OF
YOUR COURIER ADDRESS LABEL!**

"SEATS"

**Rebuilt Original Seats
Exchange - Ask Mike**

Vinyl Seats (pair) from £285 or

Leather Seats (pair) from £395

Includes New Foam Bolsters

Spitfire gt6 Herald & Vitesse

Seat Covers & Foam kits

Seats Collected & Delivered anywhere

Tel. 01752 227789

"Classic British Sportscar Trim"

Visa - Mastercard - Debit Cards

Photos & Enquiries - e-mail

cbstrims@hotmail.co.uk

HERALD/VITESSE. Windscreen to fit Herald or Vitesse, compete with two front wind-screen rubbers. £30. New, Never Fitted Drivers Side Door Sill. Inside painted with Hammerite paint. Part No. 803071 £45. Modified front fiberglass valence, never finished or fitted. £30. Charlotte (Kingswinford, W. Mids) 07712 588245.

PARTS 4 SALE

SPITFIRE 1500 Windscreen frame. Slightly rusty at the top corners, not holed. Both gutters need replaced, again, the frame is solid. Photo's available. £100. Ian (Hamilton) 01698 428112.

HERALD13/60 Dash, complete with all clocks switches Knobs and cables. one ignition key, but missing glove box key and map reading light, above cluster of knobs. £100. ALSO Front 13/60 Grill. Needs to be straightened. £5. Charlotte (Klngswinford, W. Mids) 07712 588245.

GT6 ROTOFLEX COUPLINGS. Unused, 2 Quinton Hazell, Ref QL8000 in original packets. 1 Metalastic. £20 each plus carriage or collect. email tonygarrett@fsmail.net Tony (St Neots, Cambs) 01480 211588

HERALD FRONT WING. New offside wing, not sure if OE. Some light rust in places this has been painted with rust killer to stop any further rusting. eMail: info@tssc-staffordshire.co.uk £85. David (Stoke on Trent) 07939 603061.

6 CYLINDER spares. Powdercoated front (215349) and back (211514) engine plates £25 each plus postage/collection. Lindsay 01409 253737.

YOU CAN NOW PLACE YOUR FREE ADVERT ONLINE AT www.tssc.org.uk

PARTS WANTED

CARB REBUILD KIT I need to rebuild the carburetors for my Spitfire 1500. Both carbs. Can anyone help? advise? Robin Reynolds. eMail: razukuk@gmail.com

MK 2 SPITFIRE EXHAUST. Looking for a simple standard exhaust in reasonable condition. Anyone got one surplus to requirements? Oxfordshire area. Dave. eMail: dave@southernhydropower.co.uk

GT6 TAILGATE GLASS? I am trying to collect enough interest in having some new tailgate glass panels made, please register your requirements. Martin Mann (Buxted) 07969 375174. eMail: mc_mann@btinter.net.com

SPITFIRE MKIV dashboard section. Left hand passenger side, black dashboard section must be excellent condition no holes or marks ect email picture to

paul@herald1360.plus.com Paul 01392 439751.

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!



www.tssc.org.uk

The Club Shop will be attending the following Show

**Lancaster Insurance *NEC Classic Motor Show*
NEC Birmingham November 15 - 16 - 17 2013**

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

**INSURANCE
PANEL**

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

Footman James
0843 357 1790
www.footmanjames.co.uk

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

Heritage Insurance
0121 248 9280
www.heritage-quote.co.uk

Peter Best
01621 840400
www.peterbestinsurance.co.uk

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car quotes for drivers from 17 upwards (Peter James)
- Support from the Club Office
- All five brokers offer a full range of high quality insurance policies, including multi-vehicle.

TRIUMPH TRADE SERVICES

WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays ★ Full or part restoration,
- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



Tel/Fax 01666 822476

MALMESBURY, WILTS

www.westcountrytriumph.com

e-mail: raybrown@westcountrytriumph.co.uk

BRODIE MOTOR SERVICES

RESTORATIONS, MoT
WORK, SERVICING ON
ALL MAKES OF TRIUMPH
AT VERY
COMPETITIVE PRICES
OVER 20 YEARS
EXPERIENCE
FRIENDLY SERVICE
TEL: 01206 562597
www.brodie motorservices.co.uk
COLCHESTER
ESSEX

TSSC INSURANCE PANEL. CALL FOR A NO OBLIGATION

QUOTE. LIMITED AND UNLIMITED MILEAGE WITH
AGREED VALUE AND AND BREAKDOWN RECOVERY

FOOTMAN JAMES 0843 357 1790

PETER JAMES 0121 506 6040

LANCASTER INSURANCE 0800 013 0080



New e Commerce Website
NOW LIVE!

www.CHRIS WITOR.com

TRIUMPH 2000, 2.5 SPECIALIST

WIDE RANGE OF PERFORMANCE AND STANDARD SPARES

TEL: 01749 678152

Mon - Fri, 9 - 1 & 1.30 - 5.30

FAX: 01749 671404

Office 01592 722999
PARTS DEPOT & FAX
01592 722666

131 JAMHLARS ROAD
CARDENDEN FIFE
SCOTLAND

CHIC DOIG

CLASSIC
SPORTSCARS

VISA DELTA
MasterCard

**CONTACT THE EXPERTS
SCOTLAND'S LARGEST
MG & TRIUMPH
DEALER**

FAST MAIL ORDER SERVICE

FROM A BOLT TO A BODYSHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU
WHATEVER THE CAR TYPE

Free Colour Ads!

MEMBERS ONLY, can advertise **CARS**

& PARTS for Sale in the Courier

Classified section

(with Colour CAR Photo)

FREE OF CHARGE!

This offer is for non-Trade
advertisers and is restricted to **ONE 25**
word advert per month.

A current Membership Number must
be supplied on the form
which is on the **BACK** of
your Courier Address Label!!!

THE TSSC CLUB SHOP ONLINE WEBSITE

WWW.TSSC.ORG.UK

PROVIDES MEMBERS
WITH A **24/7** ORDERING

SERVICE GIVING

MEMBERS EVEN EASIER
ACCESS

TO ALL PRODUCTS
AVAILABLE FROM THE
CLUB SHOP

★ **SECURE ONLINE
ORDERING**

★ **ORDER CONFIRMATION
VIA E-MAIL**

TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS
Young Member £21.75 (Age 17 to 25)

RENEWALS

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS
Direct Debit Membership/Renewal UK £38.50
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 INFORMATION PACK
TSSC - Sunderland Court Main Street,
Lubenham, Market Harborough, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk
http://www.tssc.org.uk

TSSC INSURANCE

FOOTMAN JAMES & CO LTD
Tel: 0843 357 1790 Fax: 0121 559 0814
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED
Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE
Tel: 0800 013 0080

HERITAGE CLASSIC CAR INSURANCE
Tel: 0121 248 9280

PETER BEST INSURANCE SERVICES
Tel: 01621 840400 / 01376 573033

VALUATION SERVICE

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
TEL: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

CLUB SHOP **e-mail: clubshop@tssc.org.uk**

TSSC HQ, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

MAGAZINE COPY DATE

All magazine material must be received
BEFORE 8th of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS **e-mail: accounts@tssc.org.uk**

TRUDI PRETTYJOHNS
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER **e-mail: info@tssc.org.uk**

TSSC HQ, Sunderland Court
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG
Tel: 020 8302 0059 e-mail: philw1360@gmail.com

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

Derek Ford, 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.
Tel: 01495 240884 e-mail: derek.ford@sky.com

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 Wood, 12 Bishops Meadow, Sutton Coldfield,
West Midlands. B75 5PQ.
Tel: 07866 743781 e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: guy@bondequips.org

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 01372 452292 e-mail: specials@tssc.org.uk

STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

Ben Broadbent, 26/28 Forshaws Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: benbroadbent@btinternet.com

BIG SALOONS

Mark Blease, 43 Charlotte St, Buersli, Rochdale, Lancashire. OL16 4TJ
Tel: 07875 560253 e-mail: bigsaloon@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@aol.com

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
Tel: 02920 315260 e-mail: bernard.littlewood1@ntlworld.com

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA
Tel: 07766 106115 e-mail: paul.lewis_1966@hotmail.co.uk

AMPHICAR

David Chapman, **e-mail: amphicar@tssc.org.uk**
Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARY

Rob Newton-Allen, 4 Ash Tree Crescent,
Burnham-on-Sea, Somerset. TA8 2JY

Tel: 07768 340121 e-mail: robnhen@breathe.com

YOUNG MEMBERS CO-ORDINATORS

Chris Baker **e-mail: chrisbaker_7@hotmail.com**
Dan Chudleigh 1 Cottey Meadow, Kingssteignton, Newton Abbot, Devon, TQ12 3GB.
Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk

INTERNATIONAL WEEKEND EVENT MANAGERS

TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 e-mail: info@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor,
Ripley, Derbyshire. DE5 9RL.
Tel: 07827 891471 e-mail: tonys@sdsdesignconsultants.com

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,
Dolphinholme, Lancaster. LA2 9DQ. **Tel: 01524 791607**
e-mail: pip1272frank@homecall.co.uk

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.
Tel: 01527 894125 e-mail: vickydredge@yahoo.com

CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**
Julie Hazell **Tel: 07813 589799**

November 2013



TSSC
Area News
Review

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Visit the TSSC Stand - Hall 10-130

Exclusive Club Ticket Offer!

The NEC, Birmingham

Lancaster Insurance
Classic Motor Show

15 16 17 November



**SHARE YOUR
PASSION
FOR CARS!**

Enjoy Over 1500 Stunning Classic Cars

Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Show Stands | Dream Rides

• Club Single £16.50 Quote code 2013SC**

• Club Family £35 quote code 2013FC**

Club offers apply to Saturday 16 and Sunday 17 November 2013



To book your tickets call 0871 230 1088* or go online www.necclassicmotorshow.com
Includes **FREE** entry into the Classic Motorbike Show**



Sponsored by



Official Partner



Official Partner



In Association with



Official Media Partner



*Calls cost 10p per minute plus network extras. All bookings are subject to a single transaction fee. All information correct at time of publishing. See website for all information. Tickets include showguide to the value of £7.50 **Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-10yrs) and is limited to one Family Ticket member. Club single tickets save £5.00 off the Sun/Sun door price Club Family tickets save up to £39.50 off the Sun/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club will also benefit from a commission.***When you buy a ticket to the Lancaster Insurance Classic Motor Show.



AREA DIRECTORY

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
PLEASE REGISTER
OFFICIALLY!!!
YOU ARE MEETING
WITHOUT TSSC
INSURANCE COVER!**

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 07787 795899	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
NORTH EAST	Danny Stroud: 01224 742315	Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- WITTON GILBERT off A691 Durham to Consett Rd DH7 6TQ	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
WEST YORKS	Victor Thompson: 01484 541185	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487623 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire Hill: 07971 017012	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
EAST NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0121 552 0550 Bill Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept W. Mids Police Social Club BIRMINGHAM	1st Tues. 7.30pm. 3rd Tues 7,30pm
WORCESTER	Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Plough Inn, Gresford The Plough Inn at St Asalph	1st Tues. 8pm. 3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - Cardiff CF36YA	Last Tues. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 OPG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
-------------------------	---------------------------------------	--	---------------

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 OPX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mary Rumens: 01635 868640	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Mike Gooding: 01252 722432	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Michael Wrigley: 07966 257541	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Martin Marrison: 01444 450941	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.
Mickey & Julie Hazell: 07773 623807			

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SALISBURY	John Moore: 01722 710429	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
	Steve Hopkins: 01278 653888	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
WYDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	MILAN.	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Grote Sloop 78, 1754 JH - BURGERBRUG	
PORTUGAL	Carlos Camacho: 00 351 962721862	A Archibald Rd.,KelstoN - AUCKLAND.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	president@tssc-norway.org www.tssc-norway.org	
	Philip Bellamy: 0041 79 347 1221	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Pomonagatan 4S - 742 36 OSTHAMMAR.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	

AREA ORGANISERS REGISTRATION FORM 2014

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The term of office to be for one year from **1st January 2014 to 31st December 2014**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

I Membership Number:...../.....
wish to register Area Area Number:
with the Triumph Sports Six Club for **2014**.

My address is:

Postal code:..... Telephone Number

e-mail address:.....

Signed: Date:

Area Meeting Venue:

..... Postal code

Meeting Day/Time:.....

Seconded by:

I Membership Number:...../.....

Second..... as

Area Organiser for **2014** Signed Date:.....

Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.

This form to be **RETURNED AS SOON AS POSSIBLE** to:

**TSSC Area Registrations.
Pip Flegel and Frank Spencer
Wyreside Lodge,
Chipping Road, Dolphinholme,
Lancaster. LA2 9DQ**

**POLO SHIRT
SIZE
S/M/L/XL/XXL
.....**



ALO REPORT ANDOVER INC SWINDON . . . AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607
e-mail: pip1272frank@homecall.co.uk



It's that time of the year now when you must start thinking of Registering your Area!!!! For your sins there will be Area Registration Forms in the November/December editions of the Courier, or there is a hard copy in your 'Tool kit Packs' or on the CD within the pack (just change the Year) Don't forget to pick what size Polo shirt you require. Remember, You and your Area are Not covered by

the Club's Liability Insurance Without it!!!!!!!
I am still looking for piccies for your Area Showtime throughout the winter, I am not bothered when they were taken, they will brighten a cold winter's day and advertise to everyone what your area gets up to.

Xmas Open Day is Saturday December 7th at H/Q there will be an informal A/O Seminar on the day too, so please bring along views and ideas.

We have received a request from approximately 4 or 5 Areas asking the TSSC to purchase Event Shelters in Bulk and pass on the discount to Areas, to purchase. After talking to Coleman they consider 15/20 as bulk buys and you need to know who requires sides and accessories etc.

We (Manchester Area) purchased ours from a sale at 'GO Outdoors' for approximately £115 with 4 sides 4 years ago.

Keep in touch throughout the winter

Pip n Frank

ANDOVER Tel. 01672 514241

e-mail: guy@bondequipe.org
Meetings Cover Swindon/North Wilts area

First an apology, we ran across Burbage Bob in town the other day and he pointed out that we got our dates mixed up again last month. We did get the day and the date right this time but wrote September not October!

I hope this didn't catch any of you out and that you manage to get the right dates to join us for the meetings. And anyway, you all have the calendars with the meeting dates on it that we gave you for Christmas - don't you?

As it turned out the September meetings were a mixed bag - Good to see a large group at The Plough Inn but very quiet at The Bruce Arms with only us and the manager! We did manage to make up for that a little by having an impromptu Area Meet in the car park of the westbound Clacket Lane motorway services when we met Lawrence there as he was returning from seeing family and we were returning with a Spitfire we'd just picked up from Kent. For Lawrence's part he hadn't recognised Guy's Volvo but his eyes were caught by the unexpected sight of a Spitfire on a trailer and we met up with him for a chat as we headed back to the car with our lunch.

Going back to the meet at Grately we were very pleased and surprised to have visitors from the USA join us. Scott and Melynda Kohl from Oregon were in the latter part of a touring holiday in the UK and en route from Cornwall to their next stop at Alton to attend the Goodwood Revival festival over the following weekend. They had scoured the internet and club listings to see

if they could find any Club meetings to attend and we were lucky that they found ours. Scott reminded us that we had met at Stafford about 10 years ago, and Suzie remembered him from an internet Spitfire group from around that time so it was good to catch up again and to meet Melynda.

It was a very enjoyable evening and good to have so many people around the table.

As you will realise, even though we've just had a nice warm spell of weather (as this is being written) time does march on and by the time you're reading this we will have made arrangements for our Area Christmas Dinner. If you are unlikely to be able to get to either of the November meetings but would like to join us for our celebratory evening please do contact us for details of the event and the menu.

Guy & Suzie

- Meetings
Thursday 14th November - The Plough, Grateley, SP11 8JR
Wednesday 20th November - The Bruce Arms, Easton Royal, SN9 5LR
Thursday 12th December - Christmas Dinner - Venue TBC
Wednesday 18th December - The Bruce Arms, Easton Royal, SN9 5LR

AVON Tel. 01454 327059

We had a great turnout for the October meeting - I counted 9 Triumphs in the car park at one point. Harriet the Herald had her first outing with owners Linda, Stuart and Mike. It is now a running restoration and already having great adventures trying to eject Linda from the car by shooting the seat backwards and then doing an impression of Clarence the cross eyed lion at the end of the evening - now re-named Harriet the One Eyed Herald.

We were invited to do parade laps at Castle Combe's autumn classic along with the "Mods and Rockers". This was an excellent race meeting with Aston Martins, Healeys, Jaguars and pre war cars racing around the circuit. Definitely one for the diary next year and great value at £15 for a full day of practice and racing without having to drive miles to get to it. We also met with the organiser of the Action Days and put forward some suggestions for the classic day and other possible events.

Mark has scrapped his Jaguar and is now looking for a Cadillac - can't wait to see what he gets.

We finalised the Christmas meal arrangements although I can still take bookings until the beginning of November. It will also soon be time to elect the AO for 2014. I have tried everything this year to get the sack - missed area news reports amongst others. Will it be P45 time???

See you all on **4 November**

June

BERKS EAST Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm
e-mail: mark@serapeum.co.uk

A few of us had a natter at the Shire Horse at the October meeting - there was me, Jeff, Colin and Gary. Jeff and Colin brought their spitfires (white mk3 and magenta mkIV respectively), and it was a nice dry evening, although getting a little colder now the nights are drawing in. I completely failed to bring any of my 3 Triumphs along! However, there has been some progress at last after a couple of months of not a lot.

I've now finished fitting the new hood to Bob the brown Spit, with refurbished hood frame. I had the whole thing off, wire brushed with an angle grinder, tightened/adjusted all of the pivot bolts, primed, painted, bolted into the car and draped the new cover over it (complete with rear poppers already fitted and the draught-excluder flaps along the trailing edge of the door glass which not all hoods have - this one from Prestige I think). A bit of Evo-Stik impact adhesive along the front edge of the frame and hood, after marking the front edge of the hood against the frame first. Wait for the glue to go off then stick it down with the frame slightly open



BERKS EAST BUCKS SOUTH . . . CAMBRIDGE

TSSC AREA NEWS

Berks East Continues

so that when closed it's under a little tension. I'm fairly pleased with the result and it looks much better now - and more to the point Bob now has a roof, which is useful! I need to get him booked in for a MOT now - I was wondering whether to wait until the spring when he'll probably be up for sale, but nah, I may as well keep him ticking over on nice days until then.

I've also been playing with Dog (the Spit), and have fitted a new overdrive gearlever, after the previous one sheared in two due to a faulty weld. While I had the transmission tunnel out, I found the source of another oil leak from the gearbox - the overdrive solenoid wasn't screwed in tight enough (I had to chop down a spanner to make a tool to tighten it up).

Hopefully that'll help slow the exit of vital fluids from the box (note that I say "slow", rather than "stop"!)). Got all of the interior screwed back in too, and I'm going to try a different set of carb needles to see if I can get it running better.

We talked about Colin's targa-top thing (I think that's what it's called?) for his Spitfire. Made by Lenham, it's similar to a factory mkIV/1500 hardtop but the rear bit comes in a separate piece to the centre section which is removable. He was saying he unfortunately stood up underneath it in the garage (I know, I've done similar things...) and caused it to drop off its hangers, so it's lost a bit of fibreglass from the corners. He's fixing that, and it should be invisible when done, just needs a bit more paint. Apparently the cans I gave him weren't quite the right shade, not sure why, but sorry about that. Aside from that it's running well and it should look nice when finished - I quite like those hardtops. If done up nicely it should be a head-turner.

Jeff's spitfire has been overheating a little since going back on the road. I said perhaps the mixture is weaker than before, or maybe the ignition timing is out. He reckons it pinks, so maybe some attention needed to the timing. I'd check those before blaming the radiator. My ex-boss's mk3 Spitfire (with the delco dizzzy) overheated terribly despite setting the timing correctly, until we fitted an Aldon ignitor to it - and that was with a brand new full width radiator. The ignition kit cured it at a stroke. I suspect that the dizzy was worn, so you could time it in for no. 1 cylinder, but the other cylinders were still miles out.

Gary and I had a chat about his GT6, which was a garage find a few years ago but he hasn't yet had a chance to get it back on the road. As far as I know there are no rust problems, it'll just be brakes/clutch, so I offered to go over and help him re-commission it. I reckon we could whizz through the brakes in a day if we both worked hard at it. Apparently his daughter has been threatening to take the car on if he doesn't soon! :) We also wondered about GT6 rear tailgate glasses - there are none around anymore with working demister elements. It would be too expensive to make the mould for the double-curved piece of glass, but does anyone know if it would be possible to recondition some secondhand screens just by adding new elements?

There's news from the Andy Cook corner too - apparently he's just bought a rather nice Russett Brown Dolomite 1500. I've seen the photos and it looks very nice. He's been fixing a blowing exhaust manifold gasket (don't they all go?), by fitting a recon manifold to do the job properly. There's also a bit of a ripple on one rear wing which I think he wants to sort out, but it's a solid car and should give him a lot of pleasure while his GT6 is in for bodywork repairs.

In terms of events, there's not too much left until next year, but there is the **NEC classic motor show on 15-17 November**. That should be worth a shout, and then I think it'll be the Xmas do. Ideas as to venue etc. by text message please, the date will be the usual club night - **10 December**. I'm always partial to the best pies in the world at Sweeney Todd's, but if you have a better idea do let me know. Mmmm.... Chicken broccoli and stilton. Mmmm.... Pies....

Right, see you next time, which will be **12 November**, at the **Shire Horse** on the A4, just outside Maidenhead towards Reading. Cheers,

Mark

BUCKS SOUTH Tel. 07788 436167
www.tssc.org.uk/southbucks
email carlswanson@btinternet.com

Hi again, and as always, hope you are well.

Just a brief report this month as not much to report! Dan and I went to the Ace Classic on the 10th September. Looking back now, the last one it went to as Dan has now sold his Jaguar. I know this must have been tough for him as he spent a lot of time to track down that car. Still, at least he still has the Stag, 328 BMW, Land Rover so it's not like he will be walking too soon! Good collection of cars at the Ace and weather wasn't too bad either.

There were several shows on but either work or home life or the weather put an end to many good plans! I haven't heard from anyone else in our group if other shows had been attended. If you are in the South Bucks area and attend, please do buzz me a email or text just to let me know how things have gone. I did hear the classic show at Clivden was cancelled very last minute.com from a good friend in the Uxbridge club.

Wednesday 18th September saw just Liz and Paul at the Sheep, Rob and myself at the Squirrel. Quite poor even by the limited numbers we get! The only plus point is the food is really very good and not too expensive. Please do try and come along if you can as its always much more enjoyable when more people are there to discuss all manner of things!

So, here we are heading towards the end of the year! The next big event is the **Classic car show at the NEC 15/16/17 November**. With the UK not having a motor show anymore, the Classic is the largest car show we have! I went last year and it took all day just to get round to see most of it, and not in detail! You have been warned! The next smaller events are **The Ace classic car night on Tues 12th Nov** and the monthly meet at **The Squirrel on Wednesday 20th November**.

I really don't want to admit it, but we are having to discuss the **Christmas dinner!** It will probably be at **The Crown in Penn around the 14th December**. It's a Chef and Brewer owned place so if you go on line and have a look at the options and let me know if you would like to attend.

Take care,

Carl

CAMBRIDGE Tel. 07764 324345
e-mail: kevin.rochfort@btinternet.com

The usual bunch turned up for the October meeting in a nice mix of Club cars. Vinnie arrived in his latest purchase - yet another Corvette, as he hasn't yet got his Cadillac Eldorado registered on UK plates - someone remind him it's a TRIUMPH club, not an American V8 Club, although he still has 3 Triumphs in his stable of 11 cars.

Several of the local members are also members of "another" Triumph Club, and recently took part in their endurance drive around Europe, so there were plenty of stories about the tribulations of the trip, including Mike's GT6 Diff failure, Tom's core plug failure and a pair of front tyres he managed to wear down to the steel cords, and Vinnie's navigation prowess. Most unusually, Toby's Hurricane got round without incident, but apparently he needs another co-driver for the next trip.

There appears to be quite an appetite for a longer duration, more leisurely, European tour for Couples, concentrating on driving good roads with great scenery, with plenty of meal stops and overnight hotels, possibly in Italy, Switzerland and Austria, without having to spend hours driving across France to get there and back. Is this something that more areas would also be interested in, if so, get in touch as it's something we may look at organ-

CANTERBURY CHESHIRE . . . CORNWALL



TSSC AREA NEWS

ising next September.

Christmas Dinner – The meeting on the **2nd December** will be for our Christmas Dinner. We have booked a table at **The Plough** for those that said yes at last night's meeting. If anyone else in the area wants to join us, please get in touch as soon as possible so that we can book a larger table.

Date of next meeting **4th November**

1st Monday of the month (unless its a bank holiday) 8pm onwards - The Plough, Fen Ditton, CB5 8SX

2013 Meeting Dates - 4th Nov & 2nd Dec (Christmas Dinner)

2014 Meeting Dates - 6th Jan, 3rd Feb, 3rd March, 7th April, 12th May, 2nd June, 7th July.

Kevin

CANTERBURY Tel. 07810 438074

e-mail: Progers01@onetel.net

www.canterbury-triumphs.org.uk

October's meet was characterised by not many Triumphs in the car park and the most amazing thunderstorm! By 7.30 it was already dark and there was little point in the field being made available to us, so it had been sensibly left locked. I started obtaining an indication of numbers for our club **Christmas dinner**. This will take place in **January** as usual. I'll post the details and the date when I have them. It looks like we will have the usual turnout of about 30 members and partners. I'm looking at using **The Jackdaw Inn at Denton** as it has a large restaurant and is run by the same people who look after us so well at the Duke.

Andy and Cat have returned safely from their hols abroad and report a restful and culturally fulfilling break in Cadiz. Graham was bemoaning the fact that he had not used his Vitesse this year due to other commitments. Andy kept us entertained by explaining how he had used industrial paint stripper to remove the Crown interior paint applied by colleagues at work to his 2000. They obviously thought they were doing him a favour, but he is now back to bare metal in places and ready to start again properly.

Half way through the evening some of us stood outside to watch the lightning of a brewing storm. When it started it was very impressive! Big lightning, loud thunder and the most torrential rain which flooded the car park in no time! As we had the Herald as our transport, we decided to call it a day and head for home, hoping that 50 year old electrics could withstand the deluge. Thankfully, I can report that they did.

I'm afraid we only have a short report this month as the season has wound down and, although a pleasant time was had by all, not much business was conducted apart from that outlined above.

Phil R

CHESHIRE Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

Some things I omitted from the last report. At Capesthorne, Paul pointed out that Heap the Vitesse was still dropping brake fluid onto the bulkhead, this time from the servo end of the pipe that has been causing all the trouble. So, another pipe has been generated and put in place and done up tight. And then while checking how the bonnet hoop attaches to the bonnet, I noticed some coolant making a bid for freedom from about half way down the radiator. So, the radiator has only lasted 22 years, and Heap the Vitesse has (re)joined the band of misbehaving Triumphs.

Richard has reported that the Estate now has a full set of metal making up the floor (rather than the air that the worms leave behind), and that a Spitfire MkIII camshaft has been purchased for said Estate, which should endow it with the order of 15 extra horses when fitted along with the twin SUs. My comprehensive documentation also indicates that the Spitfire has a compression ratio of 9:1 and the Herald 8.5:1, so there may be more work to do there. There was a target of the end of September to get the body on the chassis, now revised (as targets often are) to the end

of October. There's also a trolley to allow the chassis to get out of the garden without demolishing the garden fence (or something like that). And difficulty getting pipe clips for the right sized petrol pipe. Also Richard confirmed that the fuse box uses the fuse to bridge two contacts at the same end of the fuse, which to me sounds like Joe Lucas at his worst.

Roger has reported that the Spitfire's engine misbehaviour was down to a recently fitted set of points having a 2 thou gap instead of the intended 10. Once rectified, the Spitfire's performance was back up to normal, which means that the throttle pedal still needs pressing a bit harder. Is this a case of new items being made of inferior materials?

And Paul reports that the Bond has acquired a new set of Uniroyal boots (which sound very similar to the recent boots on Heap the Vitesse) to replace the old Goodyear boots which were somewhat entertaining in the wet despite lots of tread – which also sounds like Heap the Vitesse prior to new boots. Tyres do go hard with age, or at least some do, and their wet performance drops off dramatically when this happens.

Finally the Organiser of an Area which meets approximately 30 miles south of here has admitted to bidding for, and winning, a Vitesse saloon on a well known auction site. One minor problem here is that this car is actually in darkest Scotland, in a place Mr Google says is only 387 miles north of here, and consequently a little further away from darkest Staffordshire. This saga is unresolved at the time of writing – there has been an exchange of emails suggesting forms of restraint (or worse) – so we shall have to wait and see what happens.

Next item on the calendar – **The Classic Car Show at the NEC on 15-17 November**. Some attendance is planned for the **17th**.

Our next meeting is on **Thursday 7th November at the Cock and Pheasant**. Some will have returned from sunny California so will be feeling the cold! See you there.

Henry

CORNWALL Tel. 01872 573763

www.autos.groups.yahoo.com/group/cornwalltriumphs/

e-mail: cornwall@tssc.org.uk

Just when I thought it was safe to go to press, everything changed! **The Christmas Dinner Dance will now be held at The Royal Duchy Hotel, Falmouth on Saturday 30th November**, not the Atlantic Hotel as stated last month. If you want to go, please contact me, if you want to stay the night, please contact the hotel direct and say you are with Cornwall Triumphs. Most of us usually stay the night. Dress is optional, but is a chance to dress up if you fancy it, or not, if you don't. We usually meet at a nearby pub for Saturday lunch, beforehand. Let me know if you want details nearer the time.

By the time you read this we will have started our winter Sunday Lunches, with the first at **The Gurnards Head Hotel**, Zennor; more next month.

The Trialing season has started, with us all going all the way to The Peak District for The Edinburgh Trial. The weeks before there was plenty of rain, so we all expected (and got) some very slippery conditions. The weather throughout the trial was very good. My car is still broken and the new one is not ready, so I navigated for Mike Wames. Mike is claiming a Gold Award, Jane a Silver, Simon and Phil (3rd Gear) Tucker (TR3A) a Bronze each. Phil narrowly missed out on his first Triple in over 20 years of competing – bad luck Phil.

We will also have been to the Throckmorton Challenge (a rally near Worcester) in our rebuilt 2000 rally car by the time you read this, so more next month.

We're expecting cosy meetings from now on, usually the fire at The Hawkins Arms is lit and we all sit around it in pride of place. Planning is well advanced for next year's events, so come along and join us to find out what we're up to next year.



CORNWALL . . . COVENTRY DERWENT VALLEY

TSSC AREA NEWS

Cornwall Continues

We also need to vote in an Area Organiser, by the end of **December**, for next year, so if you want to stand, or know someone who does, please let me know. Personally I feel it's time for a change, but you may/may not agree!

November Dates:

Saturday 2nd Fireworks Party at Mike & Claudia's, Cattlestick 7pm

Thursday 7th Meeting at The Hawkins Arms, Zelah, 8pm

Saturday 23rd TSSC Devon Area Dinner, Dartmoor Lodge Hotel.

Sunday 24th Lunch Shipwrights Arms, Helford. 11:30am walk, 1pm lunch.

Saturday 30th Christmas Dinner Dance, Royal Duchy Hotel, Falmouth

DECEMBER

Thursday 13th Meeting at The Hawkins Arms, Zelah, 8pm
onwards Pre Christmas drinks!

Happy Christmas shopping

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

Hi Everyone. Another busy month and no troubles with the "Smiffy Spitty" our first outing of the month was to the Shackerstone Family Festival on the weekend of the 7th & 8th, a great weekend, we stayed the weekend in our camper along with Paul & Joan in theirs, the weather was good both days but it did rain both nights, lots of events going on and a great show by the Red Arrows and a Spitfire and a



Spitfire and a jousting tournament, we were also joined in the day time by the rest of the regular Coventry TSSC members and our friends from the Heart of England resulting in a display of 12 classics in total, represented by our two clubs, a very good turnout.

The next Sunday the 15th it was off to Toddington for the Gloucester and Warwickshire Steam Railway Classic Vehicle Day, the day started off lovely and sunny so off we went with the hood down to meet up with Paul & Joan at Evesham to travel together to the venue, as we arrived it started to rain so up with the hoods and off for a bacon and egg bap, still raining when we came out so into the garden centre to spend some money, out we came and it was still raining so off onto the steam train to Cheltenham, when we returned the rain had stopped so out with the picnic, just had time to finish eating and the rain started again, so time to pack up and go home, a bit of a wet day but still enjoyable although the turnout was well down on previous years.

Sunday 22nd it was the Kettering Vintage Rally and Steam Fayre, we met up with Paul & Joan in their Spitfire and Rikk & Jeanette in their Herald Convertible to travel in convoy, half way down the A14 we picked up Mike & Viv in their TR6 making 4 Triumph's in total to continue to the show ground, it was jam packed and we struggled to get parked up, have to leave a bit earlier next year if we go again. Once set up it was off to get our bacon & egg baps and very good they were, then a off for a good browse around the show, an excellent turnout with plenty of stalls,

steam engines, tractors, bikes, a vast range of commercials, model displays and static engines on display, after a long walk-about it was into the beer tent for the obligatory refreshments. The weather was red hot and a good day was had by all.

The following Sunday the 29th it was our favourite event Dalos Day (Drive and lunch on Sunday) this time the route was planned by Rikk and what a great job he did, we met up at the Corner House Pub in Bulkington, there were 16 of us in 8 cars, 2 Herald convertibles, 2 Spitfires, a TR7, a TR6, a Mazda MX5, and an Armstrong Siddley. Once again (of course) the weather was great, well the sun always shines on our Dalos Day. A really well planned route through the lanes and villages of Wawickshire to arrive at the White Hart at Ufton, where we were greeted by amazing views over the countryside, the meal was excellent, a great venue, well done once again Rikk.

Our monthly meeting at the Bull & Butcher, Corley Moor on the 1st of October was well attended once again and even though the nights are now drawing in there were 3 Spitfires, 2 Herald Convertibles, a MGB, a Mazda MX5 and a Humber Sceptre on show. In total there was 16 people attended.

Our next meeting at the Bull & Butcher is on November the 5th, Bonfire night and there will be a firework display, it will be a very busy night for the pub so if you are eating you must book a table, if you want to join us let us know ASAP.

At our December meeting it will be our Christmas Fayre meal, prices from £8.95 so if you want to join us let us know by the November meeting so we can book the numbers and forward the menu to you, dress will be festive.

The October and November meetings of the Heart of England will be held at Bulkington Workingsmens Club, Chequers Street Bulkington due to refurbishment of the Grif.

Phil & Lynn

Forth coming events :-

Sunday 13th October The Heart of England meet at Bulkington Workingsmens Club, Chequers Street, Bulkington from 11.00am, we get there about 12 noon. There will be egg n Bacon Baps on sale.

Sunday 20th October Dalos Day planned by Steve and Sharon, meet up at the **Amid Palace Restaurant** layby on the A444 between Bermuda roundabout and George Elliot roundabout, 12.15 ready to leave at 12.30. If you want to join us let us know by **Wednesday 16th** so we can book the meals.

Tuesday 5th December our monthly meeting at The Bull & Butcher, Corley Moor, 7.00pm Bonfire Night let us know if you will be eating with us.

Sunday 10th November Heart of England meet at Bulkington from 11.00am

Sunday 17th November Dalos Day route to be planned by Maurice and Ann.

Saturday 30th November The Heart of England Xmas Dance & Buffet with live entertainment from 7.30pm at **Bulkington Workingsmens Club**, tickets £6.00 including Buffet, all proceeds to Marie Ann Evans Hospice let us know **ASAP** if you are joining us there.

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

e-mail: roger@derwentvalley-tssc.org.uk

September was a quieter month for Derwent Valley although as individuals several of our regular attendees ventured off to car shows and other TSSC events. They included Duxford; the return of the Ilkerton Classic Bus Show which also included some of our member's cars and other interesting vehicles; and Norfolk's 'End of Year Get Together' (formally the MOT) which I understand was absolutely brilliant.

September is also the month in which we start planning the Peak Run and this year was no exception. **The 22nd June 2014 is the date of the 26th Peak Run.**

Of course there will be the usual camping and entertainment for those who wish to make a weekend out of this event. More details will be available in future editions of the Courier and on the

TSSC AREA NEWS

Derwent Valley website from **December**.

October's monthly meeting was a jovial affair and Adrian's quiz was an absolute stinker (who on earth asked him to prepare the quiz... Oh yeah it was me!). I cannot remember who actually won as I was still grogging and recovering from my head overheating. If it wasn't for Carl being on our team I don't think Roger and I would have got any correct.

The New Year Run returns once again and will be held on **5th January 2014**. The finishing point will be the same as last year – **The Hilcote Country Club**. More details in next month's Courier and on the Derwent Valley website.

More dates for your diary:

5th November 2013 – Monthly meeting and AGM – 7:30pm at Smalley Common Ex-Serviceman's Club. ALL WELCOME.

3rd December 2013 – Monthly meeting and Christmas Buffet – 7:30pm at Smalley Common Ex-Serviceman's Club. ALL WELCOME.

5th January 2014 – Annual New Year Run and Sunday lunch. More details in next month's Courier and on the Derwent Valley website.

7th January 2014 – Monthly meeting – 7:30pm at Smalley Common Ex-Serviceman's Club. ALL WELCOME.

Cheers

Colin

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

<https://www.facebook.com/groups/134271493433942/>

With the season winding down in September we took both our cars to the South Devon Railway on a glorious day and took advantage of a trip down the line to Totnes, down behind a diesel and back with a steamer. We met Paul Barlow there and had the first chance to see his recently and beautifully restored Signal Red 1972 Spitfire IV. He and his wife intend to enjoy it alongside their 2000, whilst their 13/60 Estate is now down in Cornwall with Tony & Helen Spicer who brought it up to September Club Night at the Star – great car in Valencia Blue. Amongst those out on Club Night were Simon's 2000, Colin's TR7 and Bob's Vitesse. Dan brought along his very smart recently acquired red Dodge van. Very tidy, an ex Postal Engineering van which was previously a museum item – liked the furry seats Dan! We passed on details of two cars we have recently heard about – a barn find early Bond Equipe GT – apparently early off the production line. Shaun Beavon has the details of this one. The other is the 13/60 Herald Estate in North Devon which young member Jack Barker is selling – it seems quite a few of these are appearing this year. Useful and practical cars.

North Devon sub Group Steve Wilkinson in North Devon was unwell and so cancelled the September meeting. With so many members of the Club in the north of the county, it is really disappointing that so few have been able to come along to the meetings, despite Steve's considerable efforts. We'd really like to hear from members in the north of the county with ideas of what you would like to do, would you prefer to meet elsewhere other than the Barnstaple area? Do you have any suggestions for a suitable place to meet and, more importantly, would you go along to meet up with fellow members? Please DO get in touch with us. We appreciate that a number of members have no interest in getting together with other like minded people, but it seems strange to us that, with the large and regular attendance we get in the south of the county, it is so different 'up north'? We are hoping to include the Vintage weekend at Rosemoor in the 2014 calendar – hope some of you will come along to that.

The Autumn Southwest Triumph Meet at Route 38 American diner at Trerulefoot was again well attended. We met up at Ashburton and seven Triumphs made the trip down the A38 led by Dan in the 2.5Pl. Following were Simon's Mk1 2000, our Stag, Mike's Spitfire, Russell & Robbie in the Vitesse, Mark & Jane's TR7 and

the furthest travelled was John from Monmouth in his white Acclaim, leaving Heather and Michael behind not too well. At Route 38 we met up with Julie & Paul and Colin in their respective TR7s, and were delighted to see for the first time John & Irene Lowendowski in the Spitfire they have recently acquired from Julie Stapleton. There were a good number of cars there, a number of Stags from Devon SOC, and a couple of Cornish TSSC members, Sylvia Hammond and her husband in the lovely Spitfire she has had for nearly 30 years, and Roger Williams with a nice looking Vitesse. After the usual good lunch, some of us satisfied Robbie's wish (well we have to blame someone) for an ice cream, by taking a scenic drive via Liskeard, Gunnislake and Tavistock to the old Harrowbeer Airfield at Yelverton where we all succumbed. On the way, Julie's flasher unit packed up, causing some amusement as we tried to find it, as it apparently usually hangs between her legs!! It was tucked away in the dash of course. Julie filled us in on some of her recent tales of woe with the AA – this time she was right in suggesting to the patrol that the rough running was due to points, with the patrol eventually conceding she was correct and saying he would incorporate suitable advice to AA trainees in future – the effect that if they are dealing with a classic car, the owner probably knows more about it than the patrol!

On 6 October, Karen & Ian arranged their traditional run for Jackie's birthday, calling it the 'Ass' Run', not we think aimed at us, but more our venue, which was the Donkey Sanctuary at Sidmouth. 8 Triumphs at Exeter became 9 when were were joined for the first time at the Sanctuary by John Cook and Betty from Lyme Regis. Welcome to them, and it turned out that Sue and John C had more in common than just our cars! Also with us for the first time for ages were Lindsay & Sheila in their immaculate Spitfire, Annie & Richard in the 'Herafire' and the Bessant family with a now almost grown up William and Katie and boyfriend Lee. The string of Triumphs looked good as we progressed up the A30 with our Stag, Dan's 2.5Pl, Colin's TR7, Annie's Herafire, the Vitesse's of Allan and Russell and the two Spitfires of Mike and Lindsay. I have to say, I suppose, that Ian led the way in the Japanese model with a '5' in the name and the Bessants were in the modern as the Stag is still in pieces whilst the house takes shape. A great day out with thanks to Ian and Karen, and best of all in early October it was tops off all day.

COMING UP

Our annual **Treasure Hunt for the Two Jags Chris Trophy** is being organised by the Northcott family this year. To reiterate, the date has been changed and is now **SUNDAY 10 NOVEMBER** – we will meet in the car park in Station Road at Bampton at 10.30am. Rob tells us that the finish point, at approx 1 pm, will be the Red Lion at Shobrooke near Crediton. Starting further north than usual, we very much hope that some of our central, northern and eastern members will come along for what is always a good day out. As usual, please make sure that you let us know a week beforehand if you are coming, so that Rob and Helen can let the pub know.

The North Devon group, led by Steve Wilkinson, will meet on **Thursday 14th, at the Braunton Inn** just outside Barnstaple – do go along if you can.

The meeting at the **Star Inn at Liverton** is **Wednesday 20th** and we look forward to seeing you there, just a few days before the **Area Christmas Meal at the Dartmoor Lodge Hotel at Ashburton, on Saturday 23rd November**. All your remaining payments of £11 per head, plus menu choices, should be with us by the **10th** at the latest please.

We will **NOT** have an outing at the beginning of **December** as it would only be a week after the Christmas meal, but we will have our usual **Club Night at the Star in December**, though the North Devon group will not meet then.

Also, it is the time of year when we think about the Area Organiser role for the coming year and what sort of events we want to put on in 2014. Please do come along to a meeting



TSSC AREA NEWS

Devon Continues

and let us know what you think.

DEVON DIARY

Sunday 10 November Treasure Hunt 10.30am start at Bampton

Thursday 14 November North Devon meeting Braunton Inn nr Barnstaple

Wednesday 20 November Devon Area Meeting Star Inn, Liverton

Saturday 23 November Devon Area Xmas Evening Meal

Sue & John

ESSEX Tel. 01375 672072 www://sites.google.com/site/tsscsexarea/

The year is nearly over where did it go? This month the report is a bit longer as there has been a lot happening.

My office - I will keep this short but I had replace the fuse box with a modern one mounted behind the glove box of the Spitfire just before we went on tour as the original one was doing a very good firework impression.

Out and about - Colchester Castle nice show in the grounds of the castle. we had Mike, Marian in a Spitfire Kirk and his little sister Lily in a Toledo and a big welcome to Dave and Rose in their Herald. Janet and I in a Spitfire and Joe in his car. There was an impressive show from the Stag Club, 20 cars. Lots of coffee and cake, Joe and Kirk took Lily on the boating lake and got stuck.

Club Day September - 8 Triumphs Kermit, Primrose, Winifred, Lola, Rosie Tallulah and two un named Spitfires and 21 people, we arrived roof down but the weather changed and roof went put up halfway though the day, it was Mikes birthday so more cake

Jed and Vera Bakers exploits abroad in their 2500 by Jedi Part one - We left Saturday in the morning about 5am from Southend, Essex. We had a nice run down to Dover, with no problems or delays. After parking and waiting for the ferry, the time to board came, and as we pulled on to the ferry we lost all clutch hydraulics. Once on the ferry I had a quick look under the car and saw the clutch slave cylinder seals had burst, but we managed to make a few calls to my son, Kirk. Who then set about finding a new slave cylinder. Once the ferry docked in Dunkirk, it was about 11am (European time) we set about changing the route slightly so I didn't have to change gear too much. We made our way up through Antwerp and on towards Rotterdam. We made it to the campsite (camping 'tweergors, hellevoetsluis) once set up we checked with the people in reception if it would be possible to have a new cylinder sent to the reception. Once everything was set up we got out our new folding bicycles and nice gentle bike ride up into the local town for a meal. Luckily we had brought the bikes so we still could go out without the car. While waiting for the new clutch slave cylinder to arrive, we carried on going out for bike rides around the southern islands in Holland, managing to do about 30-40Km a day. (What a cliff hanger can Kirk get the part, can it be posted to deepest Holland, will it arrive and can he fix it. Part 2 next month)

Essex TTC Garden Of England Tour 27th September to 1st October

Day one - We set off from Thurrock lakeside services in fairly bright sunshine with our roof down. Kirk had popped over and picked up Joe for the boys car! Full of sweets and drinks! (Non alcoholic). We were soon met by Ian and Cheryl in Rosie and Lesley and Ray in Winifred. The four packs were given out to the 4 cars booked for the first leg of the tour. Off we went, over the bridge and off to the Hythe and Dymchurch light railway. Stopping off for coffee on the way of course, we had a lovely cream tea too. Then on to the railway, a good look round first at the museum and the boys really enjoyed playing with the model railway it was huge! Then for a ride on the train all the way to Dungeness,

it is the end of the earth, what a place! The ride was about 1/2 hour there and then back with a few coffees and ice creams while we waited for the return journey. Then it was off to the Premier Inn in Ashford Kent. I must say this was one of the best Premier inns we have stayed in, nothing too much trouble even with the cars making a very loud entrance in the car park. A nice meal that night, Joe and Kirk settled in their room which was up the corridor from the rest of us being a twin. We dared not enter in case it was a mess and I am told it was a bit, by the end of the 4 days!.

Day two - We were up early and off to Brands Hatch for the Historic Classic Car racing. We made good time and were met by Jed and Vera who made it in 1/4 hour to the venue from home. Jed and Vera then got their tour pack and the cars were all parked by the side of the track, bonus, when it rained later on we could sit in the car and still watch the action. Joe and Kirk headed straight out for the pits on arrival, and Janet soon got a text to say they had helped to push a Ferrari into the pits from the track well done boys. We went down the pits later to see the car. We all had a wander round the pits and the shop Janet got a sweatshirt for Jack and Vera bought him a t-shirt as it was his second birthday and we were away (not in good books).

The day ended a bit early when it continued to rain and we all got a bit cold and stiff but deffo a return visit. We arrived back at the premier inn to see Brian and Jean in Lightning arriving via the petrol station over the road.

We all parked up together at the back where some of the rooms over looked and could keep an eye on the cars.

Brian and Jean got their tour pack for the remaining part of the tour and then a quick trip to the rooms to have bath etc and then hit the bar for drinks before dinner.

They excelled themselves managing to seat all 12 of us together we had booked but you never know.

Again back to the bar after dinner and then we drifted away to bed.

Day three - Was not as early as we were off to Rye where we were going to meet Wes, Cat and Toby and then off to the toy museum. We said good bye to Ian and Cheryl who were heading home, but not after an mg magazine was discreetly pushed through the window of Rosie, don't know who did that. We arrived in Rye and had a wander round the antique shops when a bit later on, Cat, Wes and Toby arrived just in time for a pit stop for coffee and cake. Toby was happy with all the fuss. After lunch we headed out to The Mill Toy & Peddle Car Museum that was just up the road. We had let them know we were coming and on arrival we were given the group booking price result. The museum is a must indeed for a visit it was very good lots of "I had one of those" from most of us. We had a lovely chat with the owner and after the coffee and cakes we lined the cars up outside the museum so he could get a photo for his website. Lightning looked most at home outside the toy museum. Then it was back to the premier inn for more baths and then drinks followed by dinner. Jed and Vera had headed home, having just had the holiday in the 2500 recently they could only spare a weekend, they left Kirk in our care once again poor lad, Cat and Wes came back for drinks and stayed a couple of hours Toby was a good boy once again. It was great to see them if only for the day. Toby got his tour pack for the day.

Day Four - Our last one had a few issues, we packed up and set out for the Morgan museum, but when we got there it had a notice on the door, shut for the weekend and Monday, something we didn't know even though we had told them we were coming. Never mind, what to do now? Brian came to the rescue with the details of a boys shop selling car parts just up the road by the bubble car



HANTS & BERKS HERTS & BEDS . . . WEST KENT

museum somewhere that had been on our list. So we all headed out to the boys toys shop (car parts) where Brian bought a few bits and so did Allan. Then it was decided to head for home. Brian and Jean went to the bubble car museum, it was a fantastic trip, all went pretty good with a couple of exceptions, no break downs! Roll on the next one it is already in the planning stage, at the AGM/October meeting all will be announced.

A big welcome to some new members **Andy Cullen, Ian Wiseman and Stuart Collier**, would be great to see you at a club day.

There are no Birthdays in November but we had so many in October both club and family and engagements (family) it was difficult to keep up with all the meals etc.

Allan

HANTS & BERKS Tel. 07795 096394
www.freewebs.com/hantsandberkstssc
e-mail: hantsandberks@tssc.org.uk

I did not want to be the one to mention it, but Christmas is fast approaching! **The Christmas meal will be on the first Tuesday in December at the Crooked Billet.**

There is a choice of 2 courses for £19 or 3 courses for £24. There will be a £5 deposit required and I hope to get all the menu choices in at the **November meeting**.

Hope to see you then.

Regards

Alan

HERTS & BEDS Tel. 01582 750943
e-mail: peter.h.lewis@ntlworld.com

Well Summer's over Autumn's in and Winter is just round the corner, Duxford is over for another year, and despite the weather and the awful forecast I have to thank the 165 members who had a good day with a sunny start and a windy and wet finish, had the sun shone we would have had a cracking day.

Thanks to all the team of volunteers, on the day we managed to keep the Girls singing and the Merlin giving the ears some wax treatment, the tea and cakes flowing and thanks to some very generous donations in the tent managed to pay for the Merlin without blowing all the area funds, we don't get any gate money from Duxford, I don't have the final figures, they will be in place for our Area AGM at the November 25th Pub meet.

The landlord Matt at the 3 Moorhens has left and been replaced with Debbie, she is happy for us to continue to use the Pub, all new members are welcome, you don't have to be in your Triumph to attend, it's getting very busy on club nights and we may need to look for a venue with more space, it's a good social mix of members and partners, it's not a load of spanner wielding greasy nutters, There's always a friendly raffle, and some one to lend an ear to any problems.

We will be devising next years calendar very soon so if you have any idea's we can develop please let me know, don't let the Agm in November put you off it's short and kept simple but we have to present the area accounts, it's your funds, just to show what's spent and why, and we welcome any help and idea's.

Christmas Dinner has 30 covers booked for **Friday December 6th at the Anchor PH Hitchin**, bookings are being taken at the Pub or contact me quickly, this is proving very popular, you get a real plateful and fresh veg its excellent value at £19.95p, you must pre book for this.

The line up for your local area committee is unchanged and all are willing to stand for next year, you can vote us in or out in November.

Peter Lewis Area Organiser

Alan Gower Treasurer

**Pete Saunders, Stuart Saunders, Barry Huffer, Ray Peet
as Committee members**

Thanks

Peter



TSSC AREA NEWS

WEST KENT Tel. 01732 743747
www.freewebs.com/tssc-west-kent/

Del has kindly penned the following notes together of this months meeting that I chaired to discuss the future organisation of the area.

Well, what a meeting! The most constructive I can remember in 23 years membership! To all 17 of you that contributed your two pennyworth, thank you. Next year certainly looks as though it will be good.

John Macrow is to be the nominal Area Officer, (01689 829 231) and the first point of contact to the Area.

John used to be AO for the SE London area before it died; and it seems that my contact details can be added to the Courier too. (Anyway, for the past 3 years of Steve's tenure they have been in the heading for WK news.)

There were several volunteers to organise specific events, I suppose much as we have done in the past but this was set up a bit more formally. Rob Garrett will be the contact person for Ardingly, Colin Hugh is a dab hand at Bromley Pageant now, and Del will take on the classic car meets at Polhill, (on the A21), Coolings (a garden centre on the hill up from the roundabout at Pratt's Bottom towards Knockholt,) and lead the dash to the SEM at Leatherhead.

Suggestions were made for the destination to head to, for **Drive-It-Day 2014, on April 27th** – like the engine sheds at either the Bluebell Line, or the Romney Hythe and Dymchurch Railway. By April, we may have other ideas. That, and a Dering Arms run to Pluckley need a co-ordinator who can set up an interesting route rather than a main road dash so volunteers will be greatly appreciated. Mention was also made of the classic car gathering at Yalding at the George pub, but that is probably a case of finding out when it, or they, occur and meeting up there. (**First Sunday of the month** - last one is the **6th October** for this year - Steve) **The Standard Triumph Marque Day 2014 has returned to Brooklands on 22 June**, so we can have a coordinated run to that as well. This is always a good venue as it takes in Mercedes World as well which also has some interesting old cars.

I can't give you much info about Stafford 2014. There is much comment on the club web site that it is long past it's best, and in need of a complete review. Watch this space.

Facebook is to be the preferred contact on the web. Steve has set up a Facebook Group which is known as **TSSC WEST KENT**, if you ask Steve he will set you up on it, but you do need a Facebook account to do so.

We also have access to www.TSSC-Southeast.org which has been set up by Colin Robertson in conjunction with Sussex area, this will replace www.freewebs.com/tssc-west-kent/ which is now difficult to keep updated. Steve will send Colin the list of trusted parts suppliers and restorers to add to the site.

We can also make use of M25 East's mailing lists – just register your e-mail address with John Hill of the M25 East Group and you'll be sent info about all of the shows. Thank you John. They also have a Facebook page, which is **Triumph Sports Six Club M25 East Area**

Another idea mooted towards the end of the meeting was that those of us who are retired – and are the cause of the discussion (!) – could have occasional days out around the South-East, or even venture as a group into France. Worth a try. Roger has agreed to sort out for a trial.

Monthly meetings have been confirmed to continue as **the last Tuesday of the month at The Cock Horse**.

Now it's time to welcome new member Paul Dennis and his GT6 Mk3. It does seem that the area is going mad for straight sixes. At the end-of-September meeting we had eleven cars outside the Cock Horse, of which four were Vitesses and one TR6. Did you all notice Andy Copas was sporting his nice new Ten Countries Run t-shirt?

He and wife Diane successfully completed the run in his recently resprayed Toledo 1300 - well done Andy.

This year's **Christmas Dinner will be on Friday January 17th at the Cock Horse**, as usual. Steve will be organising it once



WEST KENT . . . LANCASHIRE LINCOLNSHIRE . . . LIVERPOOL

TSSC AREA NEWS

West Kent Continues

Glynn has confirmed the menu. Finally, the idea of a £1 a month collection was on the agenda and nobody objected to it. These funds will enable us to publicise our area as well as having an occasional raffle, etc. I hope I've not left anything or anybody out. See you all on **October 29th**.

Del

Thank you Del for such an accurate summation of the evening, and thank you all for making the evening decisive on the way to go forward in the future. I have created a new Members list reflecting those that attend the monthly meetings. For those of you who have supplied email addresses I will send you a copy. Also, for anybody who wishes to borrow it, I do have the West Kent Gazebo that can be used at shows, it is a heavy duty item and the passenger seat in a Spitfire needs to be reclined to accommodate it! I also have bunting and the West Kent banner. I am happy to store it between uses.

Steve

PROVISIONAL EVENTS - 2014 - DATES TO BE CONFIRMED

Drive it Day: **April 27th**

SEM Leatherhead : **May**

Standard Triumph Day - Brooklands: **22nd June**

Dering Arms Run - **tbc**

Bromley Pageant - **tbc**

Ardingly Show - **tbc**

Darling Buds Classic: **6th July**

Faversham Classic - **tbc**

LANCASHIRE Tel. 01257 482569

www.tssclancashire.yolasite.com

e-mail: Pamela23@tesco.net

Facebook: [TSSC Lancashire Triumph Sports Six](https://www.facebook.com/TSSC Lancashire Triumph Sports Six)

Hi All, Sunday 29th September saw our meeting venue The Canberra Club celebrate its 30th Anniversary and they put together a Classic Car Meet for the different car clubs that have their meetings there. This saw a selection of Jaguars, MG's and Triumphs with a 1929 Ford Model T making an appearance. We had the best turn out we have ever had of this type of event with 12 cars and 1 Triumph Bonneville 50th Anniversary Addition motorbike. Our car display had TR6, TR7, GT6, Spitfire and Vitesse's with an MG and Daimler Dart making an appearance. The rain held off but was too windy for the hot air balloons, the Canberra Club supplied 18 raffle prizes with us taking 6 of them and they had best car and runner up for each car club. All photos, winners and runners up can be seen on www.facebook.com/thecanberraclub



By the time you read this we will have had our Sunday run out which took place on 13th October which I will write about next month.

We only have our October and November meeting before the Christmas break so in **February** we will have our **New Year raffle**, so if you get any gifts that you do not want/need please donate them to us for the raffle. Instead of the usual Christmas meal we will be getting together in **February** more details to follow.

Safe motoring

Mark

LINCOLNSHIRE Tel. 01529 307302 www.lincstssc.co.uk e-mail: garth@lincstssc.co.uk

Sorry for the lack of reports recently, unfortunately there has been a lot happening, with me that is, not Club related that has meant that I have not been able to spend as much time as I would like on my AO duties.

The Lincs camping weekend seemed to go down very well and I think everyone was in agreement that the new campsite was better. Unfortunately two issues might mean that we can't go back next year, namely some trouble late at night around the toilet block, and also when we booked we were offered quite a bit of space, which judging by the interest shown in visiting Scampton, meant we would fill it all, unfortunately a good twenty five people who said they were coming did not turn up, consequently the campsite was turning people away saying they were due to be fully booked but in fact could have taken more people. I am waiting to see if they will let us back next year, however what it will mean if can go back is that you will have to pay a deposit upfront to ensure that we get accurate figures.

On a lighter note due to the date that **Guy Fawkes Night** falls, the day before our normal monthly meeting, the **November Meeting will be on Tuesday 5th November** at **Keith Nocks house 39 Riseholme Rd Lincoln LN1 3SN** Please bring some fireworks with you. Refreshments will be provided.

Garth

LIVERPOOL Tel. 0151 5491267

<http://www.triumphliverpool.com>

e-mail: triumphliverpool@gmail.com

Hi Folks. Not much to report this month as I like most Areas, we find ourselves "winding down" from the summer season. We have however continued our lively meetings, October saw our first "dark meeting", crazy to think we were outside looking at each others cars the previous month. We welcomed two new Triumph people in October - Donald and his large collection of five 2000 & 2.5's, a welcome addition to our largely "small-chassis" cars. Balancing things up, we also welcomed Richard, the new proud owner of a '72 Mk4 Spitfire. It was nice to see both ends of the Triumph ownership spectrum - Donald with his panel salvage and fabrication expertise, and Richard with the experience of his first classic restoration, welcome to you both.

Last month I promised reports on a few shows we'd be attending in September-but both turned out as non-starters. We were issued with a rather rude rejection of our advances to attend the Port Sunlight show - which was a bit odd as one of our members simply turned up on the day and was welcomed in. Hey-ho! Our attendance at the Royston Park Triumph event was halted by the North-West version of the Monsoon season, the weather was simply horrendous, so well done to those members from Wirral who braved the elements, and made the [shorter] journey to the show.

As you'll be reading this in November, we may have finalised our Christmas meal plans, we are discussing whether to continue with our choice of the Yuet Ben and their excellent food and hospitality, or look elsewhere for those who quite frankly are dissuaded from attendance by their dislike of Chinese food.

More to follow.

A quick update for those who like to know where we are at with our cars [there are a few, believe it or not...]. I'm constantly amazed at finding bits and pieces that are missing from my Spitfire - the latest being the interior trim from the windscreen surround - damn you Ebay! - I now have to remove the windscreen again.... I also need to remedy my exhaust manifold nut-loosening problem that is becoming a real pain. Steve is prepping his new Herald bootlid, Lol has been putting into practice his vow of using his Vitesse to get to work over the last days of summer, and Lee is sorting out his new valance and bumper he acquired at Stafford, as well as his fuel starvation problem...

That's all for now, see you in **December**,

Alex



TSSC AREA NEWS

M25 EAST

Tel.07938 526324

e-mail: herald1360@virginmedia.com

www.tsscm25east.webs.com

Hey ho another show season over. Wasn't it a good one though, plenty of sunshine this year and loads of laughs. So, what have we been up to recently – Buntingford was, as usual, a nice show with plenty going on. Live music, which kept us entertained, food stalls to keep us fed and some nice shops to have a nose round. Jean and Lucy both bought some wool and the biggest pairs of knitting needles I've ever seen, they were more like drumsticks ha ha. Jean set about making a scarf while we were still at the show and she actually finished it the same day, must have been



turbo needles.

Midway through September we were all kindly invited round to Andrea and Colin's for a 'Macmillan Coffee Morning'. To say it was cake heaven is a bit of an understatement, I think Andrea had made every type imaginable. Games, raffles, Jewellery and bags were also on offer and not forgetting Colin's excellent 2 hole garden golf course. Friends came and went throughout the day and all of this culminated in raising a decent amount of cash for a very worthwhile cause. The best round on the golf course by the way was 7 but I can't remember who it was ha ha.



A new show we went to was the Kents Classic Car Show at Aylesford Priory. I was surprised to hear from Richard that, although he lives quite near the show he was going to meet us at Thurrock, in Essex. This was because he wanted to blast the Vitesse through Dartford Tunnel while filming himself. He was very excited to show us the video but unfortunately only managed to capture about 2 seconds of footage. Oh well, better luck next time mate. We also had a bit of trouble getting in as yours truly forgot his tickets, once in though all was ok. We'll have to go back there some time as we didn't get to have a mooch around the priory. We've heard it's an interesting visit so it could be something to do over the winter, followed by a pub lunch maybe, sounds like a plan.

We had a very good turnout for the Battlesbridge Show. 10 cars and 17 peeps. The cake baking was continued this time by Lesley and Donna. On offer today were Scones with jam and clotted



cream, Tottenham Cake, Belgian Buns and Chelsea Buns. They were all blooming lovely. Well done you two, no wonder I'm getting fat (ter) ha ha. Various bits were bought from the toot stalls, Malc got a sign with a sexy lady on for his garage. Colin got some supplies for this winters car jobs and Barry got a set of old fashioned grocers scales with probably the rustiest set of weights ever, should look good though once they're all cleaned up. Once again we all enjoyed ourselves although it got a bit cold and windy as the day wore on. It couldn't have bothered us that much though as we were one of the last to pack up, as usual.

Now the show seasons over it's time again for monthly meetings at the pub. As this years progressed we've developed into a decent sized area with a fair spread of members from both North and South of the Thames. The plan from now on is to alternate

our winter meeting place from one month to the next - ie one month in Essex, the next in Kent. That then keeps it fair for all and has the bonus of keeping things a bit more interesting.

Hopefully, by the time you read this it will have been sorted as to when and where.

The Area Crimbo Dinner is all booked for the 8th of December, about 30 booked in so it should be a good un. Thanks go to Lesley and Malcolm for sorting out the bookings and deposits.

It's time now to get all those jobs done on the cars over the months ahead. Let me know what you're doing so I can waffle on about here. Mumma and Stuarts Herald has been under going a lot of paintwork over the summer, so that's one we're all looking forward to seeing. I've got to get my much publicised scabby valence done, just to stop you lot pointing it out ha ha. Best get on with something lads or the girls might find us jobs to do around the house. Anyway, that's enough of my droning for this month. Cheers

John.

November Events –
Saturday 2nd – Fireworks Party
Sunday 24th – Monthly Meeting

MANCHESTER Tel. 01524 791607
www.tsscmanchester.org.uk

We had a great a weekend at Event City, a small but brilliant stand attracting TV producers and putting smiles on faces. Lynda, Steve, the Kids in 3 beautiful Spitfires, Mark & Tracy in their Stunning 2000 Mk1 and Pete and Bumble in Flash the Butlin's holiday passion wagon, which the TV producer fell in love with, keep a look out we may see him on the telly sometime soon (Flash that is) Gary fell in love with and bought a cheeky little number a (Spit 6.)



Frank and I were there but Ruby wasn't as we were going to the footy on Sunday straight from the show, who were we playing that was more important than the show? Utd of course the score 4 – 1 Bloooo Moon!!!

We were invited to attend the Cumbria Fell Run by Roy Ross Cumbria A/O we had a hairy ride out across Wrynose Pass/Hard Knott Pass through the most fantastic scenery with hills and valleys absolutely stunning although it was sooooo scary and Sunday lunch at the Brook Inn. It seems rather fitting that Manchester Area was invited to the first Cumbria Fell Run and we were in attendance for the last one as Roy is looking to organise a Cumbria weekend next year. May we take this opportunity to thank Roy and Anne for all their hard work and organisation it has been a fantastic day out Well Done !!

We will be joining Lancashire Area on their run too late for this area news but we will report in full next month's edition.

24 members attended the Area meeting. We discussed Manchester Area Fun Weekend which will be 13/15th June 2014. Janet requires the balance for the Xmas Party at the November Meeting price including an overnight stay is £58 per person meal only £35 most of you that have booked should have paid a £20 per person deposit.

I will be taking a Deposit of £50 for Northern Ireland at the December meeting.

I have purchased from the suppliers of our feather flags 2 of the poshest amullinian flag poles you have ever seen a little bit pricey but you get what you pay for and our old flag poles were wrecked in the strong winds at Stafford.

We will be organising runs and get-togethers throughout the winter months so we can keep in touch let us know your ideas.

It is that time of the year when you need to look at your Area Organiser sometimes it does an Area good to change when the A/Os have been in situ for so many years and we have enjoyed



MANCHESTER . . . NEWBURY NORFOLK . . . NORTH EAST

TSSC AREA NEWS

Manchester Continues

doing it (well most of the time) but sometimes it does an Area good to get new blood and new ideas any way think about it let us know?? We will be attending **The Classic Car Show at the NEC in November** if anyone requires anything picking up from the club shop (save on the postage) please let us know if not we hope to see you down there.

Pip & Frank

NEWBURY Tel. 01635 868640
e-mail: dave.rumens@btinternet.com
e-mail: mary.rumens@btinternet.com

Unfortunately Dave and I were not able to be at the first meeting in September but Thank You to Josie and Malcolm for holding the fort and chatting to Pete for whom this was the first meeting. He has an orange Herald.

The meeting at the end of September was quite well attended and we were able to have a raffle.

Shalbourne Classic Car Show started off rather cloudy, but by mid-day the sun was out and it was warm. While we were waiting in Hungerford Pete stopped off to have a chat, although he was unable to come to the show as he was doing work on his Armstrong Siddley. We had 4 TSSC cars there: Andy and Thomas in Bond, Malcolm and Josie in GT6 and Nigel in TR7 and Dave and I in Spitfire. The TR Register and Stag Owners Club were there in force so there was an excellent Triumph showing. There was a tremendous turnout of cars, some unusual and rare, with lots of older examples. A bit of drama occurred in the afternoon as a 1950's Velocette motor bike caught fire! Fortunately no one was hurt and the bike was salvageable. Guess that will be an unexpected winter project!

The mystery pub lunch saw Ian in TR6 , Nigel and Helen in TR7, Malcolm and Josie in GT6, Andy and Linda in Vitesse, Dave and I in Spitfire and Patrick and Jean in MX5. We met at Waitrose in Newbury and at the beginning followed the same route as a couple of years ago just to make people wonder where we were going. The weather couldn't have been better – lovely sunshine and everyone with their roof down, except the GT6 which had its full-length sunroof open. This was Smiley Spit's last run with its present engine, the following day it was out and the replacement one fitted the next day. We ended up at the Fox at Peasmore and had a superb lunch with steak and kidney pie being the most popular dish.

Meetings
13th and 27th November at the **Berkshire Arms, Bath Road, Midgham** starting at 7.30p.m.
Keep 'em flying

Mary and Dave R.

NORFOLK Tel. 01502 476699
www.norfolk-tssc.co.uk

September was a good month as the Norfolk Area is now back up and running and the weather was dry warm and usually sunny providing ample opportunity for us to enjoy our cars.

On September 22 TSSC members John & Brenda, Mark & Pug joined my wife Sue and I by kind invitation of Wensum TR's the Wensum TR's 40th Anniversary run from Norwich to The Hoste at Burnham Market for a celebratory meal. The weather was glorious and the TR's were out in force with over a hundred cars filling the car park at The Hoste. A very impressive turn out with some lovely cars on display.

I finished the day with a drive down the coastal road back towards Suffolk basked in sunshine but couldn't resist stopping at the Dun Cow at Salthouse for refreshments and enjoy the uninterrupted view of the dunes and sea.

Our very own Norfolk End Of Season Get Together incorporating the Sunday Mile Of Triumphs Run was held at The Hermanus Leisure Centre, Winterton-On-Sea over the weekend of 27/28 & 29th September. Numbers were down because the event was only organ-

ised at the last minute but the event still drew TSSC members from afar with members travelling from the Isle Of Weight, Essex, Yorkshire & the Midlands to attend this year's event proving the decision to hold the event was the right one as everybody thoroughly enjoyed the weekend. On Saturday a run up the coast to Wells was enjoyed by all those that participated, again the weather was kind and driving with the roof down was the order of the day. For others a day in Great Yarmouth was the attraction.

The opportunity to attend the communal Saturday night meal was enjoyed by most of the attendees and was followed by the Teddy Bear Auction that raised £240 for The East Anglian Childrens Hospice. For those that are familiar with the event "Biggles The Bear" is now back home in Norfolk after he attracted the usual record bid of the night. A big thanks to Sue Craske for running the auction. Sunday morning was bright but breezy and tradition was maintained with a convoy run down to Yarmouth seafront for a cuppa and breakfast.

All in all a satisfactory weekend was had at The Hermanus Leisure Centre. The MOT was held for yet another year by Norfolk TSSC at a new venue that is as close to the sea as you can get without getting wet so as you can imagine the views are superb and the accommodation is clean and very reasonably priced.

It is intended to hold the event at the Hermanus again next year probably dropping back to our usual date of the third weekend in September but a final decision will be delayed until the AGM is held in November.

Over the same weekend as the Get Together and MOT some very special cars were auctioned by East Anglian Motor Auctions at Wymondham, Norfolk with the star attraction being a 20 mile Herald that attracted a winning bid of approx. £13,000 by an overseas bidder. By all accounts the numbers attending the classic auction were a record with numbers being swelled by the interest generated by the low mileage Triumphs on offer.

Future Events
4th November 2013 Norfolk Area Meet AGM to be held mid Norfolk probably Dereham. Exact venue will be confirmed in the November Newsletter.

17th November Snetterton Race Track Charity Motor Show - Passenger Ride Extravaganza!

Mike

NORTH EAST Tel. 07917 738091
e-mail: northeast@tssc.org.uk
<http://tsscnortheast.blogspot.com/>

Hi all. Righto, here we go.

First off, quite a few went down to Sywell for the Pistons and Props weekend, a thoroughly good event with excellent atmosphere, period costume and entertainment. One to go to again I think.

We had a presentation on the Terraclean system for engine internal cleaning by Gary Wood, aka The Diesel Doctor which was very informative indeed.

A new car outside, Steve Hill had a 1500 FWD four door which he bought while doing his Jerald, he'd hoped it wouldn't need much doing but has needed some fettling since purchase.

There's a few cars for sale, Simon Canham, now over in Shap is selling a Vitesse MK2 convertible. Bill Meadows exchanged his low mileage Herald recently, the new owner is now looking to sell it on as it doesn't suit him.

Looking forward to next year, CLM looms again, quite a few going, but sailing from North Shields to Amsterdam rather than commuting to Portsmouth. There's a few going the prior Sunday and more going overnight Wednesday. No firm numbers, but if you're interested, now's the time to get in touch as the bookings for the TSSC campsite will be opening soon, they may already have.

We may be having a Triumph display at the Weardale Railway next year, we need to liaise direct with them for a suitable date. Our Treasure Hunt is most likely to be drive it day next year, which is **27th April** as far as I know. We are planning a run out to Keilder area with a lunch at a nice pub, can't recall the name or read my scribbled note nut it was excellent value and recommended by Joe, that'll probably be **28th March**.

The **November meeting** will also be an area **AGM**, so anyone interested should be in the pub by 8:30pm on the **3rd Nov**. We are looking for people to assist with treasurer and counter signatory duties. Anyone wanting to have a go at AO or joint AO should also pipe up now.

December, we're probably going to have a curry trip out, Ocean Road in South Shields is favourite at the moment. Also at the December meet we'll have a bring a bottle raffle, silly hats and loud (Hawaiian if possi-

NORTHANTS . . . NORTHERN IRELAND



TSSC AREA NEWS

ble) shirts. There'll also be a quiz purely for fun, though we'll probably have an entry fee/cash prize again.

That's all for now, hope all your cars are working well, or are easily fixed. All the best,

Mark

NORTHANTS Tel.01234 740548
www.tssc-northants.org
e-mail: d.richardson13@sky.com

Back again after a small delay! A very good attendance at Stamford on 25th August, 9 cars, 2 gazebos and a fantastic display of cars, old and new, sporty and sedate, hot rods, Ferraris etc etc and of course, our Triumphs. A flypast and display by a Spitfire was appreciated by all. Tea was brewed, cakes eaten and sarnis consumed. We all stayed until about 5.30. A good warm day out in good company.

Thanks to Robert.

Next on 6th September a drive up to Woodhall Spa for the Lincoln Weekend. A new camping site this time, very good facilities, immaculately clean showers and washing rooms. Friday night was a tad quiet but was made up for the next day with a trip to the Dambusters Scampton airfield. A conducted tour was well carried out, questions answered by two knowledgeable guides. We stayed for about 3 hours then a drive back to Woodhall. Saturday night was games based on Dambusters, all went down very well. On the Sunday, the car of show etc then a very much liked run out to a country pub for a Carvery, once again, lovely weather and a good meal. Back to base and pack up tent etc. Myself and Pat were the last to leave at about 6.30. Thanks go to the very small band of Lincoln members who put the show on, thanks to you all.

Duxford on 15th Sept was next. The weather unfortunately, for the groups 20th anniversary was not good with high wind and showers. A very reduced turnout of about 120 cars was disappointing for the organisers who provided a good supply of tea and bacon butties. The marquees were taken down by 1pm as the wind was just to high. Prizes were awarded and the event closed about 3pm.

Thanks to Beds and Herts for another good but short show! Pity we can't control the weather!

Pistons and Props was next at Sywell. We had a really good turnout of Triumphs here. A bit squashed in with other Triumphs but at Northants we don't mind! We're all Triumphs. Good aerial displays, The Hound Dogs were brilliant, even I went over and applauded their playing and acrobatics. The girl singers, Elle and the Baby Belles were very good. One misfortune was the Courier van acquiring a DEAD flat battery. The Sunday was obviously similar to the Saturday but the company was good the the weather shone on us . . . as did the wind! Thanks to Nigel and Tracey for organising this one. Next year should be even better.

6th October was Angie and Daves Breakfast Run. Brilliant, turn up at theirs, tea, coffee and a nice runny greasy, super tasting buttie then set off. 17 club cars and 3 moderns went on a 5 hour run around Whipsnade and surrounding countryside, narrow lanes (with horses), village with a witch dumping thingy in the village pond (yes Pat, hold tight and pinch your nose!), stop off in some Aldebury (?) where the cars attracted a LOT of attention. Then Angie Baby fetched out loads of cakes and brewed up! Lovely. Then off again to another stop overlooking Whipsnade about 4 mile distant. We stayed here for about 45 minutes talking and mending cars! Then home for some and back to Angie and Daves for some of us for cup of tea. Another good day out and thanks to Angie and Dave for organising it.

Our **Christmas Dinner has been booked for Friday the 13th at The Miller in Wellingborough.** Details to follow.

John F

NORTHERN IRELAND
Tel. 028 9029 2722
e-mail: northernireland@tssc.org.uk

Hello fellow Triumph fans. Autumn is finally upon us and the nights are drawing in. Nevertheless the area remains very active.

The highlight in September was Gary and Caroline's wedding which featured not only a beautiful bride and a suitably nervous groom but no less than three Triumphs as official wedding cars – Alan's Vitesse, Gavin's Stag and the grooms own Spitfire 1500. The reception was held in Lissanoure Castle which is between Ballymena and Ballymoney

and, as previously stated in the Courier, all local members were invited. We arrived around 8.00 p.m. just as it was starting to get dark and the party was just getting underway.

By all accounts the wedding went very well, the weather was kind and I have to say Lissanoure castle was very impressive.



Photo one: Triumph wedding cars.

Two days before a few of the club members went along to support a charity event at Movilla Church in Newtownards but unfortunately it rained pretty much non stop. It was a real shame as the organisers had gone to considerable lengths to produce an attractive event. There was a small display of motorcycles, including a Mobylette, which brought back memories for some of us. There was even a display of buses – now restoring and maintaining a bus is an altogether different challenge and the owners I spoke to were definitely dedicated. Just try finding somewhere to put a bus!



Photo two: At least one of our members owned one of these in his youth.

The Antrim Hills run on the 21st September attracted a decent turnout – Douglas and Heather in the TR6, Alan and Pam in the Vitesse, Philip and Shirley in the 1500 Spitfire, John and Margaret in a TR4a, Alan in the TR3, Stephen and Elizabeth in the 1500 Spitfire (Elizabeth in the drivers seat this time) and ourselves in the Spitfire MKIV. Douglas was the organiser and led us on a

mystery tour which seemed to involve circling Slemish mountain and, on at least two occasions, going past Douglas Row – I'm sure it was a co-incidence! We stopped briefly at the Misty Burn for tea and then onto another tour of the lesser known (and very enjoyable) back roads around Ballymena before the finish at Galgorm Golf club which included our evening meal in the club house. Afterwards Douglas and Heather, very generously, invited everybody back to their house for tea, coffee and buns. As the saying goes a good time was had by all.

September also proved a busy month for sourcing engines – Paul picked up a USA specification 1500 Spitfire engine (with Alan's help) from a fellow hill climb competitor and also was able to get another 1500 engine for David & Christel for the fruit salad Herald – an added bonus was that this engine was rescued from a MG owner.

Now all we need to find are some Dolomite hubcaps and an interior for a Triumph 2000.

Worryingly there was a poor turnout for the monthly meeting on the 2nd October – only seven members although apologies were received from Frank, Alan, Brian, Dan and Bill.

There were discussions around next years Totally Triumph (yes, we do plan ahead) as well as high viz waistcoats with club logos (there were samples in equally fetching yellow/green or orange) and updates from Douglas on both his TR6 and the GT6 which is over in Scotland with Chic Doig. Alan and Pam were on holiday in Scotland and called in to Chic's when they were passing to collect parts for local members and saw the work being done to the GT6.

Looking forward to November, Richard is organising the film night (date to be confirmed) and there will also be the **Triumph Art Display on Friday 8th and Saturday 9th November at 120 Kings Road, Belfast.** Everyone welcome and if you want your painting, photograph etc. included please let us know before hand or come along to the monthly meeting on **Wednesday 6th.**

Paul & Jacqui



NOTTINGHAM . . . NOTTS EAST PETERBOROUGH

TSSC AREA NEWS

NOTTINGHAM Tel. 07971 017012
www.notts-tssc.org.uk Twitter @notts_tssc

Hello again, welcome to the newsletter for Notts area. Since our last update we attended an event in Ilkeston where one of the members cars was the front centre display vehicle. Ian Viles TR7 was the main vehicle with lots of local Nottinghamshire and Derbyshire buses sup-



plied by Trent Barton being on display in the marketplace and a lovely Sunday morning. Ian had been part of the team that put this smashing event on, so Well done with all the MGs, American cars, Morris Minor's and tractors being part of the show. It was a great event for all that

attended. As you can see from the pictures it was really good event. Moving on, by the time you read this we will have had our first new Club meeting, at Rolls-Royce in Hucknall. This will be our new meeting venue where we will welcomed not just Triumphs, but all other types of classic cars and motorbikes and even moderns. We have moved here due to popular demand of members as it offers a bigger car park better drinks and food and all round better atmosphere for us to talk and discuss our classic cars. We have of course been here before but the management has now changed offering a much better reception.

It would be wrong to not mention the excellent weekend that a few of our members had over in Lincolnshire with Garth Jupp. They put together an excellent weekend themed on the Dambusters. The weather was fantastic despite having forecast heavy rain most of it, it was dry and even sunny and warm at times. After a short run on the Saturday morning to the home of the Dambusters 617 Squadron at RAF Scampton and a longer run in the afternoon after viewing the museum, we ended up with an evening of fun



and laughter in the marquee playing various aircraft or Dambusters themed games.

These included aircraft recognition, hitting the dam wall, tracing around an aircraft outline better known as a buzz game, Testing your skill of not touching the metal wire and making a



buzzing noise. Three teams were formed and were called after the three dams that were attacked on the raid, the Mohne, the Edar, and the Sorpe. By luck, the one that wasn't breached on the night of the raid the Sorpe was this time the winning team well done!

November will see the **Classic Motor Show at the NEC Birmingham on the 15/16/17th Nov.** I don't know if I will be going yet as that weekend is the due date for a new arrival in our family, one with 10 fingers and 10 toes not 4 tyres and a triumph badge!, so it's hit and miss if I make it, but I'm sure Lancaster insurance who are sponsoring the event will have a great show for you.

Notts & Derwent Valley will be holding yet another **Christmas Party Night at the Hinckley Island hotel on 7th December**, which could always be tied in with the **Annual Christmas open day at HQ between 10am and 4pm**. Hopefully I will see you there.

No am updates this month, and I will leave you with a welcome to new members, the latest being Julian Powell. Hope to see you soon!
Toodle loo!

Andy

NOTTS EAST Tel. 07976 163006
Tel. 07837 110325

Another year has gone past !!!! As we know MOT is the last show of the year, WHAT A GREAT TIME WAS HAD BY ALL the accommodation was brilliant. The weekend started by a nice run out to Great Yarmouth with the roof down all the way, as the autumn weather was lovely. We checked in to our accommodation and up to the Bar for a noggin and natter till midnight.

We had all day Saturday in Great Yarmouth and in the evening we all sat down for a lovely evening meal followed by the traditional teddy bear auction for charity which has raised over £10,000. over the years (Biggles the bear is back in Norfolk till next year hey Mike !!)

Sunday 9.30 am start ready for the MILE, down to a cafe on Yarmouth beach, some had full English breakfast some just had coffee then we all made our way down town, to the Great Yarmouth Sea Life centre, it is well worth a visit .

After a lovely weekend we had to venture off back home with the roof down on the Vitesse !!

WE WOULD JUST LIKE TO SAY A BIG THANKYOU TO MIKE FOR ORGANISING THIS EVENT " one not to be missed "

UP AND COMING EVENTS

November meeting 11-11-2013

NEC classic car show 15/16/17 November

TSSC CLUB XMAS OPEN DAY. 07-12-2013

December Xmas party 07-12-2013

Nigel & Adrian

PETERBOROUGH
Tel. 01778 560507/01780470358
<http://www.tssc-peterborough.webs.com>

Well it seems that the good weather has come to an end with some very heavy downpours on the October club night and what a night for Grahame to debut his new car – an AK Cobra sitting in the pouring rain in the car park. I certainly look forward to seeing that in the day light Grahame, it looks super!

There was a bit of complaining about the number of railway crossings that were closed on the way to the meeting and also some which were closing later in the evening. You all scoffed at Dr Beeching – now if he had his way there wouldn't have been any railways!

We set the clocks back again on October the 27th and now are back to Greenwich Mean Time. If you are a bit late for the November meeting we will know you forgot to do it and you are still in 'Daylight Saving Time' mode.

Jeff Boston had visited the motorists wholesalers again recently and supplied Paul with £20.00 worth of prizes for the raffles which has been refunded. Thanks Jeff. It's a change to get a tub of Swarvega instead of a sponge!

There was talking around the tables of the Le Mans trip next year and other events. Paul was given some more photo's for the Club Calendar so he should have enough for the 2014 version. Watch this space!

It was good to get a written précis of a trip with the TSSC to Duxford by a new member - Doug Kendal. It was super to see the Club through a clean pair of glasses and thank you Doug. The illustrated article should be in this Courier somewhere.

A gentle reminder to all area members that **our AGM takes place on Monday November the 11th.** A very poignant day to stop and reflect on our past. Both Paul and myself are up for re-election but with changes in our other burgeoning commitments over the last 12 months, we really welcome someone new to stand for position of area organiser (or positions of Joint Area Organisers). It's not that difficult - We've proved it! Steve Abbott has done a good job again as the Area Treasurer and will give his report and will be seeking re-election. We also feel that it would be nice for someone (or two!) to step up as event(s) organiser(s).

SCOTLAND CENTRAL WEST SOUTHERN



TSSC AREA NEWS

Just to clarify – these positions are all unsalaried roles!! But they do have extra perks – you get first chance at the chips!!

Further commitments – **Monday December the 9th will be our Christmas Dinner.** We held our EGM at the Red Lion in January and it just doesn't seem 10 months or so since we made the decision to move our meeting base. We have been made very welcome right from day one and I am sure that you will support Marie and Co. on that evening. We have selected the menu and welcome your selection and monies up front please. Marie needs the commitment of numbers for the Christmas dinner on the evening of the November AGM meeting for other people booking in and their catering requirements. The Menu is available for e-mailing or posting. I have provisionally booked 25 places at present.

Both Paul and myself look forward to seeing you at the **AGM Meeting** (please do not be put off by this terminology but it is important, very important for the continued success of the TSSC Club and the Triumph Car movement as a whole) on **Monday the 11th of November at the Red Lion, King Street, West Deeping, Peterborough, PE6 9HP** at 8.00pm. The obligatory raffle and food will be around 9.00pm. Thanks for the attention and see you on the **11th of November.**

Regards.

Doug

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

A shorter news this month, last month was probably the longest yet, but it proves we were all having fun. Iain gets the kudos for spotting that I was ahead of myself and had the November Meeting Date for October. (The rest of you?? are you reading this??) The October meeting was dark and wet, so we were all inside straight away. We had two club cars out too. We had 10 members at the meet plus apologies, so we were on good form. There was very little for me to report on as there are only shows down south left, and even then people are having second thoughts about them. We have lots of ideas for next year and we will have to coordinate who is going to what. Not all of us are able to go to Le Mans but some are interested. If you are thinking of going we will start a list of persons travelling to the event, so you can go together and coordinate tools spares etc. Again next year there will be changes to our events to maintain interest. More discussions over the next few months so think about what you would like to do. A repeat of the camping weekend is probably not going to be possible, so a long weekend tour might be an option. What do you think?

My overdrive parts have finally arrived; I just need time to put it all together. My storage problems are still causing concerns. I am strongly resisting cars for sale. Once I get to work on mine I will be OK again. I also need to sort the gearbox /overdrive on my Vitesse at some point so I am looking for bits.

Report on Scone Show. - Took a run up to this show which includes all vehicle types and farming displays. A lot to look round. Triumph were plenty but in groups of classics as well as one make clubs. Not a lot of bits for our cars now at this show, a few service items. Weather was good, met lots of old friends but getting in and out of car park was a nightmare due to volume of traffic. Always nice to get to a different show as a spectator, a welcome break and my last show visit of 2013. I did not manage to do Selkirk, but I am told it was wet and a lot of the stalls packed up at 2pm, which is a shame or the last show of 2013. Again you cannot judge how good a show will be, but the weather does help. For those going to NEC by air and road! Have a great time, remember planes do not have roof racks, but if you could fit an Vitesse OD + gearbox in the overhead locker please bring me one.

Thanks to Ian for his report on Stafford I submitted it uncensored. Back next year?

I know it is a bit early for 2014 but news is already coming in (sounds a bit like The Two Ronnies - man walked into a bar...ouch, what do you call Gregor's car with the roof down? a skip etc). Ps, it is all useful stuff.

But Seriously. I have had word that **The Monte Carlo Historique Glasgow Start is at the Riverside Museum in January 2014 (23rd for the start, 18th for display in Glasgow town centre).** No word of pace car but organiser is a Triumph fan.

There may not be any more reports on shows next month, so bring your restoration stories, photos and other related stuff to the meetings as soon we will not be outside. I will bring mine. We will discuss the arrangements for the shows next year each month at the meetings. I

will put as much info in the News as possible.

Remaining Dates for 2013.

TSSC Scotland Central and West Area Annual General Meeting - 4th December 2013

There are no more dates for 2013 shows, BUT 2014 is coming up fast, Provisional Dates for 2014.

Area Xmas Get Together. 18 January 2014. Venue TBA plan is to see Monte cars and go for food and drink in Glasgow. All welcome.

Monte Carlo Historique Rally Start 23 January

Riverside Museum, Glasgow.

Le Mans Classic 4-6th July

Erskine Hospital 13th July

More to Follow.

NEXT MEETING will be on **Wednesday 6th November.**

Remember the **December 4th AGM** as well. Come with thoughts and ideas for next year. There will be a full discussion on the night.

Please come and say hello at the meetings, even just for a short while. Final note, good to see article about Crazy Horse RRN 67K, would love to see it at Stafford now it has been restored.

There are cars coming up for sale on line locally plus club cars, so keep looking. A lot of info comes from the meetings and contacts at shows etc.

Remember the firework code. If the bolts do not loosen go for the red and blue hammer (aka gas! Big Dave).

Gregor G.

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.Z0m.com>

Hi all, I would like to thank Mike and Vanessa for covering the news whilst I was away on holiday , soaking up the sun and drinking ice cold beers. It was a hard job but someone had to do it. Mike has again put pen to paper so I'll let him get on with it.

Hello folks, here we are again with show season drawing to a close now. A busy bank holiday weekend, Friday saw Barb and myself journey down to Hellingly. We had a fabulous drive down with sunshine all the way. We stayed the night with Barb's sister and awoke the next morning to; yes you've guessed it, RAIN! Rain and more rain all day. We attended the show on Saturday and met up with Mark, Vanessa and the kids who had stayed the night at the show in their folding caravan. Toured the show, lots of exhibits, but quite a number were sheeted up. By this time I was thirsty, so off to the beer tent (wet outside so get wet inside!). To my horror there was no beer this year only cider (great mistake).

Sunday saw Mike H, David the spit 6 and myself going to the Wallops annual show. It rained all the way there but turned out fine late morning. Sunshine in the afternoon so tops down and chairs out to enjoy the show. Around 4 o'clock we noticed the clouds were beginning to appear so we decided to leave. We had travelled about a mile when the heavens opened. There were 3 cars in astern, narrow country road with no shelter. I quickly made a decision (Go for it!) and we were lucky in the fact that we drove through quite quickly. When the rain ceased I thought I should finally clear my windscreen, wipers on oops! Still can't see. I have found out that wipers only work on the outside! On Saturday 31st August, David and I attended the show in Camberley High Street in aid of the South West Thames Kidney Fund. There were about 100 cars, motorcycles and trucks. There was great interest from the public all day long plus some very special cars. Saw Mickey, Martin and Cynthia from the Thames area and the weather was perfect. The next day Mike H, Dave the spit 6, Barb and I travelled to Shoreham Air show. Tops down, it was a pleasant journey down. Met up with Neil and his son and had an enjoyable day looking around the static aircraft, stands and watching the display. Ideal lunch which consisted of a pasty and a pint. It was a bit hectic getting out of the showground. More next month.

Mike

Cheers Mike.

As you will probably know by now our roaming meets have finished for this year, our next lunch meeting will be at **The Angel, on the A32 towards Alton.** There will be **no Sunday lunch in December**, just the **Club Christmas dinner on Tuesday 2nd December.** Talking of which there will be a secret Santa raffle, so can each person attending bring a wrapped gift to the value of about a fiver.



SOUTHERN . . . NORTH STAFFS SUFFOLK . . . SUSSEX

TSSC AREA NEWS

Southern Continues

We have a new addition to the car ranks; David and Pat Laversuch have purchased a MK2 Vitesse convertible, white with a black flash. I haven't seen it yet but have been told it's very presentable. Thanks must go to Peter Harper who took time out to take David to buy the car.

Up and coming events

November

5th, Regular meeting, The Seven Stars, Stroud. GU32 3PG
17th Sunday lunch meet, The Angel, Alton. GU34 3NN

December,

3rd Christmas Dinner, The Seven Stars GU32 3PG
(bringing a secret Santa gift)

26th, Wickham Square, all comers meet
January

1st New Years day meeting, The Elsted Inn, GU29 0JT
1st, New Years Day Meeting, Romsey.

That's all for this month folks.
Take care

Mark

NORTH STAFFS Tel. 07939 603061
e-mail: triumphsportssixstaffs@gmail.com
Web. www.tssc-staffordshire.co.uk

With the last show of the season attended on Sunday 29th September things are now moving into a quiet period when things turn to working on our cars, which in my case is long over due. Having not done any work on my car for 8 or 9 months I needed breaking in gently, so having delved in the boot the first time for years I pulled out the reversing light which was badly corroded I'm thinking this is a nice little job to start me off so out came the wire brush and off we go. At the bottom of the boot I also discovered a new tyre which I had completely forgotten about, so the next day I get it fitted to the front wheel which has not held air for many years.

With the wheel now back on the car I finally managed to push the car out and made some space in the garage allowing me to move the bonnet from the back of garage so that I could work on the extensive rebuild that is required. The nearside inner wing was removed which also took away most of the outer wing leaving little good metal, what to do repair or replace????

The hoop was removed and again was badly corroded, drill and wire brush removed the worst of the rust but was so deep I needed shot blasting, so said part was left with blaster man to do his worst, so a little progress but it's just a very small dent in what's required.

I would like to welcome some new members to the club, Mark & Tracy Poyser who have a GT6, plus new members yet to visit us at meeting, Tomas Fearns who has a Spitfire also Tom Henshall and Chris Cool do come and show us your cars.

If you have an email account drop me a message or if you need any information get in touch there's lots of people out there who can help with any problems you may have with your cars.

It's really encouraging to see we have had four new members join in the last two months let's hope we can attract more new members over the next year, it will be two years in October since the relaunch of the Staffordshire area.

It's the time of year that we start looking at Christmas and the new year, the **December meeting will be a week earlier** as the last Wednesday of the month falls on Christmas day I know some of you are keen but to meet then would be above and beyond the norm.

The **Christmas meal will be held on Wednesday 18th Dec** by the time you read this places should have been booked, if not get in touch asap.

It's also time to get a album of suitable photos ready for a 2014 calendar again, hopefully I



should have your selection before you read this.

Finally I must congratulate John Heath who won car of the show at Uttoxeter with his 1926 Austin 12/4 Clifton. (See Photo) John bought the car 15 years ago after it had been stored in a barn for 29 years, he restored it in just 10 months, John also has a very nice MK2 Vitesse convertible (see photo). Unfortunately we had no members Triumphs cars at the show due to other commitments.

Dave

PS: may have more news next month car wise.

Next meetings 30th Oct 27th Nov
Christmas Meal 18th December

SUFFOLK Tel. 01206 250360
e-mail: Suffolk@tssc.org.uk

Colin, from Brandon, came along to our meeting for the first time in his red Mk4 Spitfire, although it is now a 1500 with overdrive. He has had the car over 20 years having acquired it in 1992 and has recently restored it. One of the niggles to sort out is a problem with the wind-screen and its seal. A new windscreen has been fitted to a new seal but it does not seem to sit quite right. And then there is the metal strip to replace and according to those that have done this, or at least attempted too, it is a right job, although stronger words were generally used to describe this task.

Colin and Chris (TR6) completed the 10 Countries run, as did Russell (TR6) and a friend of Colin's (TR4), I believe Russell's car performed well but the other two had their fair share of problems. Chris and Colin had to change a drive shaft on the waterfront at Nice, but before and after this there was a lot of problems. The good news is that the car should be okay now as all the dodgy bits have been fixed (!?).

Brian has recently taken his Lightning McQueen Spitfire around Kent with the Essex group and over several days visited car-related museums including one devoted to pedal cars and another to microcars like the Isetta and Goggomobile.

As mentioned last month, Mike has had prop shaft vibration problems on his newly restored Herald Estate. At this meeting he acquired a replacement from Justin. Have not heard the latest from Justin about his Spitfire restoration, so must check up on progress another day. Talking of Spitfires, one buzzed the skies over Felixstowe for a few minutes this week. That was a free show!

The next meeting is **5th November** followed by the **3rd December** and 7th January. So, see you at the **Sorrel Horse, Barham on 5th November at 8:00pm.**

Peter

SUSSEX Tel. 01444 450941

So at our meeting in October it was good to see Lee we haven't seen him for a while. He is getting over the new dad piece and the lack of sleep and he has moved and has a house with a garage with power now. So hopefully we will see more of him.

Clive and Pete are cracking on with Clive's Spitfire and hopefully top-coat will be going on soon.

Doug's trip to Europe in the 2000 was eventful as I predicted. He did manage about 700 miles before being picked up on a low loader and returned to England after breaking the car. He did complete the course in a VW UP which apparently went faster than his 2000!

So for Le Mans Clive Jon B and myself have ferry tickets booked now and if anyone else for our area want to go I suggest that you book the tickets asap

Regarding Christmas. Ian Gordon has got us details of the Green Man. So on a Sunday afternoon they will do a roast of either Pork, Chicken or Beef for £8.95. They do a full Christmas meal in the evening on Friday to Saturday for £11.95.

So at the meeting on the **6th November** I will get a consensus of what the preference is.

I've got my car going in for a rolling road session on the 1st November so we will see if my car survives it!
Regards

Martin

IMPORTANT NOTE
E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

TSSC AREA NEWS

Hi everyone. With the show season over, darker evenings and the onset of winter some of our Triumphs will get less use and the list of to do jobs will start; well I hope to get some of my list done. We had a busy September going to Easthamstead, Aldershot, Tilford & Kempton shows all reported below. It is time to think of where we are going to enjoy our new year's meal, no need to put your answers on a postcard just let us know at a meeting or drop me a line.

SOCIAL EVENINGS AT THE FOX & CASTLE - 12TH SEPTEMBER
 It's a damp evening and we are inside for this meeting at the Fox & Castle. Keeping Julie and Me company we have George B, John C, Chris C, Mark M, George N, Mike H. Just Chris C's Spitfire Mk3 was the Triumph in the car park. Work on our Triumphs has been:- George has replaced the UJ's on his propshaft and renewed the clutch slave cylinder on his Mk1 Vitesse. John ordered new rotor arm distributor cap for his Mk1 saloon. George N is having the lower half of his 12/50 Herald repainted after replacing the front and rear valance. My Vitesse is blowing its light fuse again. Julie's raffle winners were:- George B won a can of WD40, Chris C won a noodle wash mitt, John C won a screwdriver set, and I won the after eights, which we shared.

26TH SEPTEMBER - It's a busy night at the Fox & Castle with John C, Tony & Penny H, John P, George B, Martin F, Mike H, Graeme C, George N, John & Anthea I to keep Julie & Me sane
 Triumphs in the car park were:- our Mk2 Vitesse, Martin's Spitfire 1500 & Tony & Penny's new Stag looking very nice. Work on our Triumphs has been:- Graeme's TR6 lever arm dampers needed retightening. Martin's Spitfire 1500 has had new UJ's on his drive shafts and renewed the rear spring. Tony has got a new set of sun visors for his new Stag. Julie's raffle winners were:- John C won the Bottle of wine, Tony won a can of WD40, Graeme won a screwdriver, Mike H won a tin of biscuits, I won a noodle wash mitt and John P won a box of Maltesers which he kindly shared around.

SHOWS & EVENTS

1ST SEPTEMBER. BERKSHIRE FESTIVAL OF TRANSPORT SHOW
 - Held at a conference centre in Easthamstead Park. It was not very well sign posted but still managed to find it. Once there I parked up the Vitesse near the arena and had a nice coffee, as more classics turned up in dribs and drabs. Until mid morning when suddenly the show ground was quite full. There was a nice amount of auto jumble to rummage through and refreshments. A BBQ and bar was offered by the conference centre (priced but tasty and only lager or cider! Good job I had my trusty flask). TSSC members I knew there were Mick & Julie in their Spitfire 1500, Peter & Kate in their Spitfire Mk3 coupe. I also met Paul & Lillian in their Herald 1200 convertible. Other Triumphs there amongst the 130 classic cars were two TR7, a TR3, a Vitesse mk2 convertible. Two Standard Tens one dating from 1937 the other from 1957. Once the arena started up with groups of classic invited in dependant on era and body type. A winner from each group was selected and they were grouped for a finally of pick of the bunch. A slow starting show that picked up to be a good day out.

14TH SEPTEMBER. ALDERSHOT PICNIC IN MANOR PARK. - It was an overcast day with light showers. Once at the show ground I was shown were to park up with seventeen other classics. David H was there in his TR6 & next to my Vitesse was a Mk2 2000 saloon. Sharing the field with us was a Fun Fair, Hampshire Constabulary, a Petting Zoo, & Dance groups in the arena a long with a Falconry display, a Dog show, & Army college Gun runs.

15TH SEPTEMBER . SURREY CLASSIC VEHICLE GATHERING. -
 We are back in our now usual spot under the trees opposite the cafe and near the toilet block. The event shelter is soon up with the help of friends. Banners, flags and bunting are proudly displayed, while Julie is busy making teas and coffees. TSSC Triumphs on display are Georges B Mk1 Vitesse, Peter H Spitfire 1500, Graeme C TR6, Mike & Barbara G Stag, Mike H Healey 3000, David H TR6, Martin & Cynthia B Spitfire 1500 & our Mk2 Vitesse. Next to us was the TR Register & other Triumphs on the show ground were three TR6's, a TR7, three TR3's, a TR5, Two Vitesse's, Two Stag's, a 1300 FWD, a Dolomite Sprint, a Renown, a Burlington Arrow, a TR2, a Mk2 2.5Pi saloon with two hundred plus classic cars and bikes on show. The auto jumble was a bit smaller this year although the weather forecast was not very promising. There was a best dressed competition for those dressed as the same era as their vehicle. Also selling their wares were the Giggle pig co (lovely sausages, bacon & ribs) two baker's stalls (got cheese

straws & surrey pasties (had them for lunch) loaf of soda bread to take home) Hog back brewery (had that to wash down lunch) real ales & ciders, the local scouts were selling cupcakes, there was a bird of prey stand, a wood turning display. All this as well as the museum exhibits to see as well. A great show and lovely museum.

29TH SEPTEMBER. KEMPTON STEAM MUSEUM CLASSIC CAR SHOW. - Julie and I wait at the entrance to the museum to give out passes to those that have not got them. Martin & Cynthia turn up next and hold on to a prime spot for us to park up. Once we had handed out our passes we park up our Vitesse with the others they were Martin & Cynthia in their Spitfire 1500, Trevor in his Herald 13/60, George B in his Mk1 Vitesse, Tony & Penny in their new Stag (looking very nice too) and our Mk2 Vitesse. Dave L was there too in his Mk1 2000 estate. Behind us was a lovely looking Mk1 Vitesse Estate, two more Stags and a late arrival who works at the museum in a 1300 FWD. There were a round sixty cars and bikes on show but they were coming and going all day so it was hard to keep track. The steam powered pumping engine was as impressive as ever. Just amazing to see it start up and feeling it running through your body. The waterworks railway was also running and there are plans to improve its layout. At lunch time we all had a picnic in the chilly sunshine and ate Julies bacon slices and rock cakes, as well as other tasty goodies. What a lovely way to close our show season .

Our next meetings at the **FOX & CASTLE** are from 8 pm in **November on the 7th & 21st and in December on the 5th & 19th**. Please come and join us for a warm welcome or call me on 07773 623807.

**Upcoming events are
November**

15th/17th Lancaster insurance Classic Motor Show Birmingham (NEC)

Mickey & Julie

NORTH WALES

Tel. 01691 600215

www.wrexhamgandtriumph.co.uk
 email: helenahill@btinternet.com

Hi everyone. Sunday 1st September was the Cholmondeley Castle show. We took our Stag, and met Derek and Anne in their TR on route. We arrived at 10.00 a.m., and duly found Pete and Alison in their MGC, also Phil and Ilene in their MG, so were able to park very close together. Neil had taken his TR4, and was busy doing some serious shopping for another classic, checking prices and the pros and cons of model up-dates. Andy and Helen had taken their Jag, so a very varied turn-out from our group. It was a fine but cool day, but yet again, a good variety of cars and motorcycles, and another good auto-jumble, with plenty to sort through. Cholmondeley is a lovely venue, and certainly a show to consider for next season.

On Tuesday 3rd September our Chester and Wrexham monthly meeting was again very well attended. Last months shows and runs were talked about, and forthcoming shows and runs were arranged for meeting places, numbers, etc. Pats large raffle with some interesting prizes was yet again entertaining.

On another day, Mick Cohen was using his Herald to visit Roger Bryant, parked in the street outside, walked to Rogers door only to turn and see a neighbour opposite reverse out of his drive straight into the Herald's front, pushing it sideways. One poorly Herald and a neighbour who said he didn't expect a car to be parked in the street!

Having had a heavy part of our 3-ton digger repaired in the Liangollen Railway workshops, Roger enquired if a group visit would be possible, and received a friendly positive reply. So on Saturday 21st September

six of the chaps had a really good look around the workshops, where all stages of steam engine repairs are undertaken. Four locomotives were in various degrees of re-build, with more in the workshops for servicing, etc. Locomotives are sent from around the country to the Liangollen workshops, such is the





TSSC AREA NEWS

8.00p.m. first Tuesday of the month:- hope to see you there.

Helena and Roger.

North Wales Continues

reputation and facilities. Spitfire Sam had to attend this meet in his Mini. A skip delivery driver had dumped a skip in front of where his Spitfire is kept, so Sam cannot use his car until the skip is finished with and moved!

For Sunday 22nd September, Julia and Alan sorted a good run for 18 of us to Stokesay Castle, where we toured this wonderful piece of history. The weather was very good to us on the day, which made it really enjoyable. The castle tour was very entertaining, because on paying the entrance fee you were each given a pre-recorded player, which directed you to different parts of the grounds and the buildings, giving commentary on the history of each part of the castle that you were in (or should have been in!) We were pressing buttons all over the place, and receiving commentary on places that we had already been in, but had moved on, and then some that we had not even reached yet, i.e., a description of the cellar when we were in the tower. All good fun. We then all had a really good value for money lunch at the Stokesay Arms pub. A lovely day out, in great company.

Tuesday 24th September saw a large turn-out of our Chester and Wrexham group meet at the Grosvenor Garden Centre for coffee, cakes and some shopping before a sunny drive to the Cholmondeley Arms for lunch, an OFFAL run sorted out by Alison and Pete. We have attended Cholmondeley Castle for shows over the years, but this was our first visit to this venue, which is an old school converted into a restaurant and bar. They hold all sorts of different events, and serve all manner of beers and spirits, plus wines, with a good assortment of meals. Yet again, a really enjoyable day, with the weather being kind to us.

We are very pleased to report that our former A.O., Bob Whiting, is making a good, steady recovery after his operation.

On Saturday 28th September there was a Classic Wings and Wheels weekend at Sleaf Airfield, in aid of the Air Ambulance. We met at Ellesmere at 9.30a.m., then MG Sam and Joan took the lead to Sleaf, with eight cars following, including young Sam in his released Spitfire. We had decided that morning to take both our Stag and Spitfire. We arrived at the airfield, the first job being to erect the gazebo and put the flags flying. A short while later another three of our Chester and Wrexham group arrived. There were several more classic and vintage cars on show, and a military display. The approach to the airfield was very busy, as just through the security gate there were many hundreds of bikers holding an Oddball rally, camping over to make a complete weekend of it. Various air displays took place all day, and aerobatic flights for those who wanted to tumble about the sky! We even had one of the air ambulances land. The cafe was very busy all day, but the quality of meals remained first class. Spitfire Sam was lucky enough to have a sit in an aircraft in one of the hangars, but has declared that he cannot possibly take on any more expensive hobbies!



Late afternoon the gazebo and flags were packed away, and we all made our way home. Sunday 29th was the Walled Towns Run and show. Unfortunately we were unable to attend, but reports say it was thoroughly enjoyable, with a good route.



Don't forget our meetings are held at the **Plough Inn, Gresford, at**

reputation and facilities. Spitfire Sam had to attend this meet in his Mini. A skip delivery driver had dumped a skip in front of where his Spitfire is kept, so Sam cannot use his car until the skip is finished with and moved!

- Forthcoming events:-**
- 3rd November:- Sports & Vintage Car Meet at The Cholmondeley Arms, 10.30a.m.**
- 5th November:- Monthly meeting at the Plough Inn, Gresford.**
- 15th-17th November:- Classic Motor Show, N.E.C. Birmingham.**
- 26th November:- OFFAL.**
- 29th November:- Christmas Party at the Carden Park Hotel.**

SOUTH WALES Tel. 02920 315260
 www.triumphwales.moonfruit.com
 e-mail: gwyndjevans@dolomite1300.plus.com

S. WALES AREA MEETING VENUE & DAY CHANGE
 Please note that our monthly meeting day and venue have changed to –
The Unicorn Inn Pontprennau Cardiff CF3 6YA and will take place on the last Tuesday of each month starting Tuesday 29th October.

MERTHYR COACH & BUS SHOW SEPTEMBER 8th
 As Jack's Toledo was booked in for a MOT on the Tuesday I decided to take it to the show to give it a run, so I met Paul & Barb G (TR6) and Young Eddie & Mo (13/60 Saloon) at Cardiff Gate services. Our small convoy then drove to the next rendezvous at Nantgarw where we met Action man, The Hammer Dyer & Mal (13/60 Convertible), Paul W. (Spit 1500) Steve W. (Vit 2L Convertible) and Mikey J. (GT6). Paul, Steve & Mikey J had all made the effort to drive a distance out of their way so that we could enter the show as a club, the effort was appreciated lads!



At the allotted time we left Nantgarw for the short drive to Merthyr, meeting Tim (Spit 1500) & Gwyn (Dolly) as arranged en route. On arrival at the venue we were marshalled into a prime area befitting the TSSC and a team effort soon saw the cooker and area banners assembled. The cooker was busy all day providing tea and coffee. Mo had brought a big container of pasties and later on in the day a big container of Welsh cakes appeared (also I believe supplied by Mo, excuse me if I am mistaken). I have to say that I was pleasantly surprised by the choice of places to eat that surrounded the parking area, there was a Subway, McDonalds, Harvester and a Frankie & Benny's as well as a very reasonably price cafeteria in the leisure centre itself. Some of the members took advantage of the bus trips available to various locations while the rest of us were content to stand around and amuse ourselves. We were happy that Babs was able to join us later on in the afternoon. Despite the forecast of prolonged and heavy rain we only incurred one shower of significance which lasted about 20 minutes.

All in all it was a very good day out and I once again enjoyed the company of a great bunch of people. We left as a club at the end of the show with the various cars leaving the convoy at various points for their homes and I'm sure that those who attended would agree that what we had in numbers was more than surpassed by the quality of those who attended.

PEMBROKESHIRE ROAD RUN SEPTEMBER 1st
 Jack and I arrived at Cardiff Gate at 6am in our TR4A to find Graham (GT6), John & Mike Partridge (Acclaim) & Paul & Neil Watson (Spit 1500) waiting for us. Mike TC (Spit MKIV) arrived just as the departure time arrived and we set off Westwards along the M4 to the second rendezvous point at junction 35. On arrival we found Rob & Pete (Vit 6 convertible) and Action man, The Hammer & Mal (13/60 convertible) waiting. After a quick coffee the 7 cars travelled westwards to Pont Abraham Services where we met

SOUTH WALES . . . WESSEX



TSSC AREA NEWS

Tim, Gwyn & Babs (Dolly) and then continued to our 4th rendezvous point at Penblewin Truck stop for a natural break and where Mark (Frogeye) was waiting. At the allotted time the 9 cars headed for the start line (all soft & Surrey tops down in the glorious sunshine) at the Pembrokeshire County Showground where we met up with area superhero Johnny Breakfast and wife Annalie (Spit 1500) and Phil & Hannah Newman (Spit Mk3).

After we had been lined up by the marshal's Rob assembled our cooker and stand and we were soon enjoying a few teas or coffee's before the run began. There were about 400 cars taking part and we had plenty of time to have a good look at them and catch up with old acquaintances. Most of our group of 11 cars managed to stay together on the run through the beautiful Pembrokeshire countryside, along coast roads and through Solva & St Davids with the people of Pembrokeshire out on their doorsteps or having BBQ's or picnics along the route to cheer the cars on, it really is a well supported event and one that I thoroughly recommend. We stopped for lunch at the Shire horse farm with 95% of the other entrants and once more Rob supplied the hot drinks while we ate our various packed lunches. As a group we then decided that as the day was so nice and sunny we would depart from the run a few miles before the end and travel the A & B roads through Carmarthenshire and then on through the Brecon Beacons. We said goodbye to Phil, Hannah & Mark as they would be turning off for their homes in West Wales before our next stop in Llandovery. Tim took pole position and with Gwyn navigating we took a very scenic route to Llandovery where we stopped for hot drinks and a slice of Mike The Cake's creation of the day. A few miles after Llandovery we stopped for fuel (my TR4A returning 36 MPG! those fuel magnets are fantastic) and said our goodbyes as people would be turning off for their homes on the final leg of our journey, first to go were John & Mike, then Paul & Neil. Next it was the Dolly, followed shortly afterwards by the GT6 and Spit 1500. Then it was the 13/60 convertible with the Vit6 shortly afterwards. Mike TC followed my TR4A to the M4 and the last 5 miles of the run.



A fantastic day out in great company with the lovely weather making it even better, this run has been a favourite of mine for many years, and it proved to be again for 2013, but, another event has run a very close second, the Carmarthenshire run which is held in May takes place over a more scenic route on many minor roads with picturesque picnic areas and seems more "intimate" as there are usually only about 200 entrants.

Thanks to all those from TSSC S. Wales who took part covering nearly 300 miles, what we had in numbers was more than surpassed by the quality, I did not think that the day could get any better, but on my return home I watched the recording of the North London derby, One Nil to The ARSENAL! Best day of 2013!

TREDEGAR HOUSE SHOW September 15th

Well, after a complaint from a neighbour who didn't appreciate the beautiful and serene sound of multiple Triumph engines at 7am in the morning (we'll meet earlier next time) we loaded our cars very quietly!!!! and left my house to drive to the meeting point. Bern & Ant (Toledo), Mike The Cake (Spit MkIV), Rob & Pete (Vit 6 Conv), Mark (Frogeye), Action man, The Hammer & Mal (13/60 Conv) & Young Eddie and even Younger Mo (13/60 Sal).

At Cardiff Gate Services we met Paul & Barb G (TR6) and at the allotted time we left for Tredegar House (about 4 miles away). When we arrived there we met up with Mikey J (GT6), Paul W (Spit1500), Steve W (Vit Conv), Howard & Carol (Lomax & modern), 2 lads whose names have slipped my memory, sorry! (Spit 1500), Terry (Vit Conv), Mike The Bass & Sandra (Spit Mk3), Stuart (13/60 Sal), Alison, Mark, Ken, Marryl, Steve & Chris (13/60 Est & Herald 1200). So a fantastic turnout, 30 members and 17 club cars on a day when the weather forecast was abysmal.

We soon had our area regalia erected and here of the day Rob kept

us all full of food and drink, thanks Rob, very much appreciated by all! Also thanks to Mikey J who donated more insulation tape and tie wraps to supplement our dwindling area stock which we use for our flag banners etc.



The show organisers then came and had a moan about the high number of TSSC S. Wales entrants this year, they are used to 12 cars entering and only 8 turning up on the day, this year 19 had entered and 17 turned up, but the organisers had wrongly estimated the strength of our growing area and had allocated us a smaller area (their mistake, as we diplomatically pointed out), however, the Stag owners were next to us and only 4 of their 15 cars turned up so we "borrowed" some of their space.

The show was up to its usual high standard with a great variety of cars/lorries and military displays. The auto jumble was not quite as big as previous years, but hadn't declined as much as many of the other shows have in the last twelve months. We had a celebration in the afternoon to honour Stephen The Hammer's birthday and Mike The Cake had baked a birthday cake with The Hammer's name in icing, also a chocolate sponge and a marmite cake for Action man (which we all took great pleasure at watching him eat!). Mo had brought another large batch of her pasties and by the end of the day everybody had had more than their fill of the food on offer.

Early afternoon the predicted rain started falling and we huddled together under our gazebos and watched the other clubs and entrants packing up and leaving in dribs and drabs, a shame because the public pay a high entrance fee for this show and deserve to have the cars on site until the allocated leaving time. Alison, Mark, Ken, Marryl, Steve & Chris had to leave the show area mid afternoon as one of their cars had suffered a brake failure on the journey from West Wales and they had to meet the recovery truck in the public car park, we hope you got home safely and at a reasonable time. The rest of us stayed until the end and everybody pitched in packing the Area equipment and regalia away. We left in convoy in the pouring rain with the various cars leaving the convoy at their various departure points.

Another great day out with the S. Wales TSSC and once again, what we had in numbers was more than surpassed by the quality of those who attended.

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Just a short report this month. The deadline for submission has caught up with me!

Just to echo last month's announcement regarding our monthly meetings. Now the Summer is over we have regularised our meeting venue. We are meeting at the Avon Causeway for the foreseeable future. So our meetings are now:- **Avon Causeway Hotel Last Thursday of the Month 8.00 pm onwards**

Things really have gone by quickly this year and I now find myself announcing our intentions for the forthcoming Christmas festivities! We decided last month to hold our area's **Christmas dinner** at our meeting venue - the **Avon Causeway Hotel**. It will be on **Saturday 7th December 7.30 for 8.00 pm**. If you have not already booked and would like to come please let me know and I will give you details of the cost per head and also the menu choices.

Must rush now - its gone midnight and I have an early start in the morning.

Hope to see you at the meetings!

Trevor



WEST MIDLANDS WIRRAL . . . WEST YORKS

TSSC AREA NEWS

WEST MIDLANDS Tel. 07969 024999

The nights are drawing in fast and the months seem to be streaming away. Soon it will be Christmas, the season of good will to all men, and women (Barr Humbug).

That was a subject I brought up at our meeting on Tuesday 1st October 2013, asking those attending for inspiration, a venue for our Christmas Party. For the last two years we have visited the China House Restaurant in Stockland Green. It's time for a change and any way the China House has closed down so that makes the matter even more simple. I would like folks to nominate a restaurant that's handy for all our members with people spread across the length and width of the West Midlands. Obviously we need somewhere with enough room to cater for about 40 people and parking for at least 20 cars. Come on folks put your thinking caps on and let me know.

Our next meeting is on **Tuesday 5th November 2013** and I would ask that all our regular members try and make the meeting as its our unofficial **Annual General Meeting** where we are able to discuss the future of the club and in particular the West Midlands Area. As you are aware I intend to take some time during 2014 in travelling to the colonies to seem my daughter and grandchildren in Australia. I also wish to visit old friends in the United States so I am hoping that someone in the club is willing to step in and fill the breach to enable me to take some time off my area organiser duties. Ideally I would like someone to take over the post and I will act as deputy. This and other matters of interest need to be discussed in open forum on the **5th November**.

By the time you read this report we will have met on Tuesday 15th October 2013 for our fish and chip night at Chamberlains Restaurant on the Wolverhampton Road, near the junction with Hagley Road. 36 members are at the moment booked in the that evening so it looks like a good time will be had by one and all.

I think everyone will agree that the year 2013 has been a good year for classic car owners. There has been a more than reasonable amount of sunshine and unlike last year due to copious amounts of rain, we were able to attend a good number of functions. Lets hope that 2014 is as good as 2013 and we can look forward to showing off our classics to even more people.

Wrap your cars up warm for the winter. Don't forget to check that antifreeze level..
Cheers.

Roger

WIRRAL Tel. 0151 339 4150

Here we go again folks. They say the older you get the quicker the time goes happening in the Wirral Area over the last couple of months.

I returned from a holiday in Devon on August 9th and on Sunday 11th went to a show held in the car park of "Vauxhall Motors" in Ellesmere Port organised by the North Cheshire Classic Car Club. This used to be held at "Foxes Riding Stables" on the Wirral but in inclement weather we got bogged down, all right for horses but not for horse power. Although overcast it stayed dry all day and about two hundred cars attended the show which proved very successful.

This year I was unable to attend Stafford as I no longer Tow the caravan and neither of our two sons were available to pitch a tent for us. Bettine does not fancy sleeping in a tent anyway, a sign of advancing years. Obviously been spoilt over the years in a caravan. The first time I missed Stafford since 1993. Must try harder next year. Congratulations to Paul Griffies, one of our very own for collecting yet another trophy with his immaculate "TR".

On Sunday 25th August we managed to muster seven cars with twelve occupants for a run into North Wales and an excellent lunch at "The Grouse" pub in Carrog.

Dave managed to plot a route over hills with a 30% gradient but my "Spitfire" took them in its stride albeit with an ever climbing temperature gauge and we all got home safely.

Sunday 1st September saw twelve of our cars and twenty one members encamped under our brand new "Coleman" awning at Cholmondeley Castle for their Autumn show. The Spring event was cancelled in May due to extended rainy season. This time a good day was had by all and it remained sunny all day.

On Saturday 7th September I attended a get together at the of North Wales fame, one Derek Binning's farm (Pen-y-Coed) situated out in the wilds amid the hills of North Wales. He provided excellent pizza cooked by his own fair hand in a very old wood fired bakers oven. Air rifle target shooting was amongst the fun and games provided. Thanks very much Derek and I'm glad I made the journey to represent Wirral all on my own.

Sunday 15th September despite a horrible forecast which turned out not quite so bad as predicted twenty one of us in twelve cars attended Royden Park on the Wirral at the invitation of the "Wirral Model Engineering & Railway Club". They laid on an excellent buffet lunch for us consumed in their workshop amidst the power tools and all the other paraphernalia of an engineering workshop and gave us rides on the model railway and an insight into their hobby. A very dedicated body of enthusiastic railway buffs. It made a change from cars. Many thanks to Andy Postlethwaite for arranging this day out and to his Mum for keeping us supplied with endless cups of tea and coffee.

No doubt when Andy Todd goes into print in December he will report on our final run of the year in October. The usual format, a run round and a pub lunch. That's it for November folks, so wrap up warm in the Winter Woolies and I will be back again in the new year, January 2014. As I said at the start, how time flies.
Cheers

Ray

WEST YORKS Tel. 01484 541185 www.tssc.org.uk/westyorks

West Yorkshire has been a busy Area since my last report. Our visit to Standedge Heritage Tunnel was a great success. Well attended, in the beautiful setting of Marsden village, it was a lovely early autumn day and a very interesting trip into what is a magnificent engineering feat.

Our meeting similarly was very well attended; the smell of Pie and Peas can attract a Yorkshire man for miles around. The pub did a grand job of the Pie and Peas which appeared to be enjoyed by everyone who took part. Big thank you to Jeff and Janet who kindly did the quiz, it certainly got some perplexed expressions.

We are planning a further **Sunday lunch time meeting on the 24th November, this time at the Black Smiths Arms, Grange Moor between Huddersfield and Wakefield (WF4 4DS)**. More details to follow re the time and to get the numbers attending at **November's meeting**.

I'm very glad to say, ideas seem to be percolating with regards to the West Yorkshire Area event next year. It's hard to believe but it will be the 25th event, so we're trying to organise something special, more details to follow, we have a planning team and we have a plan!

At our November meeting I'm planning a bit of a film night, not going to say any more but it should raise a laugh or two, hope to see as many of you there as possible.

Regards,

Victor

IMPORTANT NOTE
E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

Derwent Valley's

New Year Run 2014 Sunday 5th January 2014



The date is set – place it in your diary now!

More details of the 2014 New Year Run will be available in December's Courier and on the Derwent Valley Website.

----- ooOoo -----

Derwent Valley's

PEAK RUN 2014 SUNDAY 22ND JUNE 2014

The date is set – place it in your diary now!



Details of the 26th Peak Run will be published in future editions of the Courier and on the Derwent Valley website in December 2013.

The usual Camping and Entertainment will be available from 19th to 23rd June 2014.

www.derwentvalley-tssc.org.uk



Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies, and some liquid refreshments from the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for those of you who are not driving.

This Christmas Open Day is going to be one to remember.

There will be fun and games for all the family including a **FREE** raffle. There will also be a prize for the best Triumph on the day.

You will be able to meet some of the Directors & Staff of The TSSC and Bernie will also be manning his infamous workshop "**Bizarre Bargains**" Stall.

The Club Shop will be offering 10% Discount over the Counter and for **Phone orders on this day** plus Free Postage (UK Only) Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as December offers.

Saturday 7th December 10.00 am to 4.30 pm

Don't miss out this year!!

Tel 01858 434424 www.tssc.org.uk