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Triumph Sports Six Club

The Courier 425

NOVEMBER 2015



November 2015

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The Official Monthly Magazine of
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 No.425 VOI 37. NOVEMBER 2015
 Price £3.50 Free to Club Members.

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David Embery, Chris Gunby,

Derek Holman, Simon Morgan, Jane Rowley,

Victor Thompson, Vivien Thompson.

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Mike Crewes. Dave Glead. John & Pam Griffiths.

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Bill & Jo Sunderland. Brian Spencer

Frank Spencer. 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.

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COVER COUPÉ

PICTURE BY

JERRY WOODWARD

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T.S.S.C. Events Calendar

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CoMment

Winter Blues?

I don't think so!

BY SIMON MORGAN
COUNCIL OF MANAGEMENT

By the time you read this, we will have had the first ground frosts, the clocks will have gone back and most of you will have tucked you pride and joy up for the winter months. However, that doesn't mean that the fun has to end just yet. We have the hugely popular Lancaster Insurance Classic Motor Show at the NEC. Discounted entry is available on the necclassicmotorshow.com website by quoting **CSCMS15** at checkout. We will have the usual TSSC Club Shop presenting your chance to browse our fabulous NEW TSSC Clothing Range with more styles, more colours and more clothing designed to fit the ladies. Do come along and see us between **Friday 13th and Sunday 15th November in Hall 3, stand 585**. We might even have biscuits!

Turning to next year, and it will be here sooner than you think, we have another special Anniversary coming up. July 2016 sees the 50th year since production began of the GT6. These cars have a special place in my automotive heart; I had a Mk3 on my 21st Birthday back in May 1980. Red (of course), Webasto roof, Wolfrace wheels, Grand Prix S tyres. It was the business. Well, I thought so! On a personal note, if any of you have any information as to the whereabouts of **KXC 78L** I'd be very appreciative. It shows as being still alive but DVLA wouldn't help when I wrote to them with the full story. Anyway, for those of you lucky enough to have one now, we already have plans in place for celebrating this iconic and now sought after and therefore quite valuable vehicles which enjoyed a total production run of some 40,926 examples.

Now, I don't want to appear to be wishing the Winter months away, but I'm already looking



forward to Spring next year when we'll be dusting off and recommissioning our old girls, rust buckets, money pits, marriage busters, liabilities, POS or whatever other endearing names you have for or call your car from time to time. 2016 promises to be a truly memorable year for our Club with such fantastic events as the all new **TriumFest UK 2016** which will be a huge event. More on that soon. In addition we have the **Laon Historique 25th anniversary** (13th-16th May) and **Classic LeMans** (8th-10th July). Visit the website or call HQ on 01858 434424 for details and booking forms to be assured of a golden opportunity to -

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NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Honorary Members 2015

I am pleased to announce that the Council of Management have decided to make three new Honorary TSSC members.

Brian Spencer

Starting work at Standard Triumph gave Brian the opportunity to be one of the four apprentices that built the Herald, Live on stage at the 1959 Earls Court Motor Show in just four minutes (Courier article to follow) after which this specially adapted car was driven around Europe.

A life long enthusiast thank you for all you have done for the Triumph marque and the TSSC.

Chris Allen

A true Triumph enthusiast and a long term member of the TSSC, Dinky Concours organiser at the International at Stafford for years as well as an Area Organiser for the West Midlands .

A big thank you for all you have done and given to the club over the years.

Mike Crewes

A true stalwart of the TSSC with his Cop Shop monthly Courier articles lasting for years, a long term Council member and also being Club manager before moving down to Cornwall (it's a long way you know).

Thanks for all you have done for our Club

Chris Gunby
TSSC Chairman

Free Ticket Winners to Lancaster Insurance Classic Motor Show

Lancaster Insurance Offered **2 Pairs of Free Tickets** to this years Classic Motor Show at the NEC Taking place at the Birmingham NEC on **13th - 15th November 2015**, this year's theme will be celebrating one of the most overheard phrases at the show, **'She's a Beauty!'**

And the Winners Are?...
The First 2 members who emailed the answer to the Editor were:

Martin Campbell and Helen Jackman.

The question: "Which Triumph model did THIS Beauty adorn?"

Answer: The Triumph Gloria.



Auction Notice

It's Triumphs galore at **Classics Central!** Three beautiful Triumphs are up for sale as part of Classic Central's upcoming Auction on **Sunday 8th November**. Come on over to the **Bedford Autodrome** for your chance to own a 1982 TR7, a 1976 Stag or a 1978 Spitfire.

Classics Central is a new auction house specialising in classic cars. The indoor venue boasts plentiful parking and fantastic catering, only 70 miles from Birmingham, London, Leicester and Oxford. Entrance is free to those with a catalogue or £10 on the door.

Interested? For more details or for your complementary catalogue, call on:

0800 122 3335, send an email to cars@classicscentral.co.uk or visit the website www.classicscentral.co.uk.



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NOVEMBER - OPEN AS USUAL

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DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

HQ Closed for Christmas Break

Closed 24 DEC 2015 to 4th JAN 2016

The Club Shop will be attending the following Show
Lancaster Insurance Classic Motor Show
NEC Birmingham - Friday 13th to Sun 15th November

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

TSSC HQ
XMAS Open Day 2015

Sunday Dec 6th 2015 - 10am to 4.30pm

Council of Management Meetings

NEXT MEETING - NOVEMBER 29TH 2015

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: **Ben Broadbent**
TSSC General Secretary, 28 Forshaw Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
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

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SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Steve Payne



Strap Drives

Last month I received a couple of interesting questions from club members, and thought they were worth sharing, this month I thought I would publish Angela's question regarding strap drives on the MKIV Spitfire;

Strap Drive

"I have just had to replace my prop shaft straps for the 2nd time in about 4 years. They had twisted and broken (not corroded). Is this likely to be inferior parts or should I be worried about some other underlying problem that may have caused the twisting and breaking of the straps."

During the life of the Spitfire, Triumph allegedly introduced 23 different types of prop shaft: Strap Type such as Angela's, *Photograph 1*, *Photograph 2* Sliding Spline, and Constant Velocity (CV) joint, *Photograph 3*, to name but a few variants.

Strap drive prop shafts, like the one shown in *Photograph 1*, were fitted to the MKIV Spitfire. The schematic, *Figure 1* illustrates the straps, labelled here as **D110SPT**.

The strap joint works on the same principal as various 'flex' couplings, or doughnut type joints. They are used where the 'components' being coupled are expected to move only small amounts, such as gearbox to chassis mounted differential cases. That way a



Photo 1.



Photo 2.



Photo 3.

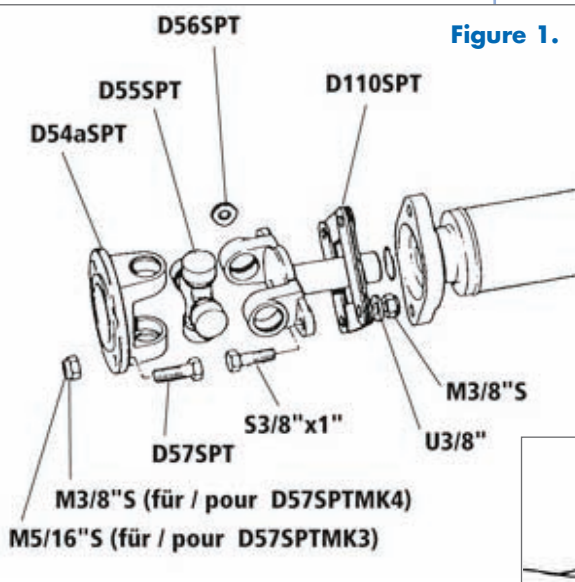


Figure 1.

fixed centre shaft can allow for a small amount of axial displacement with very low angle changes. Mostly taking up small angular misalignment that does not change (except for vibration) and small axial plunge. BUT this method does require a centering shaft and bearing or bush, it also limits the axial displacement and the straps suffer from high fatigue due to continual bending. The centre bearing on the schematic in [Figure 1](#) is not labelled, but can be seen passing through the centre of the straps.

The prop shaft should be checked to see if any of the straps are broken and for wear in the centering shaft which fits into the prop shaft

end. If the centering shaft is worn the prop shaft will not balance on the car even if it has been balanced on a machine. A worn centering shaft will cause vibration and fatigue in the straps which will eventually lead to the straps failing.

Remove the shaft from the vehicle, I would use a 'paint pen' to mark where the UJ's were bolted to the gearbox and the differential flange originally (it shouldn't make any difference when it is re-assembled but I think it's a good habit to get into when dismantling anything of this nature). Once the prop shaft is removed and on the bench it is easier to check for wear/movement at the UJ. Hold the prop shaft tightly by hand or in a vice with 'soft grips' and rotate the UJ clockwise (CW) and Anti-Clockwise (ACW) whilst also articulating it at various angles, there should be no 'free' play and it should not feel stiff or 'clunky'. Inspect the circlip and inner seals of the UJ for damage and any grease escaping.

If you suspect there is anything wrong remove the retaining circlips,

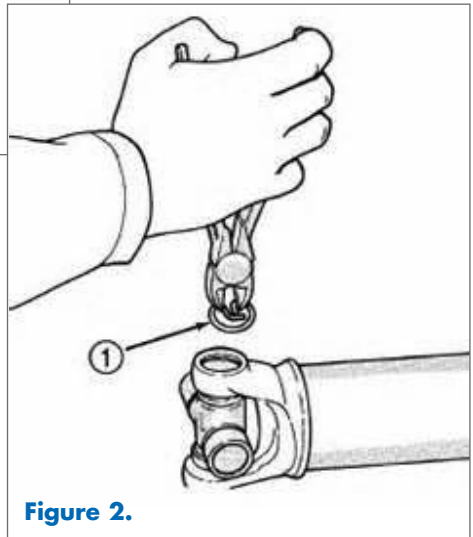


Figure 2.

[Figure 2](#), and press out the endcaps and remove the UJ. [Photograph 4](#).



Photo 4.

Find a suitable sized socket to 'press' (or if needs be hammer) out the bearing cases.

Removing the end cap is the tricky bit, you will have to support the prop shaft and UJ so that you can press the cap down through the yolk, at the same time this will push the opposite cap out. The cap may only partly appear and you may need to 'help' it out with a good pair of mole grips (use soft jaws or 'gaffer' tape to prevent damaging the cap).

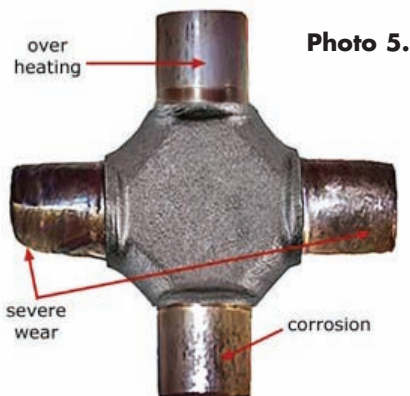


Photo 5.

Once one side is out flip the prop shaft and remove the other end cap in a similar fashion. Examine the UJ for the following; **Photo 5.**

Check the needle rollers for discolouration and damage, if they look OK re-pack with grease and re-assemble. However, to be honest, if you have gone this far just replace the UJ's with new ones, they're not that expensive and you'll regret not doing it if you don't. (The TSSC Club Shop stocks quality GKN UJ's)

Use a suitable G-Clamp (you may have to modify one) **Photo 6**, or use a hydraulic press again to refit the new UJ bearing caps and replace the circlips.



Photo 6.

Once the UJ's have been checked/replaced check for wear in the centering shaft. If the centering shaft is worn the prop shaft will not balance on the car even if it balances on the machine. A poorly fitting centering shaft will cause excessive vibration and lead to the straps fatiguing/failing very quickly.

From my initial searches there does not appear to be a replacement part, bearing or 'bush' available to repair or correct this (please tell me if you know different), so unfortunately it's a visit to the local machine shop to see if they would be willing to carry out a repair, if indeed it is repairable. As an ex-toolmaker I think it may be possible to 'turn' the centering shaft down on a lathe and press a new bush into the prop shaft. However this is quite labour intensive and it may be just as well to go straight for a new replacement prop shaft. If you do, buy a brand new one rather than a second hand one so you are confident in what you are getting. It would appear, browsing the usual websites, that the replacement prop shaft offered for the MKIV is now of the sliding spline

type instead of the strap drive.

Please let me know what you find, and if you fix the issue Angela.

In September's edition of the Courier I mentioned I had seen Michael Douglas driving a Spitfire in 'Antman' and asked if anyone knew of any other films that the Spitfire had made an appearance. Thanks to Chris for sending this;

This is probably the best 'incidental' bit of Spitfire on film. Particularly poignant to myself having purchased my second white Spitfire in 1979. -



And in 1994 my car featured in 'Message for Prosperity' it's available on youtube and I have found the 20 seconds!

Chris also sent me his article which appeared in the Courier in July 2010.

Which I will save and maybe

use for a 'rainy day'.

The second question I received was about a problem with Carburettors, which I will discuss next month.

Cheers,

Steve.

Relive late 70's kich - with Townsend Thoresen
www.youtube.com/watch?v=LIM-G7ZOH0c

Apart from EastEnders in the 90's I seem to remember 'Rising Damp' (1977-78) featuring a white Spitfire in a garage that I believe Rigsby was trying to sell for 'a friend'. I could never be

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Welcome to NEW & RETURNING MEMBERS

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



Jane Behan	Bucks
Andrew Dutton	Cambs
Gerald Gardner	Cambs
Phil Renault	Cambs
Alan Brace	Devon
David Brugge	Dorset
Mark & Alison Thomas	Dorset
Terry Downes	Essex
Malcolm White	Glos
Stephen Griffiths	Gwynedd
Ian McConchie	Herts
Azfar Bajwa	Kent
Chris & Catherine Norwood	Kent
Matthew Wylie & Assoc	Lancs
Simon Smith	Leics
Simon Butler	London
John Jackson	Manchester
Shaun Clarke	Northants
Jonathan Glenn	Northants
Michael & Helen Higgins	Notts
Roy Milburn	Notts
Dave Carless	Oxon
Chris Hewitt	Isle Of Skye
James Taylor	Strathclyde
Michael Bowles	Somerset

Dennis Bibby	Suffolk
Philip Bullen	Suffolk
Paul & Pauline Harris	Suffolk
Allan Holden	Suffolk
Stephen & Diana Bromley	Surrey
Freddie Brown	Surrey
Andy Dyer	Surrey
Nick Mottley	Surrey
Jason Myles	Surrey
Ian Strong	Surrey
Robert Couldwell	Sussex W.
Rolan Logue	Sussex W.
Adam Glover	Wilts
Andrew Marshall	Worcs
John Harries Coulman	Yorks Sth
Frank Lawson	Yorks Sth
Gary Catlin	Australia
Rob McBurney	New Zealand
Mark Crawford	USA

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

Feedback from the TSSC Council of Management

Changes to the TSSC Council of Management

by Ben Broadbent
TSSC General Secretary

Over the past few months there have been a large number of changes within the **Council of Management (CoM)**.

Vivien and Victor Thompson have now left CoM as they prepare for their new life in France. So a big, big thank you for the years of service to the Club.

To ensure that CoM is 'Business Decision Making Orientated', we have co-opted two new directors and likewise to improve 'internal communications', we have made two Club roles 'ex-officio' members of CoM.

A big welcome to new Co-Opted Directors/CoM members **Tracey Hawes** who will take the financial lead as Finance Director and **Richard Philpot** who will be involved with the Business/Management aspects of CoM's decision making process.

The alterations to personnel allow further role changes. **David Embery** will take the CoM lead on the TriumFest UK Event. **Chris Gunby** will now be representing the TSSC at the Triumph Forum.

A vital link between CoM and the daily running of the Club will be enhanced with the inclusion of **Bernard Robinson** (TSSC Commercial Manager/Editor) as an ex-officio

member of CoM. This appointment is seen as a vital step in improving communications between CoM and the Club staff.

Likewise, the position of Area Liaison Officer will be ex-officio on CoM. So it's a welcome return to CoM for New ALO **Nigel Hill**, who will now ensure the TSSC Areas have a voice on CoM, again a vital aspect of Club communication and representation.

This re-invigorated team plans to take the Club forward. Chris Gunby recently attended the Triumph Forum. He will report progress in due course; meanwhile, the Triumph scene appears to be getting very co-operative and very exciting. Further details soon.

Some months ago **Pip Flegel and Frank Spencer** stood down as ALO's on CoM, as from December they will also step down as AO's for TSSC Manchester, so again a big big thanks to Pip and Frank for their contribution to the Club and the Manchester Area.

**Take care and Do
More with Your Triumphs**

Ben Broadbent
General Secretary

SPITFIRE I - II - III Register

e-mail. spitfires@cadley.org.

Suzie Singleton



Another Italian Link

As ever I've managed. As you know I have a predilection for finding links with Triumph, Spitfire, Herald and other related names to other alternate things.

Well, earlier this year **Jack McIntyre** sent me a story I was unaware of, but very interested to read and to research a little further as it gives the Triumph Spitfire links to another Italian

I found a better copy of the picture on Ducati's website but a trawl through Google combined with Google's fast (but loose) translation service seems to indicate that Ducati were just the agents for Triumphs imported from Canley in the sixties, from about '62 up until the creation of British Leyland in '68.

Their contribution to the early Spitfire seems to have been limited to two items. First, developing and fitting a new tail light unit with an



beyond its designer Michelotti – **Ducati** the motorbike manufacturers.

"I don't know if you have come across this before, my brother sent me the clipping from 'Motor Cycle News' which suggests that the renowned, Italian motorcycle manufacturer made Triumphs in the '60s. The little picture in the clipping certainly shows a Mk 1 Spitfire along with, what I assume, was the current Ducati of the period.

*alloy base mounting a round, amber flasher lens above and a round, red stop/tail light unit below; then mounted on the rear panel, below and slightly inboard of these units, a round reflector unit. Secondly, the addition of a chrome badge above the Triumph badge at the back reading: **MECCANICA DUCATI BOLOGNA** in a flowing script."*

A bit of research found this Triumph Experience Forum discussion with more infor-



mation on these cars and their unusual rear lights. Without repeating it all here I'll give you a link to see for yourself.

<http://tinyurl.com/qf43evc>

I will however show you the rear light fittings Jack refers to. The forum post explains that



these rear lights came about in order to comply with Italian legislation, there is also mention of Italian regulations requiring an extra rear fog lamp and parking lamps so this is also likely related to the alternative light fittings.

The alert among you may note that the photo of the fitting by itself looks to have a standard rounded lens fitted rather than the flat faced

ones shown in other photos of the units fitted to cars.

Jack also found some other links, some of which, unfortunately no longer work, but I was able to follow most of them up at the time.

*"On this page there is a link to an article where **Giancarlo Cavallini** describes how he recreated the badge:*

<http://tinyurl.com/pttwkmc>"

This page, a history of Ducati, contains the passage below (which I had google translate)

<http://www.autopasion18.com/HISTORIA-DUCATI.htm>

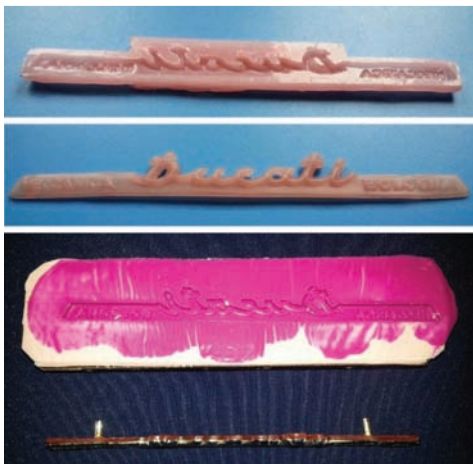
Subcontracts subsistence

*On three occasions Ducati had to resort to the automotive industry to maintain production volume of the factory. The first time, to 1956, when the factory was controlled by the Italian state, the managing director Giuseppe Montano signs an agreement with British Leyland to build Triumph Spitfire and TR4 in Borgo Panigale. These models are distinguished by the inscription "**Ducati Meccanica**" on Triumph logo, but no one knows exactly how many units were produced.*

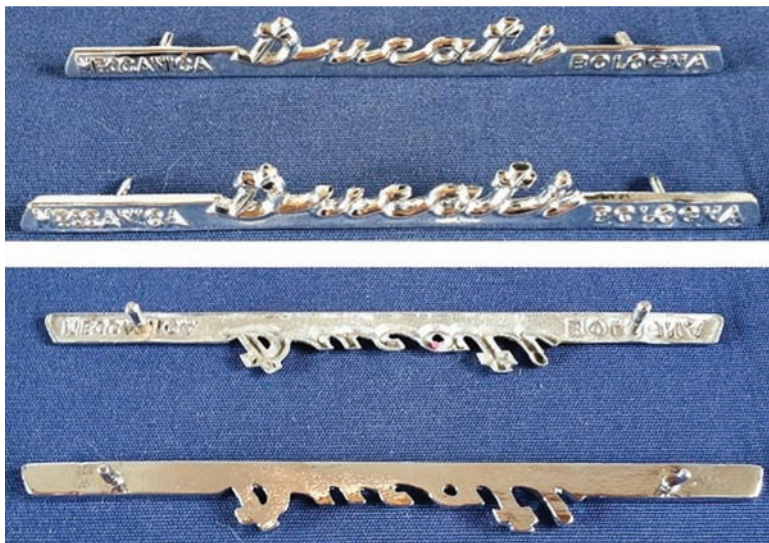
This presumably is where 'Motor Cycle News' and 'Classic Bike' got their item from."

The Giancarlo Cavallini article referred to above goes into some detail but I thought a few images here would give you the gist of how the badge was reproduced with the help of some dental silicone moulding

material, a household oven and some apparently elderly machinery.



The moulding process



Original and reproduction badges compared

I was interested to see the section of the article describing the material Giancarlo used:

"Discarding from the beginning the idea, too complicated and expensive, to build a mould to reproduce it in brass sheet as the original, we moved towards a reproduction in Zama. The Zama identifies a family of zinc alloys (Zamak alloys) whose main elements are

*aluminium, magnesium, antimony and copper: the name **ZAMAK** is in fact composed of the German initials of the elements that make up the league:*

**Z (zinc),
A (Aluminium),
MA (Magnesium),
K (Kupfer - copper).**

I was thinking this was just an alternative name for the material I thought was called mazak. My ever present friend Google helped me to find the explanation of this. According to Wikipedia (which is never wrong – is it!)

"The New Jersey Zinc Company developed zamak alloys in 1929. While zinc alloys are popularly referred to as pot metal or white metal, zamak is held to higher industrial standards. . . . In the early 1930s Morris Ashby in Britain had licensed the New Jersey zamak alloy. The high-purity refluxer zinc was

not available in Britain and so they acquired the right to manufacture the alloy using a locally available electrolytically refined zinc of 99.95% purity. This was given the name Mazak, partly to distinguish it from zamak and partly from the initials of Morris Ashby."

You learn something new every day!

As an aside, besides the Giancarlo article

the 'Triumph in Italy' website (www.triumphinitaly.it) has an excellent collection of manuals, sales brochures and other Triumph related material archived as well as many of the bulletins issued by the factory.

Definitely worth a look through.

Last month I had an email from **Chris Bailey** following up on the previous month's article -

I do enjoy receiving correspondence on my scribblings so please do write to me if anything

catches your eye or brings an odd memory to the fore.

"I read Kevin Peters' description of his Mk3 Spit in your column in the September Courier. The photo of the sling around the rear spring rang a bell. I haven't seen it on a swing-axle Triumph but this kind of thing was available for early swing axle Chevrolet Corvairs and VW

SPLITFIRE I - II - III Register

Beetles. They were sold as "anti-rebound" kits to prevent the rear wheel tucking under as shown in the picture of the Spitfire on page 30 before they each got suspension upgrades.

If I had fitted such a thing to my Mk 2 Spitfire it might have prevented me from turning my Spit over in the mid '80s. Happily I had just fitted my



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hardtop a week earlier so the consequences were not too serious."

I asked Chris if he had any info on his previous Spitfire and he came back with a little box of treasures, too much to squeeze into these pages so look out for this one next month.

And finally, another alternative Spitfire this time from **Graham Roe**. I'm also pleased to have a picture of his MK3 to include here.

Suzie

News Update from the DVLA by Del Holman



The latest news circulated to the club by the FBHVC (Federation of British Historic Vehicle Clubs) from the DVLA contains some news of which some of us need to be aware. **It is relevant to those currently restoring a vehicle.**

Back in 2011, I represented the club at a conference with the DVLA and the FBHVC to discuss matters relating to historic vehicles. (see Courier 372 for June 2011). At that meeting it was clarified that the registration number given to a car is attributed to the chassis of vehicles that had chassis, not to the body or to the entire car. In theory this meant that we lucky people have been able to do what we like to the body; we change GT6 hatchbacks into convertibles, Vitesse saloons into estates, and create kit cars.

These and similar changes were quite legitimate. Other changes were possible provided that the original parts kept, such as engine, drive train, axles, etc satisfied a points system that DVLA used.

The points system is Chassis 5, Suspension 2, Axles 2, Transmission 2, Steering 2, Engine 1, and you had to keep 8 points worth to retain the original registration number attributed to that car chassis instead of being given a dreaded Q plate.

BUT there have recently been cases where the DVLA has had a suspicion that a vehicle has undergone something that is more than a restoration, and has written to the owner to seek clarification and details. The cause of this action is believed to be a case where there was one marque for which several rotten saloon bodies were being removed and

replaced with a purpose made, new, convertible body, individual to each chassis, (with an enormous increase in vehicle value). This rather exceeded the way that the DVLA allowed some members in FBHVC clubs to change their bodies on an original chassis, as we can.

The DVLA has written to owners of such vehicles – but the content is rather too long to report here. The entire article can be read on the FBHVC web-site at:

<http://www.fbhvc.co.uk/members-pages/newsletter-archive/>

Go to Issue 4 for 2015 and look for DVLA **Correcting Registrations.**

Subsequent to the FBHVC becoming involved, the DVLA has given an assurance that there is *"no current intention in the DVLA to send this kind of letter to the keepers of historic vehicles"*.

If you are currently restoring, or having a car restored, and intend to make changes to the car, of the type referred to above, please be aware that the DVLA has this monitoring process high in its priorities. If you get such a letter from the DVLA, please contact me at the Club first so that I can liaise with the FBHVC as to the form that your reply to the DVLA should take.



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We have exclusively booked the campsite & caravan park 'La Chenaie' in Laon with excellent amenities including; good toilet and shower facilities - TSSC bar serving food and drink and a new pool should also be open next year.

Bookings for this event are being handled by Scenic & Continental Car Tours
Book on-line @ www.sceniccartours.com or Tel: 01732 879153 quoting TSSC

e-mail.

herald1360@tssc.org.uk

Phil Willson



A "New" Local Convertible

I was at a recent meeting of my local Greenwich-based car club (The Mean Old Timers Classic Car and Motorcycle Club) when the car shown in [Photo 1](#) showed up. It has belonged to the same lady owner since new and has covered just 65,000 miles.

It only recently passed to her nephew in exchange for cash – he originally thought she was giving it to him! It's in completely original condition apart from the fitting of two new front wings. Otherwise it has only been serviced and repaired as necessary. Just beautiful. It just needs a bit of tlc to clean up the interior and the engine compartment and possibly a new carpet set – unless the original set can be re-dyed as the black has bleached to brown in places.

At another meeting of the same club, when we exhibited at the Tall Ships event at Woolwich Arsenal, I was parked next to a gorgeous XK120 ([Photo 2](#)).



Pic 1. The "Mean Old Timers" meet

My offer of the £15 cash I had on me was politely refused. I can't think why.



Photo 2.

We were also joined at Woolwich by the lovely Mk3 Spitfire shown in [Photo 3](#). Neither of the owners, Herald or Spitfire, are TSSC



Photo 3.

members, but I'm trying to persuade them.

13/60 Saloon Trim

Having only had a Herald saloon for a brief period in the 90s, I hadn't previously noticed that there should be strips of shiny trim under the rear and rear-side windows. My Vitesse, which should be identical in this respect, was completely devoid of such niceties. Time to leap into action!

The trim used is identical to the one that surrounds the windscreen and is quite easy to fit. However, being an old car, it had complications. In this case it was that the side window rubbers were fairly well perished ([Photo 4](#)) and



Photo 4.

so these had to be replaced first. These, and the trim, are available from all the usual culprits

such as [Rarebits](#), [4 Classics](#), [Canleys](#) and [Rimmers](#). I didn't have to buy any of the trim as I already had a good length of it in stock. The rear window rubber ([Photo 5](#)) was OK and had probably already been replaced at some point.

Fitting is really just a matter of pushing the trim into the slot although a lubricant will help considerably. You can use



Photo 5.



Photo 6.

washing up liquid or a proper rubber lubricant such as shown in [Photo 6](#).

I have used this stuff for over 40 years when I knew it as **HELLERINE** fluid (which can be Googled to find

suppliers) – it was used to lubricate the rubber sleeves that we used back then to put over the



Photo 7.

heatshrink sleeving which is much less messy to use! The fluid is perfect for fitting windows etc. and evaporates once the job is finished.

I fitted the trim at one end, pushing it in gradually but firmly and finally cut it to length. To make a neat end when cutting the trim, I used a pair of sharp sidecutters firstly to cut the back (Photo 7) and then the front (Photo 8).

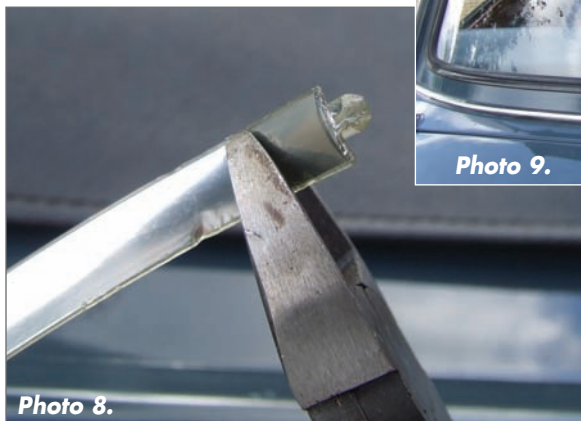


Photo 8.



Photo 9.

Doing it in this order will give you the neatest cut. The finished job is shown in Photos 9 and 10.

Now that the show season is more or less over I am planning some work to our Estate car, which we have now owned for over 30 years having been bought for a mere £400 on 10th

ends of cables to keep them from fraying. These, of course, have now been replaced by

September 1985.

Phil



Photo 9.



e-mail.

herald@tssc.org.uk

Colin Lindsay



On the Road....

I've never felt my age more than recently, now that my sole offspring has become the legal age to drive; not only does this mean she's seventeen and the years have flown by, but it also means I daily take my life in my hands and go out on the open road with nothing but hope and a handbrake between me and eternity. However, she's spreading her wings, so when it came to her first car I needed something that was good value, looked stylish, and was inexpensive to run.

No it's not a Herald, but a simple little Peugeot 107, although there are similarities – a single dashboard clock, good all round visibility, cheap to run and easy to maintain. If you read what the critics say - they're cheap, basic, noisy, underpowered and unstable at speed, it's an uncanny rerun of the early Herald roadtests. From my point of view they're a dream to work on, amazingly cheap to maintain and run, surprisingly spacious inside, and two spanners and a screwdriver would probably dismantle the entire car. Just like a Herald!

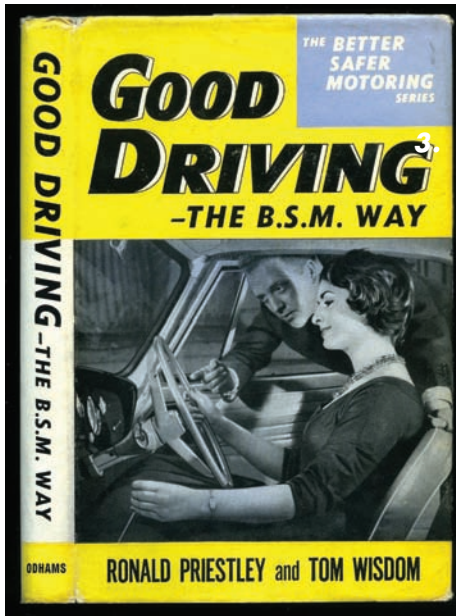
It's not surprising that the Herald was the choice of Driving Schools all over the UK back in the 1960s. You're probably familiar with the model Driving School Herald, complete with L plates and BSM badges. The BSM was founded in 1910 with the



motto *"Teaching Great Britain to drive"* and their logo used to show mainland UK as a driver behind the wheel with Scotland as the head and Cornwall



presumably resting somewhere around the accelerator pedal. This means he's actually sitting on Dover. I'm feeling a bit left out here; perhaps we could add Northern Ireland as a little air freshener hanging from the rear-view mirror? Even their book **"Good**



"Driving - the BSM Way" features a Herald on the cover. The 1962 BSM Herald



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25-ft. turning circle L-drivers in the Herald park with the aplomb of veteran motorists. Because the Herald will almost move sideways into a space a little bigger than its own.

Height Watching it, you'd swear the Triumph Herald was running on crutches.

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advert claims 13/14ths all-round visibility, and a 25 foot turning circle. The body shape of the Herald also made things easier for the novice driver: the rear fins, and the protruding headlamp cowls, indicated the extremities of the body when reversing against a wall or turning beside other vehicles.

According to one Herald driver, the trick when reversing during your test was to keep the rear fin in line with the kerb that you could see over the bootlid; this way you followed a perfect line around the corner. However: despite the amazing turning circle pupils were still expected to do a forward / reverse three point turn, even though it wasn't often necessary...

BSM are now owned by the RAC, which just happens to be the same worthy enterprise I used to work for back in the 1980s, when I drove a Mini van with sliding windows...

I also found a photo of **Charles Winwood of Winwood School of Motoring** – originally founded in Warwickshire but based



these days in Northampton - standing beside his Triumph Herald, proudly displaying L plates, RAC & AA badges too!

His website claims: *"there were no dual controls in those days so Instructors needed to be brave as well as patient."* Not strictly correct: dual controls may not have been common, but they certainly existed, and the following photos shows a set made for a Herald. The pedal shape should be familiar to any Herald owner and would look very smart



with a set of rubber pads. These would have bolted to the bulkhead with the connecting rods running across behind the lower dashboard



and saved many a panicked grab for the Jesus handle. It isn't clear how they attached to the existing driver's pedals; perhaps there are missing brackets or clamps. An unusual piece of motoring history all the same.

In researching cars, I found that the website **"First Car.co.uk"** lists the Herald as the best first classic car for a new driver, but while it makes a great deal about the light controls and all-round visibility, it doesn't mention Insurance. I insured Rachel's car in her own name and the price quoted was more than the cost of the car; in fact it was more than many of the cars I've ever owned and ten times what I paid for my own first insurance.

Sadly there are a lot of barrack-room lawyers about who will tell you what they used to do to find cheap Insurance – in many cases, many years ago – plus the various cheats and dodges they use, but the sad fact is that the

Insurance Company sets the terms and conditions and these are black and white; there is no room for manoeuvre or compromise especially after a collision. It's interesting to note that the only place you'll find a collision referred to as an 'accident' is on the television, where the lovely warm cuddly companies vie for your business and seem to say that when cars collide, it's nobody's fault really and you can all drive away happily in a brand new motor within twenty-four hours. In reality it's a collision and if it's your fault you can wave goodbye to loads of cash or your licence for the next few years at least. Where's Winston Wolf when you need him, eh?

RoSPA chief executive **Tom Mullarkey** says: *"Far too many young lives are being lost on our roads each year, so it is imperative that we take a more radical approach in order to reduce the number of casualties."* Amongst other things this means higher premiums and possibly limited mileage or a night-time curfew.

Consequently Rachel is not allowed to drive any of my Triumphs until she's at least 25, even on her own policy; not without serious expenditure at least, plus I'm not sure she

really wants to. An excellent four-speed heater, good comfortable seats, a CD player, door



mirrors and a hatch-back. Young 'uns these days are spoiled. I might just stick a Triumph badge on her 107 and she can pretend... can you buy wood-effect vinyl wrap for the dashboard?

Wish me luck!!

Colin

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GT6 Mk I - II - III Register



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Andy Cook

Rear Driveshafts Pt. 2

Following on from last month's article, this month we look at some of the alternatives to Rotoflex coupling suspension for the MK2 and early MK3 Models. There are a few variations, some are bolt on conversions, some require some machining.

To start with is one of the older solutions which is to replace the Rotoflex Drive shaft assembly with a set up using two UJs and a sliding joint. This is actually a pretty conventional set up for independent rear suspension and is used on the larger Triumphs, the 2000, 2.5 Saloon range and Stags.

I've seen two versions of the modification. One is something that **Kingston Sportscars (Tony Lyndsay-Dean)** had developed back in the day. The other is one that longstanding TSSC member **Leon Guyot** had fitted to his Vitesse and was made and supplied by **Steve Phillips** (who used to be a partner in Triumph specialists "**Stecol Engineering**" back in the day. This version involved a specially shortened 2000 saloon type drive shaft. I suspect that there would have also been a special splined section manufactured/modified at the outer end to suit the GT6/Vitesse bearing and hub which I think would be different to the Saloon. I don't know of anyone selling an equivalent of these nowadays but if you were adept in the machine shop I guess this is something



Picture 1 Leon Guyot's UJ/Sliding joint rear driveshaft set up on his Vitesse, note also the rather nice alloy bottom wishbone!

you could knock up. Advantage with this set up is that it is simple in concept and right for cars of the period. The big saloon and Stags do sometimes suffer from issues with the sliding joint snagging though causing a rear end twitch, there are some aftermarket Rilsan epoxy coated splined shafts available that are low friction and mitigate the sticking. One other advantage of the set up is that the Saloon UJs are bigger than the small saloons and therefore stronger.



Picture 2 The Kingston Sportscars version of the solution. Looks like a Tubular rather than solid drive shaft a bit like a propshaft.

The other solutions feature a more modern CV joint design. There are several versions of these around.

The first I came across was the **"Bowler/Jones"** Design. This required quite a bit of machining and manufacturing but had the advantage of doing away with the shimmed Rear wheel bearing set up. The vertical link also needs machining for this one. Not commercially available as such but **Nick Jones** of

simple bolt in replacement, although I have heard that some people have had to grind



Picture 2 Canley Classics Rotoflex CV conversion Driveshaft (Picture from Canley's website).



Picture 3 The "Bowler/Jones" set up compared to a standard Rotoflex Driveshaft. Picture was downloaded from a listing of a set that came up on ebay recently so apologies for the poor

Club Triumph who partially developed this has given advice to people in the past to help them make up a set.

One of the most popular versions of the CV joint solution is marketed by **Canley**

out the rear of the vertical link slightly to clear the CV joint fully. I think it depends on the casting as there appears to be some variance over Triumph Production. The disadvantage is that it still uses the GT6/Vitesse shimmed bearing set up. Nothing

wrong with this as such but it does need very careful set up (see my article in the March 2015 Courier for more details).

Another version is from **Jigsaw Triumph**. These also use the original vertical link and



Picture 5 Jigsaw Rotoflex CV conversion

shimmed bearing. The Jigsaw version does have a good improvement though, the outer drive shaft thread is bigger and stronger than standard, also it uses a tab washer to lock the nut. The original half-shafts have a weakness in that the thread on that is easily damaged as it tends to taper off towards the end as it's forged rather than cut. Also the modern nylock nuts available from most suppliers are deeper than the originals and don't lock properly (I always use loctite as a back up!). The larger thread and positive locking should certainly resolve this weakness.

GT6s on the Club Triumph 10 Countries Run

Although not a TSSC event there were quite a few TSSC members who took part in the Club Triumph 10 countries run in September this year,

me included. I wasn't in a GT6 though having been a co-driver in a TR7 convertible otherwise I'd have written an article about my exploits which included a bodge to replace a critical missing bolt with Tywraps! Anyway I digress.

The run its self was around 1600 miles and started in the Netherlands, and went through Germany, Czech Republic, Austria, Slovenia, Italy, France, Luxembourg and



Picture 6 Steve Thompson's MK3 at the 10CR start.



Picture 7 Steve's car 1600 miles later, safely at the finish

GT6 Mk I - II - III Register



Picture 8 Don Cook's MK3 in Germany at a Motorway services on the old West/East German Border.



Picture 9 Don Cook's MK3 safely at the finish

Belgium, finishing in the Netherlands. Only 9 countries this year despite it still being called the 10 countries run!

There were due to be 3 GT6s taking part, unfortunately this reduced to 2 at the start.

Harold Hummel based in Germany sent me in this picture below of his very nice GT6 convertible. Like me Harold also owns a Dolomite 1500HL as well as GT6, so he must be a man of good taste!

From the Archives

This month's picture (Bottom of Page) shows all 3 versions of GT6, a MK1, My Mk3 and a M2, I don't have a date on the picture but I think it would have been early-mid 90s and looks like it was taken at SEM to me.

Picture 10 Harold's GT6 Convertible



Picture 11 Possibly South of England Meet?



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Windscreen drip channel	£18.00 pair
Herald/Vitesse door skins 901338/9	£95.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£29.50
Tread plate repair panel	£11.50
Front Footwell	£85.00
Front floor mounting bracket fr 607548	£9.50
Front floor mounting bracket rear 607549/50	£9.50
Rear floor mounting bracket 607655	£10.50
B post mounting bracket 703825/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£65.50
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extn	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£118.50
Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
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	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Synco (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
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Herald voltage regulator Unipart GEU 6603	£25.00
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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
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Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
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Radiator grille R/H convertible WKC3674	£30.00
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Petrol tank sender TKC3408	£35.50
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Front suspension strut gaiter UKC4981	£8.50
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Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
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Brake servo recon (exchange)	£85.00
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Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
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Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
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Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
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Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

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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	£35.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£120.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E. LH Only	£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)	£65.00
Front trunnion 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)	£400.00
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

SPIRITFIRE MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£70.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Synco (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50

Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Recon exchange brake caliper type 12	£46.00
Recon exchange brake caliper type 14	£41.00
Original head gasket GEG314	£9.00
Distributor cap	£6.00
Front valance support bracket 712567/8	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£49.50
Front wheel arch inner 909797/8	£55.00
Headlamp support panel assembly 818871/2	£49.00
Front quarter valance 815391/2	£92.50
Door skins	£70.00
Sills non original 903097/8	£55.00
Sills O.E. 903097/8	£82.50
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£28.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£150.00
A' post lower filler inner 706889/9	£24.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£172.50
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£215.00
Rear valance 908970	£99.50
Boot floor	£160.00
Boot lid 911327	£545.00
Rear inner wheel arch 725563/4	£170.00
Rear wheel arch outer 909661/2	£99.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 91271/2	£82.50
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
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	£108.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£235.00
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
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
Recon Exchange Diff	£350.00
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Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
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Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
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Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£40.00
Seat cover set, brown 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	£220.00
Hoods vinyl inc zip window	£175.00
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 Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,200.00
Front wings Mk I 908113/4	£115.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 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)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
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	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco 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	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
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 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
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	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
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	£19.50
Rear wheel cylinder GWC1205	£17.50

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Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
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 windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
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	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50/3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
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Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£22.50
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Anti-roll bar mount bracket 153669	£12.00
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Brake pads Sprint	£21.50
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

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CLUB SHOP NEWS

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by Garth Jupp

GT6 & VITESSE **New CV JOINTED**

These are available from the Club Shop for
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Bearing Shimming is still required and these
shims can be supplied if required.



DRIVESHAFTS

We recently announced CV jointed shafts for the **TR/Stag/2000** range, now the TSSC Club Shop can offer the **Jigsaw Triumph Designed** quality engineered **CV JOINTED DRIVESHAFTS FOR GT6 & VITESSE.**

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**C V joints are much better than
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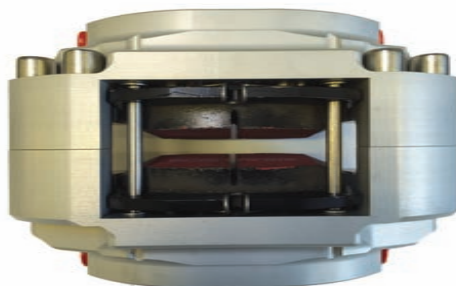
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You may also remember the announcement last year of the 4 piston calipers for the type 16 fitment (GT6, Vitesse, TR4-6) We can now offer these so that they will fit GT6 and Vitesse models with **standard steel wheels**. The price remains the same as previously, **£500 Inc. VAT. P+P 4 Kg** Please Call to order.



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Trevor Collett



Home Again

It's always good to get an update on a car I've featured in the mag. Back in March 2012 we learnt about a car known as the **McCall Special**, which was domicile in Spain, and belonged to

Barry Horner. Here's a reprise of what Barry told us then:

"In the late Nineties I moved to Spain, great for sun and sangria but rates pretty poorly for classic cars. I was amazed to one day find, sitting outside an old finca, this old car. I thought I knew my old cars quite well, but not this one. I could see the influences – almost a Frazer Nash Le Mans, almost a Buckler, but neither. I liked the lines very much, which is as important to me as the mechanics etc.

Was it a kit? Or a one-off special? Did it have any history? Most of all, was it available? As it turns out it was and I bought it there and then (yes, love can strike hard and knows no sense at all). The owner was an ex-pat, a big man with an even bigger beard. He had driven this open car that doesn't even have a hood, with only aero screens for protection from the elements, all the way from the Yorkshire Dales to Alicante.

I have owned a Mk2 Vitesse convertible and a 2.5 PI estate over the years so I recognised the rotoflex suspension at the rear of this car, but they are with telescopic dampers, accommodated by the hand-built chassis.



McCall Special just delivered

I was beginning to guess what the car was all about. It transpired that the whole of the running gear was that of a Mk2 GT6. The chassis is not Triumph, it's a one-off designed and built by an engineer back in the UK, ladder under tubular birdcage type."

Three and a half years later Barry has contacted me again to say his car is now back in the UK. He says,

"My Spanish special is now back in the UK; running well but it's a very basic car. No



attracts tremendous attention whenever people see it. Dashboard is basic and although the instruments work it all should be replaced to lift the standard. No interior trim or linings etc, it's a hillclimb special in its appeal, not luxury!"

I'm sure all readers will agree – this is a special-looking special, and it really should be blatting

MOT, as the seats need fixing down, as does the floor. The car needs finishing in the hands of an enthusiast who will set his / her own standards. The car is in a lock up near my son's house in Norwich. All four of our children have Triumphs but my daughter's LHD Spitfire in Spain is a non runner awaiting lots of attention.

Mechanically it all works ok. With lights, indicators etc. all working. Bodywork is basic, but sound. It has seat belts, but they are old. It was MOT'd before it went to Spain so I presume it should be able to get it MOT'd again - I presume a windscreen is not essential, it does have aero screens. Tyres are old and I do not know if they would pass the test even though the tread on all of them is like new, less than 2000 miles since being built - that would be expensive as they are big! However the big wheels give the car a lot of its undoubted attractiveness.

Nothing will happen now until I return to England in the spring and it comes up the agenda again. The car drives OK and it

around the highways, by-ways and raceways of the kingdom. Let's hope Barry can find some time, amongst his other responsibilities, to apply the resources to get this fine piece of automotive art properly roadworthy.

It's also good when I get sent pictures of interesting cars by other club members.

In September **Dick Twichen** was visiting one



Type 48

of the long-established shows organised by the Southern Classics car club held in Chichester and picked out two club kit cars. The first is a striking red Type 48 Corsa Spyder; and to quote Dick, *"people were completely bemused*

by the fine example of the 'Ferrari' Spitfire!"

The second is a British Racing Green Midge,



Midge

the build-from-plans car originally developed and marketed by John Cowpertwaite. This example looks right up there; I particularly note the very sporty side-hung exhaust system. I've written much about Midges and Type 48s over the years, but if you haven't got ready access to the Courier archive you can find out more from the web. For Type 48 info start at www.corsaspyder.com and for Midge stuff start at www.mobc.co.uk.

To finish this month an item in the, **"interesting, but is**

You know that when, at a car show, I can't find any proper Triumph-based kits or specials I amuse myself by picking out cars that make use of the Herald front suspension components – it's pretty easy, there are dozens of qualifying models. To name a few: Lotus (and Caterham) Seven, Marcos, Piper and some Ginettas.

At the Capel Car Show back in August I spotted a Herald front suspension set-up like I've never seen before – two sets – on one car. Yes, a six-wheeled car making use of two sets of Herald double wishbones front suspension.

Interesting, of course, and clever, in a way, how the builder managed to make it work at all.



6 Wheeler - Herald Based

Unfortunately, while it may have "worked" the detail of the way the suspension was attached to the rest of the car was far from attractive, and, to my eye anyway, the look of the car overall was not to my taste – some may love it, of course.

Please send me any pictures you've collected this year of any Triumph-related oddities.

Trevor

there really a point?" category.

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Dave Rumens

Restoration of KPR 779G

July 2013-August 2015

H

ello everybody, this month **Dave Stroud** tells and shows us how he restored his Vitesse.

He had started the restoration by removing the engine and sending it to a local machinist for a full bottom end restoration, which then cost the princely sum of £170-00, I wish that prices were similar today, as it cost me £200 just to have the head modified to lead free.

"For the last forty years I have been restoring either Stationary Engines, Classic / Vintage Motorcycles or cars, mainly Morris Minors. After doing the third Minor, I decided that it was time for a change, so I put the word out that I was looking for another project, I thought anything would do.

One night in the local I was approached by a guy who had heard that I was looking for another restoration project and asked if I would be interested in a project that he started back in 1974, this was KPR 779G, a MK2- 2ltr -Vitesse Convertible and would I be interested in looking at it as it was in a garage just opposite the pub.

So, pint in hand I was taken literally across the road from the pub to see the car. Even though it was well covered with all sorts of paraphernalia , I decided there and then that this was what I wanted. Not because it was a Triumph, just because it looked sad and needed to be put back on the road.

It seems that the owner had decided to carry out a restoration on the car back in 1974 when the car had done 69k miles.



Collection day July 2013

Some other bits had been bought such as a new front end (grill/head light assembly) as there had been a bit of a bump to the area around the near side lamps and there was a certain amount of rust in that area and a pair of side valances.

As the bottom end of the engine had already been attended to, I just had to sort out items for the engine such as the petrol pump and carbs,



Typical rusty area of the outer side rails.



Chassis cleaned and painted with new outer side rails fitted.

I bought and fitted service kits for these. Also a dynamo had to be sourced as the one that came with the car was badly damaged.

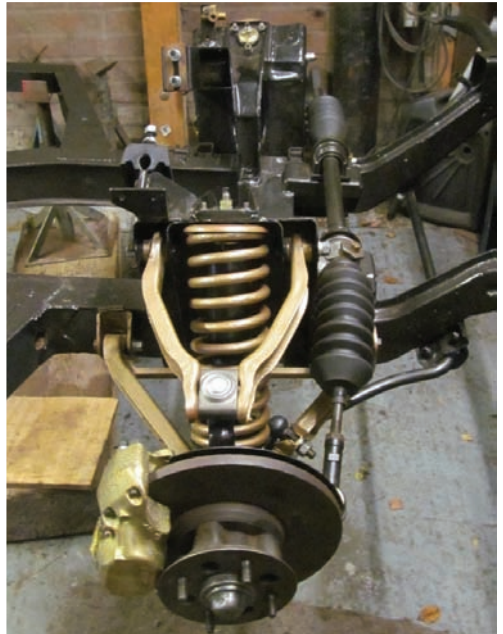
I then set about completely stripping the car down. That way I could see exactly what had to be done. For what little I knew about

Triumphs, I believed that there are certain models that were just a little prone to slight rusting problems was not too sure as to what I would find.

After removing all of the interior, seats, dash, hood etc, the body was then removed so that a full assessment of the chassis could be made.

The body itself, apart from a dent by the near side lights and the rear quarter panels being rotten, was not in too bad a condition and all sections of the floor were all good and sound.

With the body removed, I found that generally the chassis was in a fairly good condition, but it was obvious that the outer side rails had to be replaced, also the boot outriggers had to be attended to as they had a small amount of rust in them. I suppose that the limited amount of rust was due to the fact that the car had been dry stored for so long.

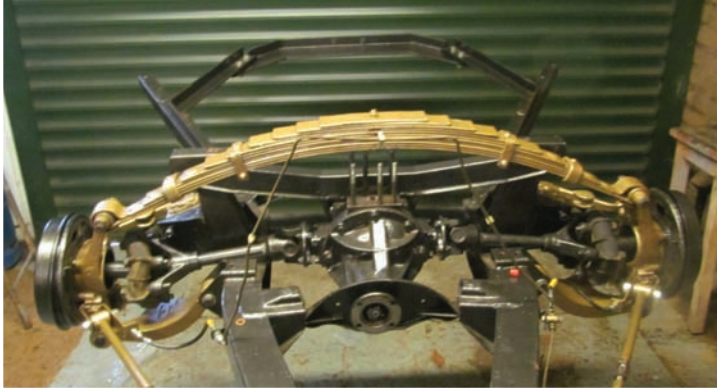


Front suspension units and steering were fitted with new brake calipers, bushes & shock absorbers.

All of the suspension units from both front and rear were then removed, cleaned and re-bushed. The chassis was fully cleaned and the

side rails & boot outriggers replaced and repaired. Once this was done the entire chassis was painted in red oxide followed by two coats of black "Hammerite"

When I started this restoration, I joined the local Avon branch of the owners club and sought advice as to what was the best way forward in fitting the body. This was met with



Rear Suspension: All bushes, Brake cylinders & Shoes replaced.

With regards to the steering, suspension, brake calipers, clutch and brake master cylinders, slave cylinders, brake pipes, exhaust, radiator and many other items, all had to be replaced, as all of these items were badly corroded and seized up after all that time of standing, even in the dry.

The body and bonnet assembly were cleaned and I did what I could with regards to general repairs, dent filling etc, these items were then sent off to have the new front end fitted to the bonnet and then the three main sections of the body sprayed in undercoat/primer.

Much as I would like to do the spraying myself, the facilities that I have do not allow me to do so. Apart from that I don't really know how to spray, but I know a man who does. With all of the main items both new and repaired fitted back onto the chassis, it was time to refit the three body sections.

various comments, even one who sucked breath in through his clenched teeth, squinted and shook his head, to another who declared that it took both he and another over a month before they got it right. I must say that this gave me a lot of confidence and a lot to think about for the task laying ahead.

So, after five months of struggling, exhausting my vocabulary of expletives and tearing out what little hair that I have, I had a visit from two of the lads from the



L/H side cleaned with a vinyl cream



L/H seat as original minus the rubber support. R/H seat repaired with new sponge and a piece of hessian backed carpet with strong elasticated webbing support.

club (**Steve & Adrian**), who I think had got fed up of me wittering on each time that I saw them as to the trouble that I was having in not being able to get the body alignment or the shut gaps correct.

After a few hours of their help and advice I felt that I was getting somewhere and after a couple more weeks I got on top of the job and things fell into place. (Give me a monocoque body construction any day).

With the doors hung and everything in place the car went back for the final body prep and spraying. I decided to have the car sprayed in "Brooklands" Racing Green, for no other reason other than it is my favourite colour and that I feel that this colour epitomises the British sports car.

While the car was away being sprayed I tackled the upholstery and the wood work.

The rear seat was in very good condition and needed very little attention unlike the two front seats which I had to strip right down and refill with good firm foam, luckily the actual covers were in pretty good condition.

All of the seats were very dirty so I spent a great deal of time scrubbing them with hot soapy water and the finishing them off with a vinyl restorative cream. (see Pics opposite).

started to lay down a number of coats of "Ronseal" interior varnish. I could not achieve the very high finish that I think there should have been but it looked far better than when I



started. However, the guy that I had bought the car from had been keeping up with my efforts during the restoration and suggested that I would get a better finish if I were to use a lacquer spray. I did a test on one of the door trims and the result was great. I think that the varnish that I had already put on helped to give a good base and the lacquer spray just finished the job off. ("HYCOTE" spray paint clear lacquer)

Now with the spraying completed I started to do the final re-build and all went reasonably



New veneer applied & ready for the varnish & lacquer.

The wooden dash facia and door trim however were in very bad condition, so I stripped of all of the lacquer coating from these items right back to the veneer which I then sanded down until all was smooth and all damage removed. I then fitted on a new veneer, (American Oak) which looked to be the nearest in colour and grain to what was already there and then

well. A friend gave me a hand to fit the windscreen which I am glad to say went in without a hitch as did the finishing strip in the screen rubber.

The usual problems arose when I fitted the electrics, but in the main these problems were attributed to poor earth connections. I had replaced all of the earth straps, but found that fitting a couple more earths helped no end.

The horn in particular would only work



Earth wire taken directly from the battery to a sprung loaded plunger which contacted directly onto the steering column.

intermittently, I discussed this problem with Steve who showed me an arrangement for ensuring a positive earth for the horns on his 1961 Jaguar. So with this in mind, I took an earth direct from the battery and fitted it to a sprung loaded slip ring arrangement which I made up from a bolt and brass sprung loaded plunger which contacted directly onto the steering wheel column. This cured the problem.

Luckily for me, all of the gauges were in good working condition with the exception of the petrol sender unit. This I removed and gave it a good clean, which then got it working OK.

One of the things that I am not very keen on are lap belts, so I decided to fit inertia belts, which in itself was no great problem. It was when I came to fit the upper part of the belt to the "B" post that I had to do some thinking, as after drilling a hole for the seat belt bolt into the "B" post, I felt that this area may not have been strong enough with just a bolt through the thin section of material that the "B" post is made from. The answer was to link the "B" post to the original anchor point on the rear mudguard.

This was achieved by making two arms from 1.0" x 3/16" flat steel bar. One end of each arm was shaped to fit the inside of the "B" post, a hole was drilled into the shaped end and a nut welded on the inside of the bar to take the seat belt bolt. The rest of the bar was then twisted and bent so that it eventually lay flat on top of the rear wing over the anchor bolt hole. This may sound like a bit of belt and braces, but it gives a lot of strength to the "B" post.

With a new battery fitted it was time to see if the engine would start, it turned over about a dozen times and fired up, what a relief. There were no oil leaks, but was running somewhat erratic, so I fitted all new ignition parts and tuned the carbs as best as I could, this made



The finished Engine Bay

things a lot better. The hood was in a pretty poor condition so a new one had to be fitted. I was going to have it done professionally but struggled to find anyone in my area to do it, at a sensible cost. I was told that it was not too difficult a job to do it yourself, you just need a second pair of hands to pull it tight. Well, I took the advice and did it myself, for a first attempt I'm not too unhappy, but I think that I still need a little more practice in order to get it completely tight. With new tyres fitted, the car



Ready for the road?

was MOT,d which I am glad to say it was finally passed OK.

Having never driven one of these cars before, I have found that the one thing that is really going to take a bit of getting used to, is the fact that the pedals

are so offset from the centre of the steering wheel. I find it a very uncomfortable driving position, so much so that I am considering moving the brake and clutch pedals to the left by a couple of inches. This modification will hopefully get over the problem of pressing the brake and accelerator pedal at the same time. (A job for the winter) I would be interested in knowing if anyone has had the same problem and if they resolved it in a similar way. After all of the events of this restoration and with having an operation on my spine last year, I have decided that this would be my last project, well, where carrying out a full car restoration is

concerned. During any of the restorations that I have carried out, I do my best to do as much of the work as I can myself, but as with the spraying there are instances where I have to seek advice and help from others and that is where I have to thank **Steve Ford** for all the help and advice that he has given to me throughout this restoration process.

So, if anyone sees me



FINISHED!

looking at a sad old car in need of restoring , please give me a nudge and say - **FORGET IT!**

The wheel trims the car came with (Top Photo) looked nice when fitted, but flew off like Frisbees when driven. I have now fitted Herald types, not correct I know but they look OK and don't fly off."

Thank you Dave for a very interesting article and with winter just around the corner I hope it encourage others with those projects you were going to do before the next season.

That's it for this month next stop Christmas.

[Safe Driving & Keep Running On All Six](#)

David.

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



TriumFest UK - Donington 2015

By Jane Rowley, Council of Management

The Club decided to go to Donington for a second year, with plenty of feedback on board we took a fresh look at our facilities and tweaked the ones we had control of. So thank you to all of you who took the time out to give us a few pointers on what worked well and our areas of improvement....



TR7 40th line up

festival, it was certainly a very popular area, but this was of little surprise to us.

Both Saturday and Sunday saw our traders and auto jumblers pitched up and Triumph's of all shapes and colours filled up the Tarmac lake.

A special area for TR7's to celebrate their 40th year, and a segregated area for Toledo's made for an interesting display of all the cars.

We would particularly like to Thank **Kirk**

Baker for his tremendous effort to encourage 'Toledo's at TriumFest' it was great to see a growing band of followers to these fantastic motors, with some extra Dolomites joining the party also. Promoting a celebration of an overlooked & sometimes under valued car and also for



With the camp site open for business and filling up from the Friday lunch time, as always it is great to catch up with old friends and there is always room to make some new ones too. Where better to do that than at the beer



Kirk's Toledo's Display



encouraging interest from other young Triumph owners. Well done and thank you Kirk.

The activities for the day unfolded, with a team doing Club Valuations, and **Graham Robson** talking us through some amazing points on cars we all thought we knew.

The Heritage Loop was kept very busy for both days and we would like to give our thanks to **Mike Mayfield** and his enthusiastic crew of marshals that helped us to make this happen. It was an amazing buzz driving round the loop

Buzzing round the Loop!



(well it was when I went round.)
With all the Triumphs sprawling out across the

ALL Triumph Parade on Circuit



Show n' Shine



Tarmac lake, our show and shine judges had to work hard to make some good choices from



Best Herald - 948 Coupé

the amazing display. This was one of our major changes to the weekend, a show and shine for all, and keeping us together as one show, the feedback seemed very positive, so hopefully you think it worked well.

In the Launch pad the Club Shop was supplying our normal array of parts and accessories, along with membership deals and a bit of market research on new lines of regalia.

The auto gymkhana, was very well organised

Huge fun on Derwent Valley's Autogymkhana



with big thanks to Derwent Valley, plenty of people were seen testing their skills through cones, tight corners, awkward angles and then not surprisingly for "DV" dressing up and undressing again!! For those wishing to keep their clothes on there was also the Auto Solo.

New for this year was the Circus skills for our

Rapide Brothers Unload



younger element, **The Rapide Brothers** really did us proud, there were some pretty big



kids picking up tips.

Parade laps on the main circuit on Saturday evening and Sunday lunchtime were well sub-

scribed so we have assumed this was a very popular activity.

For those who were in it for the whole weekend, both Friday and Saturday there was no shortage of entertainment, the Band, disco, beer festival all had great atmospheres and plenty of people enjoying themselves.

All too soon it is Sunday afternoon and time to pack up. We would like to thank everybody for helping, pitching in as and when required, and thanks to our members that came along to enjoy it.

TRIUMFEST UK 2016?

So after two years at Donington, we have gone back to the drawing board, tried to ascertain what worked, what didn't and which bits we would like to repeat.

After a lot of research it has been decided that **TriumFest UK** will next year be held at the **Santa Pod Raceway - Northants**, held alongside its amazing **ALL Classic RETRO SHOW**. See - www.RetroShow.co.uk

Camping from Friday in our own **EXCLUSIVE TRIUMFEST UK CAMPSITE** with usual evening Noggin & Natter. **Saturday** - is a Run what ya Brung up the Strip and we will have The all Triumph TriumFest Show & Shine and GT6 50th Anniversary Displays etc in The **EXCLUSIVE ALL TRIUMPH Display area**. **Evening, Live Band etc.**

Sunday is The Santa Pod **RETRO SHOW** open for **ALL Classics** from the Fifties to 90's and is the **Main Show day** with attractions such as Rocket Car and Monster Truck displays. A Fairground. BMX Displays. Stock car display. General Classic Traders. Auto Solo. Run what you Brung again. **ALL Classics Club Displays** and **TriumFest UK Displays in our Own Triumphs only display area Etc.**

To Gain Entry at Santa Pod either for the Weekend or the Days, **ALL Tickets must be Pre booked through TSSC**. Prices will be: £22 Per person for Weekend inc Camping or £14 Per Person, per Day entry. So keep the weekend of **1st to 3rd July** free.

There are Early Bird Booking Discounts until **31st Jan 2016**

SEE THE ADVERT with Booking Form on the back of it opposite!



TSSC TRIUMFEST UK in Association with **Santa Pod Raceway** will be held at the **2016 Santa Pod Retro Show** Which is open to all retro vehicles including cars, bikes, scooters and lorries from the 1950's to the 1980's.

Featuring: all day Run What Ya Brung, Drag Demos, Autoglymn Show & Shine, Traders, Auto Jumble, Club Stands, Weekend Camping, Vehicles 4 Sale Paddock, Evening Entertainment,



Santa Pod Raceway

TRIUMFEST UK

You can **Exclusively Camp** from midday on **Friday 1st July 2016**

TriumFest UK Itinerary : FRIDAY - Eve Noggin & Natter,

SATURDAY- 2nd July - GT6 Anniversary Display, TriumFest UK Show & Shine & Run What Ya Brung up the Drag Strip. Evening Live Band.

SUNDAY 3rd July **Retro Show Main Day** - ALL the attractions Listed above Plus all the TriumFest UK Exclusive Displays etc

Sorry No Dogs - Santa Pod Raceway rules apply - **No Glass Policy!**

See Over for Early Bird Booking Discounts!



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Paul Lewis



Duly Noted!

This month I thought I would expand on a couple of jobs that have been outstanding on my "to do" list for ages. I, probably like many, carry an A5 note book in the car to write down faults or observations when I'm out and about at events or road trips. The notes also help me look at trends and gives me guidance into why some faults occur. The note book is getting quite full so I needed to clear a couple of pages.

The rubber boots on the steering rack ball joints are a favourite for splitting and Mr MOT man always reminds me of this, so I thought I would remove the rack and refurbish it at the same time as replacing the rubber boots. The rack on the TR7 is relatively easy to get out and once out can be worked on with ease. The track rod ends looked as though the tracking had not been adjusted for a while so I thought I would clean the threads and then get the tracking set properly when I refit the rack. When removing the track rod ends ensure that you count the number of turns or threads as you take them off to give you a good idea where they should be located when replaced. The number of turns on each side should, I repeat, should be the same.

After checking the rack over for ease of movement and any play according to the workshop manual, I treated the rack to some fresh paint and



pumped fresh grease in through the 1/8 BSP straight grease nipple you fit in the blanking plug.. When refitting the steering rack the manual says that the rack must be in the central position. Triumph in their wisdom produced a special tool for this task that fits into the blanking plug where the grease nipple locates and when the rack is in the central position allows the pin to drop into a recess in the rack shaft. The rack can then be fitted to the steering column ensuring the steering wheel is perfectly aligned. Now



Steering Rack centering tool

when I complete the tracking I know that the steering is central and the track rod ends are symmetrical and will adjust evenly on both sides to achieve the 1.6mm of toe in required. Don't forget to remove the special tool and refit the blanking plug before driving.

The other task that I chose to tackle was the **low fuel warning light** that had never worked in my ownership. The fuel tank houses the sender unit that incorporates a float and a resistor. There are 3 wires that go to the sender. Black – Earth, white/yellow wire – from the fuel gauge marked T (Tank) and green/orange wire – from the low fuel warning light via the low fuel delay relay. Because the warning light wasn't

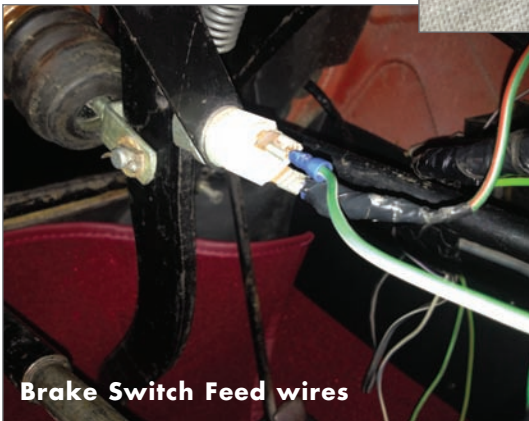
illuminating, the first action is to test the



Delay Relay Location

bulb. The easiest way to test this is to join together the 12v feed light green/red wire and the earth (black) at the low fuel delay relay. Location of this is generally in one of

Delay Relay



Brake Switch Feed wires

two places. In the engine bay (early cars) or on top of the instrument panel (late cars). If by joining the wires together you do not get the light to work then test the bulb itself. If the bulb is OK then with a voltmeter check that there is a 12v feed to the light green/red wire using the black earth first and then the chassis to confirm the integrity of the earth itself.

On this occasion the light illuminated. The remaining two wires at the relay are the delay resistor, with the green wire taking a 12v feed from the brake stop switch and the



towards the relay in the engine bay it was discovered that the white green wire had been cut, thus not giving a 12v supply. After a bit of electrical handiwork the wire was reconnected to the brake switch and "Hey Presto" the low fuel warning light now works.

Please note that the wiring colours on your particular car may vary and you should check first against your relevant model wiring diagram.

green/orange wire completing the circuit through the tank sender. In my car there wasn't a 12v supply at the green wire. On further investigation there was only one wire going to the brake switch. After unravelling the loom

Well that's a couple of jobs ticked off. The next big event is the Classic car show at the NEC. Please come along to the stands and say hello.

Paul



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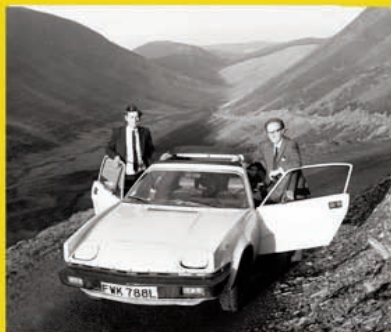
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BULLET RUN 2016



June 10th/12th 2016 will see the first official 'Bullet Run' around the old Triumph test route used for prototype and development cars.

Join us on the Saturday for a drive through some of the highest roads in mid-Wales followed on Sunday by a cruise to the fabulous TSSC museum in Lubbenham for a barbecue before heading for home.

Cost is just £25 per car (driver and one passenger) with overnight accommodation yet to be arranged but expected to be around £90 per night for a double room including breakfast.



**for more details contact:
Paul Lewis 07766 101615**

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Bernard Littlewood



Meet our 'BABY'

Dave Wiltshire is a very prominent figure in the South Wales

Classic Car scene and helps organise the Vale of Glamorgan Show. He is also the proud (and rightly so) owner of an immaculate TR4A. I bumped into Dave and his car at the St. Fagans show and I asked him for a brief history of his car, so thank you Dave and over to you.....



Dave & Margaret with their beautiful TR4A

RML 350F

Triumph

TR4A Sports Car 1967

Also known in the Wiltshire family as 'THE BABY'

Engine No. CT.78693HE

Chassis No. CTC78309

The car was born on the 23rd June, 1967 and sent to a Car Dealer in Kingston upon Thames. Its colour was Valencia Blue. It had wire wheels and a Heater. When new the car cost approximately £1000 with an extra £36 for the wire wheels and £13 for the heater.

The first Keeper was:

James Ellison of Newcastle upon Tyne
He owned the vehicle from: 15/8/1967 to 23/5/1981 – some 14 years

Second Keeper was:

Richard L. Philipson of Morpeth
He owned the vehicle from: 23/5/81 to 29/1/03 – some 22 years.

Third Keeper was:

Robert Potts of Cramlington
He owned the vehicle from: 29/1/03 to 14/11/05 – some 3 years and it was Robert Potts who restored the vehicle.

Fourth Keeper was:

Thelma Deacon of Romsey
She owned the vehicle from: 28/2/06 to 4/12/10 – some 5 years and it was from Mrs Deacon that I acquired the vehicle.

In total the vehicle has now completed some
52000 miles.

When Robert Potts acquired the vehicle it was in a very poor condition. It had been resprayed maroon and was a rusting dilapidated wreck. Photographs show that restoration was what is known as a full body off total rebuild and it took Robert Potts nearly 3 years to complete the work to the standard where it could be put through the MOT. He used the car for about 3 months then sold it to Classic Marques a well respected Classic Car Dealer. And it was from that Dealer that Mrs Deacon acquired the vehicle in February 06.

Mrs Deacon continued to spend money on the car up to the time I bought it and I have continued in that tradition.

In terms of value: Mrs Deacon paid Classic Marques £9,725 for the car.

I paid Mrs Deacon £11,500.

The car is currently valued at £14,500.

However, since acquiring the TR I have spent a further £1800 on parts and labour, so it has to be a labour of love.

TSSC member **Martin Cregan** contacted me to let me know that he had finally bought his dream car, he had been hoping to buy one for a long time and I thought that his "journey" may inspire others in their search, so over to Martin and thanks for sharing it with us.

My TR4A Journey

My first recollection of seeing a TR4A was back in 1983. I was riding motorbikes at the time and during a journey home from work through an industrial estate not far from the A38 and Spaghetti junction, I passed a van hire forecourt. Amongst the large white vans was parked a small red sports car for sale, I think for around £3500.

Over the following days I stopped several times to wonder at this car, seemingly so out of place in a grubby industrial park under the arches of the main railway line into Birmingham. During my visits I discovered that the car was a TR4A with a surrey top.

There was no way I would be able to afford the car, I think my annual wage at the time was around £3000, but I could still dream. I recall buying the workshop manual and reading about the various aspects of the car and

gazing at the wonderful pictures of brand new TR4's and TR4A's. I remember making numerous phone calls to insurance brokers asking for quotes, much to the annoyance of my work colleagues who were becoming thoroughly bored with my fantasy.

Some months later while on the bus home from work (a regular occurrence as my commuter bike was a Norton Commando!) – (should have bought a Bonneville – Bern!), whilst stopped at the traffic lights a red convertible pulled up with a for sale sign in the rear window. I recognised the car as a 13/60 Herald as my sister had previously owned one. At £500 this was something I could afford and although not my dream car it was at least a Triumph.

On August 13th 1983 I entered the world of Triumph cars, with GUY 500J. I quickly joined the T.S.S.C and enjoyed many years of motor-ing, learning about how cars worked was so easy with the Herald as access to the engine and suspension was fantastic. I kept the Herald until 1994 but sold it due to a change in circumstances that meant I no longer had a suitable garage to use.

I never forgot about the TR4A and would regularly buy classic car magazines and dream of owning one someday. That dream was partly realised on my 45th birthday in 2007. As a surprise my partner, Steve, hired RWP 400F a Blue TR4A with a Surrey top from "The Open Road", a classic car hire company. We spent a wonderful day driving around the Cotswolds, taking numerous photos. This was not only a great day out but a good lesson in trying before you buy. I had realised after many years of driving modern cars how different and sometimes challenging the owning of a classic car can be, such as the lack of power steering, no servo brakes and the worry of having the bodywork dented in car parks. It didn't disappoint though and we had a great time in a great car. I have checked recently and found that RWP 400F has now retired but the company have a TR6 for hire. There is also an interesting video on their website (theopenroad.co.uk) showing the car being driven by Diarmuid Gavin for a television programme.

We moved to Devon in 2008 and both had



Hired TR4A

dreams of owning classic cars, but the house we were in had no garage and the local lanes, narrow, muddy and with high hedges, weren't ideal for driving along.

Our move to Bournemouth in 2014 fulfilled our requirements though, the house had a garage and pit. After a year of decorating we entered



The Dream comes true with PJJ 120E!

the classic car world through the local classic car auction in Poole and purchased a 1968 Daimler V8 250. I was looking out for a Triumph Herald, Spitfire, or Vitesse but nothing within our price range was for sale. I re-joined the TSSC and eagerly read about the TRs, but any TR4A I saw for sale had increased in value considerably. However a project car came up for sale at TRGB near Cambridge and on 11th August 2015, the first part of my TR4A journey was complete with the purchase of PJJ 120E, a green 1967 TR4A IRS. I hired a car transporter and gingerly drove the 170 miles home along the M25 and M3 to Bournemouth to start the next phase of my dream.

Thanks to the TSSC for being there in the background for me over the past 32 years.

I know I wouldn't have pursued my dream without the club, as I was safe in the knowledge that there were people I could turn to for advice and a whole catalogue of spares available due to enthusiasts keeping the Triumph name alive.

FANTASTIC!

Whether 6 cylinders or 4 a TR is more!

Bern

NITROGEN IN MY TR4A TYRES

In February of this year I was having a new set of front tyres fitted to my TR4A when the tyre fitter suggested that I have them filled with Nitrogen instead of air, the claimed benefits were that the tyres would last longer due to the fact that Nitrogen allows your tyres to "run cooler" and that the car would handle better. I asked some obvious questions like could air be mixed with the Nitrogen if the tyres needed to be inflated and he said that they could but the benefits would be reduced.

He also said that the Nitrogen would not corrode the mag alloy wheels that are fitted to my TR.

The cost at the time was £2.50 per tyre so for the total cost of

an extra £12.50 I decided to have all 5 tyres filled with Nitrogen.

I have used the car on many runs since, covering about 4000 miles and I have to say that I have not noticed any significant difference in the performance of the car and it will probably be around April 2016 before I would normally need to replace the tyres again after the ravages of winter use, so at the moment I still don't know if the Nitrogen actually does in practice, prolong tyre life.

Does anyone out there have any experience of using Nitrogen in their Triumph's tyres either positive or negative?

Bern

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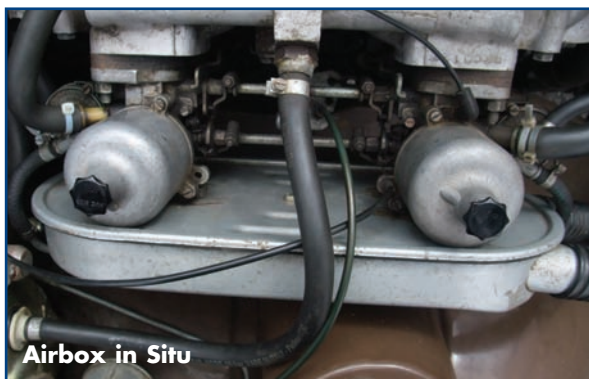
Mark Blease



Filter Woes

Back in December last year **Bill Reed** introduced us to his rather rare 2500, and since then has kindly kept us updated on its progress. This month Bill has been looking at air filters:

"The driver's handbook recommends cleaning these with a brush or an airline but they do have to be replaced from time to time and are now hard to find for my 1974 2500. The ones on my car were stamped 'Crossland 918' and Garth Jupp at the TSSC Club Shop informed me that 'FRAM 3128' would be an equivalent – but he had none in stock. At his suggestion,



Airbox in Situ

I contacted K&N to see if any of their filters would fit inside my air box, but none would. I suppose the fall-back would be to fit the K&N



Dirty Filter

Crosland	918
FRAM	3128
Tecalemit	TJ B153
AC	PC 104
WIPAC	AP 201
Unipart	GFE 1059

type with their shiny covers, but I wanted to keep the original look.

A kind stallholder at the 2014 Stoneleigh Restoration Show allowed me to sit down with his reference catalogues and make up a list of equivalents, which I offer here for the benefit

of anyone owning a 1974-5 2500 with the SU HS4 carbs:

Please check before you buy, as I cannot be

Remove fuel hoses



Removing Airbox



Home made Gasket



responsible for any errors. There may also be Purolator, Coopers and Motoquip equivalents, which I have not found yet. I understand some – maybe all - of these also fit a Dolomite 1850. Photos show removal of the air box – the fuel line is fixed to the back of it and I found it easier to detach this from the carbs and remove it all as one unit.

Don't forget the gaskets. I have fitted gaskets inside the airbox too – it seems a pity to filter all the air without having a proper seal. A dab of Vaseline helps hold the gaskets in place while fitting the air box.

I could swear the car runs smoother and quieter as a result. But that seems to happen even when I just wash it."

My Father's Cars - part two

In June, Bill also shared some information he'd found on the first of his father's two Triumph 2000s, a 1968 model finished in Gunmetal. Bill has now found some information on the second of his father's big saloons:

"My father traded his Mk 1 in for a Renault 16TL, and later part-exchanged that for a Triumph 2000 Mk 2, photographed in France with my mother Carol in the foreground, and the twin summits (approximately 1750 metres) of the Mont Mézenc in the background. This is in the south-eastern part of the Massif Central, near the source of the River Loire.



I was living abroad when my father owned PAK, so I never drove it. My brother Jon did though, and he tells me that the clutch was unsatisfactory, with an awkward over-centre pedal action. He remembers being told that on investigation it was found a clutch from a Vauxhall Ventora had been fitted.

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	Skipton.	SALESMAN	R.V.L.
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	SPEEDOMETER READING		ENGINE	ME 089380 HE		

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	3 months			
	TOTAL	V3	1875.00	

PAK 463M	Triumph 2000 Mk 2		Miles	£
First reg.	1/3/74	White		
Bought	22/6/76		32,477	£1875.00 purchase
Sold	1/4/78		60,300	£1295.92 trade-in value

This seems odd, and we wonder what the reason might have been.

In any case, my father was disappointed with this particular car and kept it for less than two years, trading it in for a Renault 20."

Many thanks to Bill once again. If you have any tales to tell of big six ownership, please email me at bigsaloon@tssc.org.uk
Until next month!

Mark

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Guy Singleton



TCK 300 Rally Bond

I will start this month by following on from last month, I heard from **Paul Bowers** who sent me a link to a you tube clip <https://youtu.be/vCxGqqB-xeY?t=264>, at this point in the film, at 4.24 minutes into the whole clip, you get a very (and I mean very) short glimpse of the Monte Carlo Rally 2+2 TCK 300. Blink and you really will miss it. Interestingly I had only previously seen black and white photos of the car in Nick Wotherspoon's book - *Lawrie Bond 'The Man and the Marque'*



TCK 300 from YouTube

I had always assumed that the car was green but now I know it was red. Unfortunately this is one of the cars that does not appear to have survived. TCK 300 was one of the press cars which was modified and upgraded with an SAH engine for use in the rally. Unfortunately the engine seized before the start of the rally and had to be changed for a standard one just before the rally.

The car finished the rally but was 24 minutes too late to have a classified position in the rally.



TCK 300 from 'The Man and the Marque' at the start of the 1964 Monte Carlo Rally



TCK 300 from a old press photo following behind TCK 301.

Interestingly 301 has what is presumably a prototype grill as, although I have seen it in several period photos of early cars, I've never seen one on an actual car.

I also received an interesting email from **Peter Hennell** as follows:

"Your 'International Bonds' article which mentioned the Minicar (did they cut you off in your prime, or did I miss the end somewhere else in the Courier?) reminded me that yesterday I finally got round to watching the programme I recorded of 'Britain as seen on ITV' from 7th September (so it might be too late to catch up with it, but I have kept the recording) which was about transport.

The link? It included film of Raymond Way selling secondhand light aircraft, and I'm almost certain that my father bought his Bond Minicar from Raymond Way in, I think, Kilburn.

I don't know the years we had it but it was presumably a Mk A De-Luxe or B (I was seven when that was introduced), bronze colour and with the registration beginning 'NUB' (I probably have a photo of it somewhere but it could take years to find!) and, not having a garage, father laid a plank of wood on each side of the front path to the house so that he could reverse in. We went to Cornwall for a holiday and burnt the clutch out on the last hill up to our B&B.

I don't know how long he kept it, probably until I outgrew the middle of the seat, but it was followed by a 4-door split screen Morris Minor, a Mk 1 Vauxhall Victor, a Bedford Dormobile and finally a Commer motor caravan.

I at least had the sense to learn to drive in a BSM Herald and had a Spitfire from 1963 to 1965 to tow various Austin Sevens and other

old machinery on a boarded caravan chassis trailer, and have recently come back to the fold with first a Vitesse and now a Herald.

I'll wait for the end of your article in next month's...."

Thanks Peter - the Bond world is quite a small one and interesting to hear about the 3 wheel cars as well as the Equipes.

The missing part of September's article was only 3 words – **"will be there."**

I have also heard from **Simon Huntington**, whose 2 Litre Coupe's restoration has featured in my articles, he is now reaching the final stages of the job and writes:

"I hope that you are well and all is OK with your own cars. I thought I'd give you another quick update as I reach the (hopefully) final stages of my 'expensive' 4 year restoration.

Engine now all up and running, with good oil pressure at 75psi from cold, and circa 50psi when warmed up. Between 11.9 and 12.4 Bar compression on all cylinders when cold. I think that there is some wear in the carbs, but they were rebuilt and they seem to be working and in balance.

I bought an STE synchrometer and it was easy to adjust the carbs using this tool. There is very little smoke from cold or warm, so I am hoping that the engine is OK, fingers crossed.

All electrics working with the exception of the reversing lights, don't yet know why. I have converted to a 12 fuse system and have installed relays for the headlights, horns and electric fan. I also switched to an electric fuel pump, mainly because I managed to buy a 'new in box' facet pump of the correct type at a car boot sale for £4.00.

I have bled the brakes and clutch but yet to test these fully as I have no seats in the car, so currently difficult to move it under its own power on my drive.

I have fitted the head lining which I bought from Newton Commercial. This is definitely made for the GT4S; but I was able to modify it quite easily to suit the 2 litre. The differences are as follows. The C post fabric is 'hockey stick' shaped to suit the curved rear screen of the GT4S and because the GT4S has the more upright Herald screen, it has 5 suspension rails

in the headlining: The 2 Litre with its raked screen, only has 4 suspension rails. I had



bought an extra ½ Metre of headlining fabric to cover my sun visors so I used some of this to modify the head lining C posts to suit the 2 litre; there is still enough left to cover the sun visors. I chopped off the large 'hockey stick' C post covers from the headlining and added 2 straight pieces approx. 14" long and cut to the same width as the top of the C posts on the headlining. I then re-drilled the fibreglass to suit the positions of the GT4S front 4 hanging rails (very minor difference). I just didn't bother with the 5 rail slot and in fact this finishes up about ½" from where the rear screen rubber should sit, so it should not be easily noticed. The kit comes with several strips of fabric to cover the A and B pillars and this was more than adequate for the 2 litre.

My next jobs are to get the glass screens fitted and to then fit all the various mechanisms and glass to the doors.

I had my bumpers chromed when I first got the car because it is A) expensive and B) I knew I would run out of money. The front bumper looks perfect and so do the side pieces of the rear. The Centre section of the rear is bent in 2 planes by about 10-15mm each side; unnoticeable off the car; but it doesn't fit well and puts a lot of pulling strain on the fibreglass. I suspect that the polishing machine operator put on too much pressure when polishing the centre section of the rear bumper and has taken out some of the convex curvature from the centre of the bumper; this has caused the ends to lift up by 10-15mm each side and also

to pull back by the same amount. You can't straighten chromed articles as the thin chrome layer just cracks, so I am now on the lookout for a triumph 1300 rear centre section to either fit or re-chrome. Let me know if you know where I can get one. Had stainless bumpers been available at the time, I would probably have scrapped mine and spent £500 on a completely new set. (although I'm wondering if they'd sell me a centre section?)

[Guy's note: Simon has now found a replacement bumper centre section]



All being well, I still hope to be on the road for spring next year"

I include here photos of the car earlier this year but Simon has obviously got much further along so I look forward to more photos to show you in future articles bringing us up to date with the car's progress.

Simon's comment regarding the headlining is interesting as some time ago I wanted one for a 2+2. I spoke to **Newton Commercial** and when I asked to buy the material so I could get one made, they said **"Oh, we do one for the Equipe"** but when pressed they did not know which model so I wasn't prepared to buy one on the 1 in 3 chance it might fit my car.

I tried to just buy the fabric, but they said as they made the headlinings they would not sell me just the material. In the end we used something similar but it annoyed me that it was not correct - I have a second one which sometime I will put in my current 2+2 to replace the even less correct version in the car, but will wait until I feel strong enough to take the rear window out and strip out the interior mouldings - this might be some time!



Paul Richardson©

Kit Heathcote

Rally Co Driver



It is with the deepest of sadness that I have to inform readers that **Kit Heathcote**, second in command to my father Ken in the Standard Triumph competition department formed in 1954, passed away on August 25th 2015. Kit passed away peacefully at Roberson House retirement home, Ottawa, Canada at the age of ninety two.

Kit was such a delightful person, who I kept in regular contact with although he lived in Canada. In fact we were chatting about the first time my father and Kit met up again at a Vintage Triumph Register of America convention in Gainesville Georgia in 1987- only about six weeks before Kit passed away.

After being invited to the convention, Ken mentioned to me on more than one occasion that he would love to meet up with Kit again as he played an invaluable part in the honours gained in international rallies by the Standard Triumph team. Prompted by Ken's desire to meet up with Kit again, both to renew their friendship and for Kit receive his share of credit for competition department successes etc., I decided to contact Kit who jumped at the chance to meet up with Ken again at the Georgia convention. I kept all this and the subsequent arrangements secret from Ken. Kit drove down from his home in Ontario, Canada to the Gainesville convention with his dear wife Peggy (who passed away some eight years ago). Kit and Peggy arrived at the hotel in Gainesville at about lunchtime a couple of days before the convention, and I'd had quite a job appearing casual in front of Ken in the knowledge of Kit's imminent arrival. When Kit



**Kit Heathcote Rally co Driver
and second in command to
Ken Richardson in the Standard
Triumph Competition department
from 1954 to 1957**

arrived at the hotel reception, I was waiting for him –whilst Ken was taking a nap in his room. Kit couldn't wait to meet up with Ken again so I took him to the room Ken and I shared, knocked on the door, told Ken there was someone who wanted to see him, and left for the bar knowing that a heartfelt meeting would ensue and was best left to be shared between the two of them. About three quarters of an hour later they joined me in the bar and much thoroughly enjoyable chatter about times in the old days rallying in TR's etc ensued.

I also arranged to take the opportunity to interview Kit at Gainesville about the time he worked at the Standard Motor Company, and

typically he'd made notes in readiness and had several chats with Ken prior to my interview to get dates right and prompt memories etc. Reading through the transcripts of my interview with Kit.

He recalled of his memories.

"I've had an in depth discussion with Ken prior to the talk we're now having and we were talking ourselves through various things allied to the development of the TR2, and we agree that senior staff need mentioning for their efforts. One name that constantly came up through our conversations was that of Lewis Dawtrey. Lew was my boss when I joined the company. In fact to get things absolutely correct Lew was Deputy Chief Engineer of the company as well as head of the Technical Office where I worked. In fact the whole spectrum of any design technicalities the company became involved with incorporated with the design or production of our cars was overseen by Lew. This included his overall management of our laboratories concerned with analysing and checking the specifications of all the metals, alloys or anything used to produce our motor cars, and the Ferguson Tractor for that matter.

Lew was an extremely brilliant man there's no doubt about that, and I agree with Ken entirely here when he says that Lew was the finest design engineer in the company. In fact, from what I remember, Lew was offered the job of Chief Engineer when Ted Grinham retired in the mid-fifties but he couldn't be persuaded to take the position as he preferred to remain with overseeing design rather than becoming involved with company politics."

To recall Kit's career in the motor industry it began with an engineering apprenticeship at Humber in Coventry where he progressed to the technical department. During world war two, he joined the Royal Navy Fleet Air Arm and he was trained as a pilot in Canada as part of the British Commonwealth Air Training Plan and continued as a pilot in the Royal Navy Reserve in England after the war.

He then decided to join the Standard Motor Company in 1947 where he became a valued member of the Staff in the company's

Technical Office.

Moving on to Kit's memories of the start of his career as a vital member of the competition department managed by my father Ken from 1954. He recalled.-

"I suppose everything began competition wise when Ken was developing the prototype TR2 MVC 575 for the record breaking run at Jabbeke in Belgium. My involvement with that effort included being present on all the early morning test runs with Ken on the Bicester Straight near Oxford. We left Coventry just after dawn on those test days and the only staff involved were myself and Jim Parkinson who was acting head of the technical office at that time, and Ken of course who drove TR 2 MVC 575 on these test runs. These runs incidentally sometimes took place on some pretty cold and frosty mornings early on in the year as the actual record run in Belgium took place on 20th May 1953. The TR performance was constantly being improved, of course, and constant work on our engine test dynamometers was undertaken as performance improvements were made. In fact I remember Ken doing a power curve test on one of the TR engines himself as he was fully experienced with Heenan and Froude dynamometers due to his racing experience before he joined The Standard Motor Company to develop the TR2. Due to this engine test experience he got on extremely well with our Frank Smith who was head of our engine test section.."

Kit also went into detail about improvements made to valve timing and push rod, rocker arm and cam follower reliability as several failures had been experienced during extended and continuous testing on dynamometers as the rev range and power of the engine was increased. To move on to Kit's memories on how he joined my father's newly formed competition department Kit related with enthusiasm.

"Ken had researched international rallying in great depth when he organised the factory's first entry into an international rally, namely the Alpine of 1954. He knew I'd competed in many rallies, including the Monte Carlo, as an amateur, and my main strength was navigating.

Ken openly admitted that he'd never driven in any rally before, let alone an international rally like the Alpine.

Anyway Ken asked me if I'd join him as his navigator and co-driver, I also ended up as second in command to him in our newly formed competition department and Ken and I subsequently competed in all the major rallies together."

Moving on to Kit's memories of that first Alpine rally for the newly formed works team he recalled.

"It was a remarkable experience but it was such a pity that Lyndon Mills and Jimmy Ray were put out of the rally about halfway through with a failed rear wheel bearing. It was an extremely tortuous rally that year, and as Ken often said reliability is the key to success in any motor sport, and continuous development of engine and transmission reliability is of paramount importance. I well remember we experienced several serious engine failures during extended dynamometer endurance tests instigated by Ken. The most notable were stress failures on con rods which had to be redesigned, and indeed the crankshaft itself had to be improved and much more attention was paid to achieving perfect engine balance, which, of course, includes the flywheel and clutch assembly as well as everything else that revolves. Power development can only be achieved if it's kept within sensible limits. As a result of intense and continual engine development etc. we suffered no major problems in that area in any of the rallies I was involved with. I know on this front both Ken and I were always appreciative of the craftsmanship of all the lads in the experimental department at Banner Lane where all our first works TR2's were built and prepared. Ray Henderson was always involved in that of course as well as all the team of lads under Les Makinson who was in charge of the experimental shop. We also received considerable help from suppliers like Lucas, with sports coils, and specially assembled electrical hardware like dynamos and ignition distributors etc.."

The Triumph TR2 team in the 1954 Alpine

rally were Ken and Kit Heathcote driving OVC 276, Lyndon Mills and Jimmy Ray in PDU 21,



Kit Heathcote (right), his wife Peggy, and Ken Richardson pictured at the hotel in Gainesville, Georgia in 1987 at the VTR convention

and Robbie Slotemaker and Gatsonides in PDU 20. Private TR2 entries included that of Kat and Tak, and American driver Stu Blodgett. At the conclusion of the rally Richardson/ Heathcote,, Kat/Tak, and Slotemaker/Gatsonides were awarded the outright team prize and Slotemaker and Gatsonides won a Coupe Des Alps for a penalty free rally, secondly the best performance of a non French team, and thirdly the prize awarded for the team with the best cumulative time of all the specially selected timed hill climbs throughout the event.

Kit emigrated to Canada in 1957 where he gained employment in the Department of National Defence. He worked in the civilian department and was involved with verifying the status of companies who applied for government grants awarded to those involved in the wood logging business, and lived in Canada thereafter. He came back to England on numerous occasions to visit family and friends, including visiting my father and mother together with Ray Henderson.

Of all things Kit was a true gentleman and a delightful person to know. I'm sure readers will join me in offering our deepest condolences to all Kit's family including his grandchildren and great grandchildren.

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Herald



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MK2 CONVERTIBLE Overdrive, wire-wheels, unleaded, stainless exhaust etc - see eBay item 351506780173 (www.ebay.co.uk/itm/-/351506780173) for more details & pics. (cherished registration £600 extra). £7,750 simon@triumph-recycler.com (trade)

CARS WANTED

TRIUMPH ESTATE WANTED Triumph Estate or Van wanted. Herald, Vitesse, 2000. Must be good useable condition. Cash waiting. Roger Bryant (Wrexham) 01978 780946.

VITESSE MK2 CONVERTIBLE. Long term member looking for a good Vitesse. Prefer a MK 2, and a Convertible, but all considered. Appreciate photos and full details by e mail. Will travel nationwide for the right car. e-mail. gleeshan@gmail.com Gleeshan (UK) 07968 338919.

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PARTS 4 SALE

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

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RECONDITIONED (uprated) radiators as per www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts. Direct prices: Herald/ Spitfire £120 (full-width £140) Vitesse £180; GT6 £190. TR/ Saloon/ Dolomite / Stag £enquire. simon@triumph-recycler.com (trade)

HI TORQUE STARTER. Powerlite starter motor for a GT6 from the club shop, never fitted or used. Part number is RAC101. Also misc other 2nd hand GT6 bits. Offers. Hugh Dixon (Northampton) 07453 703203.

SPITFIRE 1500 Factory hard top. Appears complete will need restoration £50. Single Rail Gearbox £50. Pair of rear brake hubs new shoes and wheel cylinders £30. All Collection only. John Board (Sidcup Kent) 0208 306 3033.

FACTORY HARDTOP Factory steel hardtop,excellent condition, clean lining (no tears). Lots & lots of parts for sale too many to list. Buyer collects. Sensible offers Graham Roe (Staffordshire) 07512 056472.

SPITFIRE 1500 TONNEAU With Headrests. Excellent condition. Hardly used. £100

ONO Inc postage. John Fairey (Northants) 01933 388434.

MIG WELDING SUNDRIES for sale Mig welding pure CO2 pub size gas bottle only used about 20%. With free regulator plus small CO2 cylinder, some wire and mig tips. £45. David (South Cambridgeshire) 01223 870678.

USED BOOT LID. Buyer Collect. Reasonable offer. For Vitesse MKII. Keith Power (Lancashire) m. 0759 4604523.

RECONDITIONED steering racks, new master cylinders, used parts. See www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts but email simon@triumph-recycler.com for direct prices! (trade)

ROTOFLEX SUSPENSION Partially Rebuilt Rotoflex Suspension assemblies, with new Metalastic couplings, UJ's, Bearings, Bushes, Trunnions, Etc. Most items blasted and powder coated Gloss Black. £300. Gary Flinn (Derbyshire) 07825 269136.

ALLOY WHEELS 4 Stag Alloy wheels, in good condition, need cleaning. £50 ONO. Victor Thompson (Huddersfield) 07800 551363.

SPITFIRE MKIV. BRAND NEW PVC HOOD. White. Zip out rear window. Cost New £150. Price £100. John (Northants) 01933 388434.

SPITFIRE 1500 BOOTLID As New £150. ALSO Bonnet. Sound but needs work on wheelarches. Offers. Phil Desborough (Ludlow, Shrops) 01584 711398.

1500 NOS CRANK PULLEY. Genuine, NOS, Stanpart 217789 Crank Pulley for the large crank Spitfire 1500 and possibly other applications. Brand new and never used, hoarded for an EDIS project, now shelved.

£90 Lindsay Dearing (Great Torrington) 01805 628251.

SPITFIRE/HERALD SERVO BRAKE KIT. Rimmer Bros. Pt No. RH5272. Boxed. Unused. £85 + Postage Tom Brown (Warwick) 01926 651320.

VITESSE / HERALD PARTS. Pair 'V' Chrome rear light trim's. Pair front side light / indicator lense's with chrome trim's. Pair chrome bonnet corners, plus other chrome trim parts. Set of stainless steel Caliper Piston's. Restoration book & Herald Haynes manual. £125 Ray Cadman (West Midlands.) 01902 730547.

FRAME TENT (6 berth) in excellent condition, easy to put up and roomy. Includes longlist of extrastokill you out for camping, the only thing you'll need is your sleeping bag. £100 ONO. Victor Thompson (Huddersfield) 07800 551363.

DOLomite Front Sub Frame In Very Good Condition. Cleaned and Repainted. Buyer Collects Or Makes Other Arrangements. £25. Roger Haywood (Birmingham) 0796 9024999.



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PARTS WANTED

GT6/VITESSE engine required. Looking for a 1998cc short engine or full engine, must be flat top piston variation, looking to rebuild a bottom half or maybe you have good one already, anything considered. Jason Harris (Hampshire) 07980 311420.

VITESSE MKII STEERING WHEEL Can anyone supply me with a steering wheel please for a Vitesse, it has to be very good condition. Can collect anywhere in UK. Andrew Helan 07836 705862.

1300 FWD REAR BUMPER CENTRE SECTION required for Bond Equipe, mine came back from chroming distorted, anything non rusty or re-chromable considered. S. Huntingdon (Cheshire) 07750 445602.

VITESSE MKII GEAR SELECTOR WANTED Vitesse 3 rail Overdrive Gear Selector! Good Secondhand condition. Looking to spend £35.00 plus postage. Dean Weston (Farnborough, Hampshire) 07970 155537.

WHEEL WANTED. 5.5J steel wheel for my Mk1 Vitesse. I think it is a Dunlop wheel, to replace one damaged. Peter Stowers (Portsmouth) 07802 261691.

13/60 FRONT SEAT & DOOR CARDS Wanted. One front seat, and pair of door cards (BLUE) for a 13/60. I am prepared to travel & collect. Paul Ballamy (Dumfries) 07833 908179.

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TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£47.00 UK £50.00 EUROPE £56.00 OVERSEAS
Young Member £23.50 (Age 17 to 25)

RENEWALS

£47.00 UK £49.00 EUROPE £55.00 OVERSEAS
Direct Debit Membership & Renewal UK £42.00
Young Member £21.00 (Age 17 to 25)

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
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FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED
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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

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Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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TSSC HQ, Sunderland Court
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MAGAZINE COPY DATE

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DEFINITION OF DEADLINE - Last date by which
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and work well in advance of the deadline.

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e-mail: info@tssc.org.uk

TSSC HQ, Sunderland Court
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: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton. Warks. CV11 6YJ.

Tel: 07792 987353 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA

Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk
http://cook1e.blogspot.co.uk/

BOND

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

Tel: 01672 514241 e-mail: guy@bondequipe.org

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Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

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TOLEDO/DOLomite 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@tssc.org.uk

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA

Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Sth Watham. Lincs. NG33 5PJ

Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath,
West Sussex RH17 7AQ

Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaw Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, **e-mail: ampicar@tssc.org.uk**

Tel: 01684 592985

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Dan Chudleigh 11 Cottey Meadow, Kingstington, Newton Abbot, Devon, TQ12 3GB.

Tel: 07962 956362 e-mail: ymc-dan@tssc.org.uk

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AREA LIAISON OFFICERS

Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.

Tel: 07976 163006 e-mail: alo@tssc.org.uk

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.

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CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

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November 2015

TSSC

Area News Review

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

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**Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

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AREA DIRECTORY

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.

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
DI ALLEN, NIGEL HILL
Tel: 07976 163006
E-MAIL:
alo@tssc.org.uk

Area Area Organiser/s Meet at On the

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 7.30pm
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. 8.30pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	The Boundary Inn MANCHESTER M34 5HD	1st Tues. 8pm.
	Pip Flegel: 01524 791607		
NORTH EAST	Deryck Beadling: 07939 068976	The Dunn Cow, Primrose Hill.	1st Sun.
	Geoff Dent : 07773 440201	BOURMOOR DH5 6DY.	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
	Dennis Petty: 07951 727747		
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
SOUTH YORKS	Alistair Banks: 01302 771628	The Crown - Barnburgh, DONCASTER DN5 7JQ	1st & 3rd Tues Eves
WEST YORKS	Victor Thompson: 01484 541185	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 8.00pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Beedles Lake Golf Centre - EAST GOSTCOTE LE7 3WQ	2nd Tues 7.30pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
	Nigel Hill: 07976 163006		
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	The Golden Pheasant. Main Rd - ETON. PE6 7DA.	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embury: 01952 371783	The Huntsman - Little Wenlock, TELFORD, TF6 5BH	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
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	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	Pear Tree - LOWER SMITE Worcs WR3 8SY	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
	01691 600215	The Plough Inn, St ASAPH	3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.15pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Good Intent - HORNCHURCH	4th Sun. 12 Noon
	(Venue Swaps Monthly)	The Wharf - DARTFORD	April to October
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 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Laurence Cochrane: 07577 210100	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st 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 Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN SURREY	Mike Goolding: 01252 722432 Clifford Derby: 07900 657176	The Seven Stars - STROUD GU32 3PG Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	1st Tues. 7.30 - 8pm. Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	3rd Thurs. 8pm.

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
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Various - See report in Area News	Last Thurs. 8pm

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
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DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
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		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . CHESHIRE

TSSC AREA NEWS

AREA LIAISON OFFICERS

email alo@tssc.org.uk
Tel. 07976 163006

It is that time of year again guys to register your Area! Remember people if you do not register you are NOT covered by Public Liability insurance.

You can download the registration form from the tssc website or fill in the form in your Courier and also contact ourselves we can post it if you are not on the Internet and also ring Angie at HQ to post one out. No excuses to why you've not filled in the form...

Guidelines how to register if there is anyone new to this

1) you will need 2 of your Area members, one to propose you (this is not yourself) and one to second you, they must be TSSC members from your own area.

2) The registration forms will be double sided so please read both sides of the form.

3) We will email forms to all areas and it will also be in November and December's Courier.

4) All Area registration forms to be returned by 31st January 2016 at the latest.

5) If you require a polo shirt please tick the size box.

6) If New A/Os require a AO tool kit pack please let us know and we will send one out to you.

There is a **Christmas Open Day** at TSSC Headquarters on **Sunday 6th December**. We will both be there so if you need anything or to give us your registration form we will be happy to help. Don't forget the **Lancaster Insurance Classic Car Show at the NEC, November 13th to 15th** see Courier for details and also the Club has a discount code to be used (**CSCMS15**) when booking tickets in advance.

Could all TSSC Area Event Organisers Email Trudi at HQ on trudi@tssc.org.uk for your entry into the Courier events Calendar for 2016 to make sure you have Public Liability Cover.

Keep those wheels rolling.



Guy & Suzie

Next meetings:

Thursday 12th November - The Plough, Grateley, SP11 8JR
Friday 13th - Sunday 15th November - Classic Car Show at the NEC, Birmingham

Wednesday 18th November - The Bruce Arms, Easton Royal, SN9 5LR

Thursday 10th December 2015 - Christmas Dinner, TBC

AVON

Tel. 01454 327059

It is hard to believe that by the time you read this we will be into late autumn and nearly winter. In September we were lucky enough to work at Goodwood revival again - a great year especially if you like Spitfires (planes not cars!) We also took the police car to Castle Combe historic racing event in October - fantastic racing and despite lack of interest this year from club members I have to say it is one of the best events on our doorstep with Triumphs, Healeys, Aston Martins etc racing. Definitely one to consider for next year.

The turnout at Octobers meeting was so good that we had to split into two groups at the pub. Tyler didn't know he was so popular but I think it was the thought of food that attracted people. Tyler gave us 4 menus to select our Christmas meal venue and then used a proper ballot box and proportional representation to select the venue. He lost me at the first count - but I can assure everyone it was a fair selection process. At the point of writing this I can't give a definitive answer where we are going as we have not had the booking confirmed. However there was a close second place if needed so we will get somewhere.

Anyway, deposits of £5 per person are required with menu choices at the November meeting please and the meal will be on **7 December**.

See you all on **2 November**

Jane

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

We were unable to make it to the Bruce Arms for the September meeting as our week on our canal boat was moved back a bit - due to the rather relevant fact of having to have its engine replaced - and we ended up going 'that' week. We were able to mention it to those at the Grateley meet the previous week and discovered that, as it happened, some of them weren't going to be able to make it to the Bruce Arms so we decided to cancel it. Sorry Graham, it turned out to be one of the times that Graham was able to join us - only to find no-one else there and we had forgotten to let him know.

October at the Plough saw most of the usual suspects and a pleasant evening as usual, although Guy & I had been a bit over-ly hectic and that particular evening I could barely keep my eyes open so the evening came to a slightly earlier end than usual. Mind, with the evenings drawing in and being dark by the time we arrived made it very obvious we were into autumn and I think most were ready to head out by then too. Good to see Robin and Bob keeping up the Classic Car theme by bringing their toys out to play when even we bottled out of that one.

CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

The one show I know was attended in September was Eccleshall. The eagle-eyed amongst the readers will note that this is in Staffordshire, not Cheshire. In fact the visit to the event was organised by Staffordshire TSSC, who managed four Triumphs, Hark the Herald making five. An interesting day, a little like Wilmslow in that it was a village show with a car show attached, but a lot more cars than Wilmslow. The weather obliged by not raining during the day, although it couldn't be called hot. The initial meeting point was in the vicinity of Stone, and the route from there to Eccleshall passed through works (railway I think) which had deposited a lot of mud on the road. Consequently Hark the Herald needed yet another bath on return to the home county (the previous bath being after the muddy/grassy field at Woodsmoor).

AREA ORGANISERS REGISTRATION FORM 2016

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

The term of office to be for one year from **1st January 2016 to 31st December 2016**, unless a duly elected substitute be registered during that time. If Areas elect **Joint Area Organisers** please **COPY** and complete a Registration Form **each**.

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

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

I Membership Number: /
as **Elected Area Organiser** wish to **REGISTER** Area
with the Triumph Sports Six Club for **2016**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2016. Signed Date: / /

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2016. Signed Date: / /

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

TSSC Area Registrations.
Di Allen & Nigel Hill
32 Hollyhill Road, Selston,
Notts. NG16 6EF
e-mail: alo@tssc.org.uk

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

AREA ORGANISERS CODE OF CONDUCT 2016

PLEASE NOTE: By Signing the Registration Form overleaf you will be agreeing to abide by the following Code of Conduct for Area Organisers.

1. Please Register your Area no later than **31st January Annually** to ensure you are meeting with the requisite Public Liability Insurance Cover from the TSSC. This is to protect the Area Organiser and the Area Members.
2. Area Organisers duly elected by their area should have their election **confirmed** by 2 separate, current TSSC members who live in the area for which the Area Organiser has been elected.
3. Remember as an elected TSSC Officer you are an Ambassador of the whole TSSC and should act accordingly.
4. Support TSSC policies that will have been made and Voted upon by the majority at the TSSC AGM and also in the current TSSC Rules of Association.
5. **The General Secretary** or your **Area Liaison Officers** are your first port of call if you have a complaint about the TSSC. (As for example:- Airing your complaints in public on social media can damage Your Area and Your Club) Most matters are easily resolved, or can be by contacting the above. The utmost will be done to resolve any issues an Area or its Organiser may have.
6. Treat all Members and Non Members with courtesy and a smile, it costs nothing and goes a long way!
8. Joint Inter TSSC Area activities are a good way of getting help and enjoying any event you may wish to organise.
Remember all TSSC Areas are **"The Club"** so why not share the load?
9. If an Area Organiser stands down, **please return** Banners, Flags, Gazebos, and Monies (Area funds, Bank Details, Books etc) to The **NEXT** appointed Area Organiser for your Area or failing that return everything to Club H/Q so that it may be re-distributed back to the Area when a New TSSC Organiser is appointed

Most importantly **You and Your Members** are **"The TSSC"** so enjoy your Triumphs and all **YOUR Club** has to offer.



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

TSSC Area Registrations.
Di Allen & Nigel Hill, 32 Hollyhill Road,
Selston, Notts. NG16 6EF.
e-mail: alo@tssc.org.uk

CHESHIRE CORNWALL . . . COVENTRY



TSSC AREA NEWS

It was also very pleasant to receive replies to the invitation for Eccleshall, even if they were all unable to join us.

There's only a bit of news from other places. The newly acquired Stag in Wilmslow has been found to have a poorly cylinder head, after inspection provoked by an oil leak. John's Spitfire has been to the painters and acquired a nice glossy coat of Signal Red. There seems to be a plan to fit new carpets (the old ones being non-existent in several places) and the bits in the doors that stop the windows rattling. There was even a threat of new foam in at least one seat. I didn't dare ask if there was a plan to get the steering wheel pointing correctly when the car is travelling straight ahead. The Herald Estate in Crewe is making progress at its usual speed. As part of this project may supply Cast Iron World with a bit of bonnet to complete the spare bonnet kit, said kit is also progressing at its usual speed (quite near 'dead stop'). The repainted Spitfire has spurred Heap the Vitesse to request new paint too. However the first part of this is (should be) to get the bonnet to fit properly, and all the bodes that were done 30 years ago have to be undone first. The swear box is full.

Roger relayed the tale of a GT6 at Event City, where the wheel arches were held together with nuts and bolts, rather than the more conventional spot welding. Adrian and I mentioned that we knew another car which was held together with nuts and bolts where the factory preferred welding, but we took care not to mention which car it was. It was not a Bond (to the best of my knowledge attempts to weld fibreglass result in a fire).

It seems several of us will be going to the Restoration bash at Stoneleigh at the end of October. We hope they don't repeat the crazy route into the event that they had for the spares day in March this year, where they had us queue half way round Warwickshire and then drive across several fields to get into the place. It was October 2010 when they had the bright idea of having one person at the entrance to the park taking money and generated a queue that stretched for several miles nearly back to the village – it took us 40 minutes to get through that one.

I'll also note that Tom will be taking his wife to the show as 'she can help carry things'.

As other people do much more comprehensive event lists than me (does anyone fancy the task of generating the list?) I'll just mention the **Classic Car Show at the NEC on 13th – 15th November**. We all enjoyed ourselves last year, noting that we were ourselves out walking from one end of the show to the other several times. Once again some people will be travelling by car, and at least one will probably be parking at a station in the middle of nowhere and getting the train, to avoid the car parking charges at the NEC (but these aren't too bad when shared by a carful of people!).

Our next meeting is on **Thursday 5th November at the Cock and Pheasant**. Last months' attempt at a joke still applies – please take care not to turn up in an old banger.

Henry

CORNWALL Tel. 01872 573763

www./autos.groups.yahoo.com/group/cornwalltriumphs/
e-mail: cornwall@tssc.org.uk

Firstly welcome to our three new members, I hope that you will all find time to come and visit us at meetings and events. You will find us very social and welcoming.

It's still busy and it's still September (at least in news terms). A small group of us went to Golant for Sunday lunch and a short walk. Sally-Ann had arranged everything, but the weather had turned the walk very muddy, so thanks to James, a local member, who came to see us for the first time and saved the day by finding a less muddy walk. It started our winter programme off very nicely.

The same weekend John and I went rallying in his TR4A. We had entered the Devon Classic Rally. Friday we shot through scrutineering on the outskirts of Exeter and made for our hotel near the airport. Saturday we were off to the start at Exeter Racecourse. All day we drove fast sections and 'Regularity' tests, never venturing more than 7 miles from the racecourse apparently. By the evening dinner we were lying 3rd in class and 12th

overall, 5 points behind the Aston Martin DB5 in our class. An early night put us back on the road early Sunday morning for more Tests and Regularities across Dartmoor. The weather was fantastic and we had some great scenery. By late lunch we had finished and waited for the final results, which seemed to take hours. Eventually the final Final Results were issued. We were placed 7th overall, 2nd in class and 1st Novice, so we were very pleased. The journey home was unbelievable and we never stopped laughing at how well we had done.

Almost rested, the following weekend Jane & John (TR7), Mike and Rich (TR7), Ian (Triumph Sixpence) and I (TR7) all drove north for the Edinburgh Trial. Again it was great weather and we were all doing quite well, until disaster struck me (again). After a great trial Jane is claiming a Gold Medal, Mike is claiming a Silver, Ian is claiming a Bronze and I retired with another broken propshaft. Well done everyone. After the event Mike & John replaced the propshaft (a million thanks guys) and we went to Ashbourne for the night. The trip home the following day was not without incident either: I broke down with another broken propshaft and had to be recovered home. Still we now know what's wrong with my car and how to fix it.

Roll on The Exeter Trial in January.

Meetings are still well attended; it's always good to see you all for a chat. No one has come forward yet to take on the position of Area Organiser, but I hope someone does, it will be a shame for the Area to drop back into obscurity.

Diary Dates;

NOVEMBER

Saturday 7th Fireworks Party at Mike & Claudia's, Calkefield 7pm ALL WELCOME!

Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 22nd Sunday lunch TBA. Come to the meeting to find out more.

DECEMBER

Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards Pre Christmas drinks!

Saturday 12th Christmas Dinner/Dance, The Metropole Hotel, Padstow

Have a great winter.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Everyone. First an apology for no September Newsletter due to computer problems and personal affairs.

The show season is now at an end, we finished with a very busy schedule which included the Shackerstone Festival weekend on the 5th & 6th of September a terrific show with lots happening all



weekend, a weekend at Stoke Prior on the 19th & 20th, this being a first for us and a very enjoyable weekend it was with lots of exhibits we hadn't encountered before, then finally the big one Sywell Classic Piston and Props where we had a stand which was situated next to the Northants Area TSSC & The Triumph 2000 / 2500 Club resulting in a very good showing of Triumphs, a fantas-





COVENTRY . . . CUMBRIA DEVON

TSSC AREA NEWS

Coventry Continues

tici show with lots of air displays, custom & drag demonstrations, karting and motor cycle events taking place.

Our monthly meeting at the Bull & Butcher on Tuesday the 6th October was once again affected by the awful weather we always seem to get on the first Tuesday of the month, it was torrential rain again, still that didn't put off 15 of us attending with most of us enjoying a superb meal in the restaurant before hand. A special welcome to Richard & Shirley Harper joining us for the last two meetings, Shirley being Pip Flegel's sister.

Although the show season is over we still have lots going on throughout the winter months with our Dalos Day Runs, Heart of England meets and a number of social events taking place so don't mothball those Triumphs and other classics yet.

October's Dalos Day Run will be on Sunday 18th meeting in the layby on the A444 between Bedworth and Nuneaton just before Ameds Palace, the route being planned by Steve & Sharon, 12.15pm ready to leave at 12.30pm. Must know numbers by Wednesday 14th.

Need some ideas for the Spring Rally one suggestion so far is a trip and evening meal on a narrow boat, also a different venue to be considered, don't hesitate we need to get things happening now.

Our December meeting will include our **Xmas Fayre meal at the Bull & Butcher**, we need to know numbers and your choice of menu by our **November meeting, Dress is Festive**. We have the menu's now so if you need one get in touch.

The Heart of England Xmas Dance in aid of The Mary Ann Hospice will be on Saturday 5th December, at the Bulkington Workingmens Club, live entertainment and Buffet included for only £6. Tickets available from Roger Perkins on 07860826607 or contact ourselves.

We will also be having a meal on **Bonfire Night at the Bull & Butcher, Thursday 5th November**, the firework show is excellent, so if you want to join us lets us know ASAP so we can reserve your place.

That's all for now folks keep your eye on forthcoming events to know what's happening.

Regards



Phil & Lynn

Forthcoming Events :-

Tuesday 3rd November our monthly meet at the Bull & Butcher Corley Moor, 7.30pm

Sunday 8th November HoE meet at the Griff, Bedworth from 11.00am. Just turn up.

Sunday 15th November Dalos Day Run Details to follow.
Saturday 5th December Heart of England Xmas Dance & Buffet at Bulkington Workingmens Club, Chequers Street Bulkington. Tickets £6 a head contact Roger Perkins on 07860826607.

Friday 1st January 2016 MVPS New years Day run.
Details to follow.

CUMBRIA

Tel. 01229 474077

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

As another show season comes to a close it is a pity that the rest of the year's weather was not as good as September. 6th Sept we went along and supported the Barrow Bike and Classic car show. The usual suspects attended along with John Williamson and his newly refurbished blue GT6. Hope we will see you at some of the regular events next year John.

22th Sept four cars made the journey to Selkirk, Scotland for the final show. Ray and Gill, Mike and Esther, Tony and Helen, Anne and I. There were not as many cars on show as previous years and not the amount of dealers that normally attend.

One of the store holders told me that the organisers had dramatically increased the price for a pitch and subsequently many dealers were put off by this. One reason for going to this show over the years was the variety of car bits and bobs one could purchase there.

Now that the winter months are upon us the monthly meetings will normally be held on the **last Sunday of the month**, 12 noon, at a pub venue. October's meeting will be at the Brook House Boot, Sunday 25th October. It has been suggested by some members that we should hold a Xmas party this year. In order that it will not clash with other Xmas events that people may be going to I have booked the **Brook House at Boot for Sunday 6th December**. There will therefore be **no meeting at the end of November or December**. Would those members coming to the Xmas dinner please bring a raffle prize not exceeding £10 in value. One couple, one raffle prize. If you are intending to come please let me know so that I can arrange numbers with the Pub. By the time you are reading this in the Courier, the Le Mans booking will be open or about to open. If you have not told me you are going let me know asap so that I can block book as in previous years. At present those that have told me they will be going are Alick +1, Des and Carol, Ray and Gill, Anne and I, Jim +1, Mike and Esther? I am only booking the camp site and not the ferries.

Plans are still to be made for the weekend trip to the **Isle of Man in April or May**.

Forthcoming Meetings.

Sunday 25th October,

Brook House Inn. Boot

Sunday 6th December

Xmas party, Brook House Inn. Boot

Sunday 31st January, Kings Head Inn, Thirlspout, Thirlmere.
Safe motoring

Ray

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk

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

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

We were relieved that the pub had not yet changed hands for our September meeting at the Star, and the bar was full of our members as usual. We welcomed prospective members Nigel with a 1500 Spitfire, and Les & Ann with a Mk 2 2000. We hope that you will have joined the gang by the time you get this magazine, and as always we give a warm welcome to all Triumph owners.

For the first time a group of us attended the Sidmouth Classic Car show on the cricket ground in the middle of September. On the Club stand we had Jackie & Allan's 13/60, Ian's Herald Pickup, Russ with his Vitesse, Maurice & Mary with the Spitfire, Chas & Dave with their two lovely GT6s, and a first Club appearance for Ian & Yvonne's Vitesse. We also met John Love for the first time, a long time member of over 30 years, who has one of the last Spitfires to be produced. He is hoping to get it back on the road soon and we look forward to meeting him again before long. A lovely setting down by the sea in the old town of Sidmouth, and the autumn sun shone for us too.

The Southwest Triumph Meet at Windy Ridge saw around 20 assorted cars come out. We set off from Peartree Cross with 4 cars, 2 Stags including ours, Mike (Spitty), and Karen, Chloe and Jane in Karen's lovely 13/60. Andy W joined us on the road and we met many more at the venue, including the Treleavens and Dan who had breakfasted at Route 38 first. After a good lunch, carvery and other choices at a reasonable price, Tony from SOC had prepared a short but spectacular run along the coast taking in Seaton, before ending up back at Windy Ridge. Also there were Nicola, Allan and son Spencer in her lovely Vitesse, who is another whom we hope will soon join us as a member.

John and I popped up to North Devon for the October meeting, joining Darren and a host of Triumph owners there. It was a lovely clear evening and 10 Triumphs came out to play. If you have

DEVON NORTH ESSEX

not yet been to one of these get togethers, we would thoroughly recommend giving it a try. Good pub, good food, good company and great cars.

Our East Devon run on 4 October once again was lucky with the weather - a bit overcast but dry. After meeting up at Exeter, eight



cars drove the short distance to Darts Farm at Topsham where a little financial damage was sustained with all the goodies on offer and the rest of us had a coffee etc. Then onwards through Woodbury, West Hill and Ottery St Mary to end up at the Bowd Inn near Sidmouth where we met up with Ian & Karen. Young Robbie was pleased to go from last to first when they cut off a corner in West Hill and ended up in front of us all. A good variety of cars out this time, 2 Vitesse (Allan's saloon and Russ's convertible), 2 Spitfires (Dan's Mk3 and Ian's 1500), Maurice's 1500 TC, Chris on his first Club run with his TR6, Keith's TR4A and our Stag. The food at the pub was very good, though we did have to wait a little for our tables to become free - but that is proof what a good pub it is.

COMING UP IN DEVON

Sunday 1 November - Bob & Marcia have volunteered to organise this year's **Treasure Hunt** and also next year's - so everyone can TRY to WIN. Please meet at Ivybridge Railway Park and Ride at 10:30am for a staggered start with everyone off by 11:00. We will as usual remind you all by email of events so please make sure that we have your up to date email details.

A change of date for the next **North Devon meeting**, as it would have clashed with a big Bonfire night at the Crealock, means that the November date is now **Thursday 12 November**.

The regular **Devon Club Night** will be at the **Star Inn at Liverton on Wednesday 18 November**.

On **Sunday 22 November** we have the **Inter Club Skittles with Lunch at the Waie Inn at Zeal Monachorum near Crediton**. Remember SOC have won the last such 'competitions' so we have our reputations to restore! We aim to meet at the pub for 11am but would appreciate knowing who is coming so that Claire who is organising the day can advise the pub of expected numbers.

All too soon it will be the dreaded 'C' word and bookings have gone well for our **Christmas Meal at the Dartmoor Lodge at Ashburton** on Saturday 5 DECEMBER. A reminder that Sue will need your menu choices before the middle of this month, together with your remaining payments.

DEVON DIARY

Sunday 1 November Annual Treasure Hunt - see above

Thursday 12 November North Devon Meeting at the Crealock Arms Littleham EX39 5HN

Wednesday 18 November Club Night at the Star Inn Liverton TQ12 6EZ

Sunday 22 November Inter Club Skittles and Lunch Waie Inn, Zeal Monachorum

Saturday 5 December Christmas Evening Meal at the Dartmoor Lodge Ashburton

Sue & John

DEVON NORTH Tel. 07806 351499
e-mail: darren@tssc-devon.org.uk

Meeting: Thursday 1st October 2015.

Venue: Crealock Arms, Littleham, EX39 5HN.

As the end of the summer is almost upon us it is time to reflect a little on whether the newly formed North Devon Area was a success. Well I'm pleased to say that it most definitely has been thanks to the support from both the regular attendees who we see every month and those that can only attend on a less frequent basis. Numbers have been consistently in the mid to high teens each month and there's always a good selection of Triumphs in the car

TSSC AREA NEWS



park. So a big thank you to all of you that have come down to the Crealock Arms over the last 6 months. A special thank you to Sue & John Franklin, as without their continued help, support and enthusiasm none of this would have happened.

So on to the meeting of the 1st October. As usual I was there a little early to get my food order in before the kitchen gets too busy and I spotted Alan Brace, his wife and two of his boys already seated. I had bumped into Alan at a local show in Holsworthy back in June and twisted his arm to come along to the meetings. Back at that show we talked about the lovely yellow Spitfire 1500 he was showing, but also a white MKIII which was approaching the end of a lengthy restoration. It was great to see that he had both cars with him and they looked absolutely fantastic. The MKIII nearly made it to the previous club night which would have been its maiden voyage, but a clutch problem prevented that happening. Well done to Alan and his boys on getting another Triumph back on the road, from the pictures I saw most people would not have taken on such a project, so hats off. More good news is that Alan has now also joined the TSSC and benefited already by using the Club's insurance panel.

SOC member Simon Whemmouth made it along in his white Stag despite being under pressure to get his Landy ready for the weekend for the London to Brighton. Our TR Register regulars Steve Williams, Paul Gibson and Andrew Willmott came along; Andrew was talking about his desire to build a TR3 Beta, not a car I'd ever heard of before, it's a wider bodied TR3 based on the wider track of a TR4 Chassis. It sounds like a great project, so let's hope he makes a start on that.

It was good to see Adrian Booth in his 2000 make the trip up from Liskeard again and Ray & Wendy Sweet over from South Molton in their Spitfire. Two more local members in Andy Luckhurst, still without a working Triumph amongst his collection and Malcolm Huxtable in his Spitfire.

Last but not least Sue & John Franklin made the trip up from the South in their MX5. Sue has sent off the details to HQ for the now famous TSSC Devon calendar, place your orders soon or be disappointed! £7.00 per copy plus £1.50 p&p, contact Sue to place your order. I hear that February is going to be a particularly good month, but you shall have to buy one to find out why. Sue also suggested that the North & South members meet half way for a run & lunch on the **first Sunday in April 2016**. Initial idea was **The Countryman at Sampford Courtenay** as this pretty central, has a large car park and the owner has a TR!

So put a note for Sunday 3rd April on your new calendar when you get it.

Important information for the **November meeting**. Due to a Bonfire Night event we cannot be accommodated by the Crealock Arms, so rather than change location it will be **moved on one week to Thursday 12th November**. We'll revert to the normal 1st Thursday from December.

Darren

ESSEX

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NEW VENUE - NEW VENUE!

As from November we will be meeting at "Passing Thyme" cafe at the View Garden Centre Old Chelmsford Road Rayleigh Essex SS11 8SJ on the A 1245

Well that's the summer over and as I say every year time to do those jobs that have been waiting all summer to get done, the cars list is always longer than the house list, but I may get some done on each list.

My office - I have managed to get some black door cards for

TSSC AREA NEWS

Essex Continues

Kiki the (Toledo) they look much neater than the Dolomite ones that were on it when I got it. Between car events and family commitments I haven't had much time to work on my cars.

Out and about - Club day, nice weather so we had a good turnout, 12 Triumphs, 5 Spitfires, 2 Stags, 2 2000/2.5, 1 Toledo and 1 Herald. We had some new people attend so a big welcome to Kevin & Angela Mk111 Spitfire, Paul Hubbard, Java Green Stag, Dave TR6, Steve & Gavin 2000, that had been sorted.

Lots of chatting and food and drinks and all admiring the new cars we had not seen before.

As the afternoon was still young and the weather was good we went off for a run to look at other venues for the Area to meet at, after stopping at some pubs and a garden centre we ended up at a garden centre on the old A130, as we pulled in the people serving in the café were looking out the widow and bouncing up and down shouting to each other, "have you seen the cars"? that was a good start.

So to the serious business what do the cakes taste like and do they do a decent coffee the answer is great and they do. After speaking to the manager she is keen to have the Club there so I have arranged another visit to give every one a chance to see it before the AGM.

Norfolk Mile of Triumphs - some of our members went up to for this weekend and reported back they had a great time but there was a lack of TSSC members there so perhaps we could get more there next year.

Oh So Retro - something a bit different from the usual car shows, this one was organised by one of our young guns (thanks Kirk). We decided to make a weekend of it and as it turned out it was just as well as the trip down on Saturday was eventful with cars over heating, misfiring, 4 stops in all and that was just Tom.

Getting ready for the off

But we all got there with a little help from each other 2 Toledo's a 2.5 a Herald and a modern something or other. Then on to our hotels and a wander along the sea front and a drink or two then a very nice meal and back out to find the high life of Margate shuts down at 21:00, oh well, off to bed.

Up Sunday and off to the other end of town to the show, we had 5 triumphs and a Mini, yes Joe came down with Brian and Jean for the day to join the 550 cars of all shapes and sizes, very few were stock, we weren't the only Triumphs there Will Chignell and some mates came down for the day as well.

Tom got some new decals for his car (you will need to ask Tom) it was a great show and a keeper I think.

3rd October - a quick trip for the two of us to Kings Cross station and just behind that to Lewis Cubit square for a vintage/classic car boot sale. Just like the one we went to in March this year. The same format as last time we went up by train and had a lovely romantic day as there had been no other takers.



Janet got a fantastic original long black velvet maxi coat and a flying jacket. The event is classic cars with boot sale bargains lots of retro stuff, clothing and anything retro. We saw Colin from Chelmer classic car club selling his wears. The maxi coat got an airing the very next day. We had a couple of hours there followed by a quick underground trip to Spitfields market and lunch.

This was followed by the long walk back to Fenchurch street a good 7/8 miles walked and yes can't wait to do it all again in **March 16.**

Up and coming

November

Sun 8th Club day "Passing Thyme" cafe Rayleigh Essex SS11 8SJ on the A 1245

Fri 13th - Sun 15th NEC Birmingham

Sat 28 Rochester Christmas market (day out)

December

Sat 12th Club Christmas dinner The Ship (thanks Lesley)

Sun 13th Club day "Passing Thyme" cafe Rayleigh Essex SS11 8SJ on the A 1245

25th Kirks Spitfire run as he missed the date last year

January

Sun 3rd Whitewebbs day out with lunch and garden centre

No birthdays this month.

Allan

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It's that time of year again. I have reserved a table for 15 at the **Crooked Billet in Hook for Tuesday the 1st of December.**

Two courses for £19 or Three courses for £24. If you are interested in coming I will need menu choices and a £5 deposit at the next meeting.

The menu is on the website <http://www.thecrookedbilletpub.co.uk/>

All the Best

Allan

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Hi Folks. Just to say attendance at the Crown is continuing to be very popular, with some new members making the effort it's getting pretty lively. Jo's lucky dip Raffle is proving successful and raising some funds each month.

We had the chance with some nice weather lately to attend a classic event at Capel Manor Gardens, we were spread around a bit, some with Club Triumph and others around with many interesting exhibits, veterans and vintage, with over 60 small garden displays to wander, some are still lost in the maze.

Club Triumph stand subsequently won best stand at the show so we contributed in a small way. Well worth a visit next year especially if good weather.

Duxford is now over for another year although we had a reduced attendance of vehicles the feedback I have received is positive. We had a new location this year due to refurbishment works being carried out on the American display but we were more centrally situated and everybody though it worked well. I would like to thank all the volunteers who helped to make the day enjoyable.

On Sunday 4th October thanks to a tip off from Jean, 20 cars from our area congregated on Ickwell Green for a picnic. This is located about half a mile as the crow or Vulcan flies from Shuttleworth Aircraft Museum where there was a show taking place which included the last public flight of MH588 the last airworthy Vulcan. The weather was glorious and we had a first class view of the planes. The best bit was, it was free!!

The forthcoming **Xmas dinner on 12th December** is almost fully booked with 38 people, at the time of writing this there are 2 spaces left so we should be in for a good evening.

The classic car club who also use our pub for their meetings are having a run out, weather permitting on **28th December.**

I do not have full details as yet but we have been invited to join them. It will be finishing at the Crown where I am told there will

ISLE OF WIGHT WEST KENT . . . LANCASHIRE

be food available.

If anybody has any ideas for future events please let me know before the **Area AGM** to be included in the discussion at the next meeting on **23rd November**.

If this reads different from usual I have acquired a clerical assistant, I don't think this will extend to stockings and suspenders.

News Just in - we now have a Facebook presence this is run by Christine and the link is https://www.facebook.com/Triumph-Six-Club-Herts-Beds-TSSC-1642839049335453/time_line/?ref=ts

That's all, keep them running.

Pete.....& Jo

ISLE OF WIGHT

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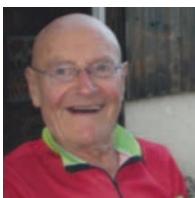
www.facebook.com/groups/786750551371248/

September's Brunch Run saw a return visit to the View Café at Fakenham Farm and once again we had a fantastic breakfast, a definite favourite to keep on the list. October's run will be reported on next month but the trip we had hoped to plan to the New Forest has been postponed until next Spring, so we'll keep you posted on any arrangements nearer the time.

The dates for the **27th Isle of Wight Triumph Weekend are Friday 29 April to Monday 2 May 2016**.

Appuldurcombe Gardens Holiday Park have been in touch to say that if anybody wants to book a caravan, can they get in touch as soon as possible to make a provisional booking as they've had an enquiry from a wedding party but would like to check if caravans are needed by Triumph owners before offering to the wedding party. **Please call Cherry on 01983 852597**.

Last month we shared the sad news of Neil "Miff" Mowle's death aged 92, in St Cere, France. Musician, keen cyclist and canoeist, he travelled the world and played in many great groups and jazz bands. Members, I am, sure will remember him and his green Mk2 Spitfire, which he bought in 1966 and was still using it until around his 90th birthday. The car has been left to Derek Wood and Derek hopes to return it to the Isle of Wight



and to have it at the camping weekend next year. Miff's ashes are also returning to the Island and it is hoped a date will be fixed to cast them into the wind and share a glass of vino to see him on his way.

November's Brunch Run will be on Sunday 22 November, meeting in **Newport at Upper Coppins Bridge** car park at 10am. Happy Motoring

Tracy and Elaine

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



TSSC AREA NEWS

WEST KENT

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So three shows to report on this month. Duxford was a great day and fine weather to travel up. The 'new' area was so much better than the slope being on a nice hard surface and far more owner friendly. Right in the middle of things. But just myself and Andrew made it up so next year I'd like to see a proper run.

Next was Battlesbridge. Big show, loads of good autojumble and many cars. 10 TR6's in one row, 6 TR4's in another. Again a lovely run so be good to get a stand for next year.

Finally the last Sunday Lunch of the year. Well 130 cars in the field unbelievable. Me in Spitfire, Paul in GT6 and Roger in a 'Triumph replacement service' (MG). Sun shone all day.

Great meeting this month. I really thought it was short numbers but 8 of us arrived so the usual mix of socialising and a nice display in the car park.

Only thing on the agenda now this year is the **Christmas meal**. I'm hoping to combine ours with Surrey group so we have a larger mix and extra fans. Talking of which apologies to Cliff and the guys at Surrey, tried to get over but Southern Rail had other ideas so too late, but definitely next month. Hopefully we can combine resources next year for shows.

And I'm still looking for a second venue in the Maidstone area. Anyone know the Bull at East Farleigh ?? Any good, please email me and let me know your thoughts.

All for now.

Colin

LANCASHIRE

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Well from a quiet last month (hence no report) to a busier September.

Initially I hadn't planned on going to the Houghton tower show on the 13th but last minute I managed to get there, and came across several Lancashire members up and down. Dave Moore and his mythical GT6 which I can report is real, and in tidy shape. Sid & Elaine (who have re-joined TSSC) with their Mk3 Spit and Brian with an MR2!!!! Which he 'stole' from the previous owner, well he paid a few quid for it (not many though). Altogether a nice day and a good showing of various vehicles.

The day before myself and a couple of Club Triumph guy's had done a wedding job which earned us a bob or two that has gone into the respective club coffers. It was my second this year (the first one was as a favour), but perhaps there's something to be had here in aid of club funds!!! We could offer a fleet of cars.....

The weekend after was similarly busy. On the Saturday I went to the Manchester Classic Car show that the Event City (next to the Trafford centre). This is the second or third show they've had here and it's not bad.

Sunday was a show at the Canberra Club BAE Systems where



we meet each month. Tom the steward has arranged a show for the past three years primarily for all the car clubs that meet there, and the Pilling car club!!! Thanks to his hard work it's getting better by the year, in fact we had 14 cars on our pitch (see picture). Mightily impressed was I, and thanks to all who turned out, we would have had 15 if I'd have told Sid (sorry mate).



LANCASHIRE . . . LIVERPOOL MANCHESTER . . . NEWBURY

TSSC AREA NEWS

Lancashire Continues

Our monthly meeting rounded off the month with another good turnout discussing a weekend trip to **Llandudno next April/March**, which at the moment looks like it will be well attended. On the note of keeping in touch, if you are not receiving regular emails from me please let me know (by email) so that I can add you to the mailing list. Particularly new members as there seems to be a discrepancy between names in the Courier and details that HQ have sent me. That's all for now.

Kevin

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Hi Folks. We've had a few quiet meetings of late, but a very productive one last night. As Lee has moved away to the wilds of darkest Burnley, we're one car down now, which is unfortunate as he was an ever present at events. We have to hope Dave, Stu and Richard crack on with their restorations over the winter in an effort to bolster our numbers for next year. At least there'll be one less red car in the squadron... It's no surprise then that due to holidays and work commitments our presence fizzled out a bit towards the end of the summer, so with that in mind, we have started to discuss a new strategy for next year's events, should be amusing.

Back to restorations - Dave recently 'celebrated' his 34th anniversary with his Vitesse - for about 28 of them it sat in his Dad's garage. I'm delighted to report that after renovating the running gear, the body has been reunited with the pristine chassis, and we'll be descending in a couple of weeks to help line everything up. Then it's off for some prep and paint - exciting stuff. Stuart's gearbox is being rebuilt, so an MOT beckons, and Richard is putting in his usual incredible amount of dedication and man hours, this time he's cutting out and welding up, so he's making good progress on his Spitfire too.

As ever, please keep an eye on our section of the TSSC website, plus triumphliverpool.com and our Facebook page for more information about our 'goings-on'. And don't forget - if you come to one of our meetings and don't see a Triumph in the car park, it doesn't mean we're not there - please come in and say 'hello' - you'll find us behind a pile of Courier's, rusty parts, trunnion oil guns, and spring compressors (well, that was last night's assortment). Bye for now,

Alex

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www.tssc-manchester.org.uk

25 members attended our October meeting at the Boundary Inn, Audenshaw. A warm welcome to new members Mary and her husband with their Spitfire 1500 (a work in progress) Mary's strict instructions he had to have a hobby before he could retire.

Thank You to all the members who exhibited their fantastic Triumphs at Event City (Trafford Centre) We've received a letter from the organiser Andy Rouse, thanking us for our display and offering us a stand for the 2016 show. Although we were unable to attend the Area BBQ we know it was a huge success.

A Special thanks to our resident chefs Paul & Pete, The Kids for their speciality dish and to Ler for the tasty meats, and to everyone else that attended and helped make it a success.

Lorraine has booked our **"Bringing in The New Year Bash"** at the **Village Hotel in Warrington on 16 January 2016**. Price is £25 per person for the meal and Moulou Rouge themed party night, deposits have been taken, please let Lorraine know ASAP if you'd like to attend. Rooms are from £90; please book your own room online to receive the best price.

Julie is kindly organising a trip to a Manchester Jazz Club on

24th October watch our Facebook page for further details and let Julie know ASAP if you'd like to come as she needs to book seats.

We're organising a trip to the **Manchester Christmas Markets on 21 November** everyone is welcome, members, non - members, Triumph enthusiasts, modern car enthusiasts in fact we will take anyone, please keep an eye on our Facebook page for more information.

Manchester Area Weekend 2016 will be the 3-5th June next year we're at the **Cotton Arms in Wrenbury for our Sci-Fi Themed Event**. The site has excellent facilities including a rally field and function room, with a pub next door for fantastic food and Bowling Green We are exploring local B/B.

Finally after 15 fantastic years Frank and me are standing down as Manchester Area Organisers from December (due to my ill health) A massive thank you to all our fantastic members that we have met and became friends with over the years, we have very special members, and without Your help and commitment our Area wouldn't be the Area it is today.

So I ask you all of you one last time Please don't let the Area disappear into a far distant memory. We are looking for volunteers to take the Area forward to put your own stamp on a fantastic Area with your own ideas and plans, it can be more than one member working together, and Frank and me will give you all the information, contacts and help that you want.

Thank You to all the members/friends that have organised helped and ran runs and events throughout the years, and we hope to be joining you all in 2016.

Due to Unforeseen circumstance **OUR AREA MEETING WILL BE TUESDAY OCTOBER 10TH** (2nd Tuesday of the Month) same venue The Boundary Inn!!

Dates to remember in November

Area Meeting Tuesday 10th November Boundary Inn

NEC Fri/Sat/Sun 13/15th November

Xmas Markets 21st November Manchester

Pip & Frank

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The meeting at end of September was well attended and we took the opportunity to look at photos for next year's calendar. There were some good shots of both people and cars. Thanks to everyone who bought some along.

The mystery lunch was blessed with fantastic weather - blue skies and warm sunshine. We met at Waitrose in Newbury and made our way through the leafy Berkshire countryside to the Fox and Hounds in Donington, just north of Newbury. In fact we were only about two miles from where we started but put a few miles in between along the scenic route. There were Malcolm and Josie in GT6, Lloyd in Spitfire, Ian in TR6, Andy and Lynda in Vitesse, Dave and I in TR7. Nigel and Helen came in the Rascal as the TR7 is having the paintwork done. Patrick and Jean were in MX5, Dan and Rosemary in Toyota, Eric and June in Ford. (Midge and Herald being worked on.) We were able to park together at the pub and got a few nice photos. The food was good and everyone enjoyed themselves. Then it was time for the drive home in the sunshine.

Shalbourne Classic Car Show had excellent weather after a foggy start. There were even more cars there than in previous years, so much so that they may have to find a bigger venue next year. Lloyd and Debbie were in Spitfire, Malcolm and Josie in GT6, Oli and Rebecca in Spitfire and Dave and I in TR7. Dan came along later in his Vitesse. There were several members of the TR Register parked alongside and we all had a good chat. We met a few friends from days gone by which was great. Once again Mary was lucky in the tombola and won 4 bottles of wine and a bottle of beer for £5 worth of tickets. Stocking up ready for Christmas!

Meetings

Wednesdays 11th and 25th November at The Berkshire Arms starting about 7.30 p.m.

Keep 'em flying

Mary and Dave R.

NORFOLK NORTH EAST . . . NORTHANTS

NORFOLK

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I was unable to make the August and September meets due to work commitments but organising Totally Triumph the replacement for the Mile Of Triumphs still went on in the background. Sharing the organisation of the event with the other Triumph Clubs in the county has certainly

helped lessen the burden. A massive thank you must go out to The Stag Club as they provided the bulk of support and helping hands to make the event such a success, thanks must go out to Grahame from the TR Register for assisting with the setting up and loan of his marquee that homed a well known Triumph trader for the day.



Marquees were hardly required though as apart from a little rain on the Friday evening it was sunshine all weekend.

The Saturday show field has great potential to accommodate hundreds of cars but the 80 or so entrants that turned up certainly had a touch of The MOT in its heyday as there were lots of stunning cars to see and plenty of side attractions to keep people occupied. Lots of fun was had and Tug a Triumph proved especially popular with a fair amount of competition amongst the entrants.

Best Tin Top went to a TSSC member with a lovely 1600 Vitesse but unfortunately I do not know his name as I was occupied with other duties at the time.

Saturday night at the Hermanus again proved to be very popular with over 80 people enjoying the exceptionally reasonably priced carvery. The fun and games that followed were enjoyed by all and DJ Jonny kept everybody amused with his antics. It was great to see people dancing until the early hours.

Sunday's run took in some lovely Norfolk and Suffolk countryside with the run ending up at a local Air Museum parking up with several hundred classics amongst the vintage airplanes. The fly past by the Dakota was well worth the wait on what was yet another glorious sunny day. As Joe Craske used to say 'the sun always shines on the MOT', well it certainly did on it's successor this year. Don't forget the **AGM to be held at The Kings Head, Norwich St, Dereham on the second Monday of November** at 20:00.

Put **Monday the 9th November** at 20:00 in your diary it would be lovely to see you all there.

Don't forget that the TSSC attend the **NEC Classic car show to be held on 13, 14 and 15 November** it's a terrific show and they are always welcoming on the TSSC stand.

If you wish to be kept updated with local area news by email please let me know your e-mail address by contacting me on mike.carroll01@btinternet.com. if you are not receiving the news I do not have your correct address.

Regards.

Mike.

NORTH EAST

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Well the dark nights are here again, Christmas is just around the corner and then into a new year, let's hope we get some nice dry days so we can still use our cars, before the winter sets in.

Our next proposed run out will be on the **1st of November a run up to Kielder and then down to Derwent**, all in memory of Bill who used to work for Northumbria water and was often up there. Meet at the motorway services northbound at 10.00am, those north of the Tyne please contact me for an appropriate meeting point, Route up to Kielder for a coffee stop, then back south for

TSSC AREA NEWS



lunch then on towards Derwent in the afternoon.

Decembers meeting will be our AGM and Christmas party all rolled into one. So funny hats and bad taste shirts will be the order of the evening. Don't forget to bring a wrapped present for our Secret Santa Raffle, nothing too expensive and as daft as you want, it's all a bit of fun, all funds raised will go to a local charity, who will get the mankini this year?

Other events next month include **27/29th nov RAC, Rally start point in Sunderland on the 27th and its first stage is at Herrington country park**, before heading up to Kielder, Herrington is a free stage and was well attended last year, first cars through about 4.30pm.

Sat 28th indoor Autojumble Littleburn Ind Est Durham. I don't have any time on this but more than likely be in the morning.

On the car front Steve Edmond had to towed home because of water pump failure, Top Tip always have your club insurance details with you as it has the number to contact in case of breakdown. Mark requires a new battery as he had to be bumped started when he left the pub after our last meeting. I now have new bushes in my steering column and hopefully by the time of this current MOT.

If anyone requires any auto electrics sorting, Joe Grundy has a local contact who is supposed to be very good as he also works on light aircraft electrics, and is prepared to travel around the North East.

Plans for next years trip to **Spa Belgium. Dates 13/15 May**. If you are interested in going please contact me ASAP as we will probably have to book before the turn of the year, a few have expressed interest in going for a week or more but there is always options of a shorter trip

Geoff

NORTHANTS

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My report this month begins with an event which is becoming a perennial favourite especially since HQ now open up for the Lubenham Scarecrow Festival. This event was well attended and it was nice to see members of the public wandering in to see what we are all about. The festival is more than a display of scarecrows with stalls, a music stage and tractor rides to name just a few of the attractions. The clubs teddy bears picnic display was a big hit with children Well done John. I am sure we will be back next year certainly one for the diary if you have not been before.

Unfortunately due to the clash of dates this meant that we were unable to attend Duxford this year.

Milton Keynes Museum Transport day was supported by a few of our members due to other commitments I was not there (Okay so I was down at Brighton watching Samoa play USA in the Rugby World Cup) we are back to the time of year where the car show season crosses into Rugby season.

Sywell classic was as popular as ever and once again we had good weather. This year we had a display area between the Triumph 2000/2500 club and our friends from Coventry TSSC. This I think gave a good mix of Triumphs and certainly drew in some interest from the public including one or two potential new members.

Coming up we have the NEC Classic don't forget to use the club discount code if you are going.

For our **Christmas meal** this year we are planning to go to **Overstone Park Golf Club on Friday 4 December** for their festive hog roast if you are interested please let me know ASAP.

Our meeting night is **2nd Wednesday of the month. Meeting at Overstone Manor, Sywell, NN6 0BB at 8.30pm.**

Cheers

Nigel

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

NORTHERN IRELAND

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AHHH They still have not kicked me out of the AO chair. Well every report of mine so far has started AHHH so this month is no different. Wot's bin appenin ? Well There's Klingons on the starboard bow, starboard bow. Darn that is right, I am not allowed to do that.

The monthly meet at Nortal was attended by Myself, the three Alans, French, Hayes, Forsyth, Bert, Frank, Douglas and Michael Kernohan with apology from Peter Mann. Not much discussed bar the usual chatter. One events calendar issue we have is that Richard R is unable to organise the film night pencilled in for Wed 18 November. HOWEVER ! do not give up this up as lost, we hope this will still happen so watch out for an e-mail on this subject.

Our Sept run was a hastily arranged one due to illness within the Raine family. We trust they are all well by the time you read this report. A big

thank you to Heather and Douglas for taking the job on at the last minute. Despite this we had a total of five cars,



Frank and family, Alan (H) without Maureen, Peter (M) and his son Nathan, Alan (F) with Pam and leading the run Douglas and Heather with the roof down on their TR6. I wonder will they make it three in a row during the Oct run - we will wait and see. As has become the norm on Douglas's runs we met at Galgorm and after a short briefing we set off skirting to the west of Ballymena before taking the Doury Road north keeping to the right of Cloughmills before passing Lissanore Castle - what a lovely place and countryside. It was while we were travelling along the Ballyveely Road making our way towards the Drones that we nearly had a four vehicle collision. Just before the Drones and, convenient to the Scenic Inn, there was what could only be described as an almighty yump as Heather and Doug took off in their TR, not a light car, flying through the air to be confronted with a Give Way sign just a short distance ahead and closely followed by the rest of the run with the exception of Alan and Pam who were a little further back. As we discussed it during our tea break, bright spark Alan stated, with tongue in cheek, you should have known as there were uneven road signs on the road. The fact that they were about five miles further back was neither here nor there! A quick skip along the Drones road saw us taking a sharp left as we crossed country arriving at, the now well known, "Dark Hedges" due to the "Game of Thrones" being filmed there and the nearby Gracehill House. The area was certainly busy with visitors even for late

Sept. although I got the impression that the visitors were delighted to see our classic cars by the number of them taking photographs as we gave them the opportunity to do so. After a quick run from the Dark Hedges we arrived at the Whitepark Road, Ballintoy for our tea stop at "The Red Door Cottage" which doubles as a tea room and restaurant. Owned by the Mc Garrity family, famous for their driving skills and Honda franchise, we probably ate too much bearing in mind that we had an evening meal booked for a couple of hours later at the Countryman, Ballymena. Well you know what it is like if there is good cakes and tray bakes available it is ill mannered not to try them. And, as you all know, members of the TSSC are well mannered!!! After our tea stop we



had to succumb to the wishes of the ladies and visit Bushmills for a little retail therapy. Thankfully the stop was for only thirty minutes but, as usual, Heather managed to buy something - poor Douglas - literally. Our return journey was nearly a straight run back as we travelled a short distance towards Ballycastle and then right as we skirted to the side of Moss-Side heading towards Stranocum and then along the Moyan Road towards the Ballycastle fork on the A26. Not wishing to take any of the main roads we crossed over the A44 Drones road and inland again through Cloughmills and Clough to the little known Craigwarren before joining the A43, (Martinstown Road) and then a quick run to the Countryman and tea. Once again we had a great meal here that was enjoyed by all, especially Alan (F), with his gammon steak. I must admit there was enough for two. Little disappointed that Maureen wasn't there for the meal as we would have had time too explain the difference between a bap and a brioche burger



er bun-only joking Maureen-I think. Glad to see that Nathan got the right order this time and enjoyed his meal -agh coleslaw!! Catch you on the flip side

Laurence

NOTTS

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Hi all. Fairly busy since last month and loads more miles under belt. At the end of July me and Lisa took Gerald the Herald up to the lakes for a few days for our 26th wedding anniversary. Weather was fairly kind and we did about 400 miles and took in 3 of the big passes, including Hard knot and Rhinos pass. Felt good overtaking a Nissan Note in our 44 year old car he apparently got stuck when he stalled it.Lol!



Secondly we spent 4 nights at the Leic and Rutland sunshine rally. Brilliant weather, good company and blew froth off a beer or two....Result. This event is really worth a go, lovely site and good places to see and visit.

Later in the month we held a classic car show at our monthly meet and raised a good amount for a worthy cause, thanks to all who attended. Well that's it for now.

One more thing is to remind all members who are interested in joining us for our Crimbo Do, if you can let Nigel or Di know as soon as possible so they know how many are liable to attend. See ya soon

Carl and Lisa.

PETERBOROUGH

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Just our second meeting at the Golden Pheasant at Etton and another very decent turnout I'm pleased to report. I think the new venue suits us well and will really come into its own during the summer months when we can get a good display of Triumphs in the area at the front of the pub.

If you haven't been over to one of our meetings here yet, do try to get along over the next few months.

George and his team have made us very welcome, we have our own area to meet in and nibbles are provided in the form of sandwiches, sausage rolls and chips.

Although this was a quiet month in terms of news there were one

SCOTLAND CENTRAL WEST SOMERSET



TSSC AREA NEWS

or two notable events to be aware of.

It was good to welcome another new face this month. Phil Renault found us via our new Facebook page so it is good to know that social media is working. He has a Triumph Herald which we look forward to seeing at some point in the near future. For any others in the group that use Facebook just search TSSC Peterborough Area and do please join our group page.

Colin gave us details of a very worthy Sunday drive on 18th Oct – Angie's Breakfast Run. Arranged by the Northants group as a fund raiser following the sad sudden death of their Area Organiser's wife, Angie Richardson, from cancer. Sadly by the time you read this the event will have happened, but perhaps Colin will be able to report on the day in the next Area News and we certainly hope it will have been a roaring success.

Fast approaching now is the annual **'International Classic Motor Show'**. This will take place at the **NEC Birmingham between Friday 13th and Sunday 15th November** and as in previous years the club has been invited to put on a TSSC stand and display. As a result club members can benefit from discounted tickets on advance sales.

Check the courier 'Events Calendar' for the special code that TSSC members need to quote when booking tickets.

As I write it is still early October but I do have to mention our **Christmas Dinner!** This will take place on **Monday 14th December** (our usual club night) and we expect the price to be around £20 per head for 3 courses and coffee to finish. Full details will be available at our next meeting although if we get the menu earlier I will try to email it out to everyone. The main thing is to put it down in the diary. As the first meal at our new venue it would be lovely to get a good turnout this year.

Finally our next meeting takes place on **Monday 9th November**. This is a very important meeting as it is our **AGM** and is your opportunity to have your say in the running of the area, and dare I say, to get more involved should you wish. Please do make every effort to get along. Steve will present the accounts and then we will have the appointment of officers for the year. We look forward to seeing as many of you as possible at this meeting. 8pm start at the **Golden Pheasant, 1 Main Road, Etton, PE6 7DA**.

That's all for now. Not only were we a little light on news but I am now dashing off to Luton airport for an short overseas business trip so I have to wind this up and get it off to Bernard at TSSC HQ asap. Cheers

Paul

SCOTLAND CENTRAL WEST

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The October meeting had a large turnout again of 14 members, the weather was sunny but now the meetings are more or less in the dark, so we were inside almost straight away. Not so bad, we still had 3 club cars present. We welcomed new potential member Jim who has bought one of another members cars. He is moving from bikes to classic cars. Much safer and warmer. We went on to discuss various things after a quick report from me. Graham returned for a second meeting and will be joining up soon. He has volunteered to help with an event next year (Thank you). Steven had the file and records for his GT6 that he is restoring after a previous so called restoration. Scary reading through the previous owner's garage bills (in the thousands). A lot of us are happier to do work ourselves so that we know what has been done and how well. There are no shows left to go to in the area now, the only ones are a distance away, down south. Costs and time are debatable. Lochinch was booked and Chloe was on bar duty, so she had the full Area Security present at lock up time (condition of booking, thanks guys). Once safely away we called it a night.

Not much to Report on, but. The Scone show (including farming and militia) was larger this year and it took time to get round the stalls and exhibits (thanks to TR Club for hospitality). Again it took hours to get out the car park. A lot to look at and Chic Doig was there with Triumph stock etc. No one managed to get to Selkirk, I was going, but, got distracted and ran out of time.

Ingliston Revival, I need a report from anyone that attended, possibility for next year.

Colin very kindly organised an end of season run from Glasgow to the seaside. Managing to avoid the Great Scottish Run, 5 cars set off from Darnley for Largs. Several twisty hairpins later they were at Nardini's for tea and cakes. I am told that 3 of the group did an Italian Job out of the car park over a speed bump/ramp. Great that the weather was good, this could be a regular thing next year when there is a lull in shows and people have spare time. (Thanks Colin).

Our Area has close ties with all the other Scottish Car Clubs so feel free to join their excursions etc. Thanks to Ronnie we had information on other events. There are always things going on.

Andy B is thinking about selling his Vitesse so it may appear on line at some point.

Now that winter is approaching the Hunter/gatherer instinct is becoming stronger. Such a big list. First thing is to persuade my reluctant welder back into life. Once it is set up again everything will get done. I am looking to start on the Vitesse(s) once the Spitfire is welded up, so I am looking for o/d gearbox for one, either complete or in bits (D-type). Plus anything else on offer of course for any model.

We were all thinking of next year and there have been a number of suggestions. Please come to the AGM in December with your proposals. If you can't make it, nominate someone to put forward your idea or contact or speak to me directly.

If you have been at any shows that you think would be a good visit for next year keep the details and bring them to a meeting. I am hoping that there will be less of a clash of events next year. The main issues will be the timing of TriumFest, Le Mans and Silverstone Classic, combined with any events in Scotland. As soon as I have dates I will pass them on for discussion. We can split events as we did in July, with a nominated Area member for each event. A lot of towns are picking up on the Classic Car show in town to promote businesses or festivals, and we have another two possibilities for next year. I think that alternative events would be good.

We did get a look round a number of shows this year that we could have an Area stand at next year, numbers permitting. The nights are very much darker now so I do not expect a lot of car park activity, so bring your photos books and devices with your projects and purchases.

A bit of a shorter News this month but please come to the meetings and especially the AGM there are lots of points to go over and discussion required.

NEXT MEETING will be on Wednesday 4th November 2015 at Lochinch with the possibility of moving on.

Dates for 2015.

The event calendar is closed for the year with only major shows down south. Please book yourself in.

NEXT MEETING will be on Wednesday 4th November 2015.

Notice is hereby given that **The Scotland Central and West Area AGM will be held on Wednesday 2nd December 2015 at 8pm. Either at Lochinch or Cartha Rugby Club, Pollok Country Park, Glasgow.** This is included this news due to possible posting issues and the close proximity of the AGM.

Signing off for now

Gregor G.

SOMERSET

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Hi all. The September meet saw us back to a more normal 12 or so attendees and 5 or six club cars in the car park! Gail and Jon had finalised the route and instructions for our first area point 2 point/treasure hunt. The date was 20th Sept and the starting point was agreed as Middlezey on the Somerset levels, it would cover about 25mls and take somewhere around 2 hours to complete. The end point was a good little pub (The Red Tile) just off the beaten track in Cossington, although the participants did not know this until they were given their route along the way!

At 10-30am there were 8 cars (photo) 2 Heralds, 3 Vitesse's, a TR4B and 2 GT6's raring to go. Martin set them off at intervals of

Somerset Continues



3 mins and he was also the tailman/sweeper up!

Derek was at the first checkpoint, Jon at the second, Gail at the third and Derek again at the fourth! The weather was misty at the start but soon the sun came out and we were blessed with balmy temperatures for the rest of the day! With the exception of a couple of stragglers all the cars arrived at the pub in close formation. The winners were Colin and Jaq in their Vitesse and the runners up (although the last car on the road) were Ian and Ali in their GT6! At the de-brief there were a couple of negative points raised and noted. Overall though everybody enjoyed the day and agreed another run would be welcome!! Many thanks go to Gail and Jon for all their time and effort in organising our very successful jolly!!! Hopefully there will be another similar run organised for April/May next year (2016) watch this space!!

Sunday 4th Oct saw the last of the mini shows at the Town Square in Weston. 2 Somerset cars attended (Martin and family in his 13/60 and Derek in his). Overall there were many more cars than usual; probably due to the weather being warmer than expected! There were a couple of Triumph's worth a mention; a Midnight Blue TR4a, a Yellow GT6 (from South Wales TSSC) and a very nice Red TR7-V8 conversion. Martin as usual wanted the 2 TR's, but settled for just dreaming of the day when!!

We have a stand at the **Restoration show at the Bath & West Showground on Saturday/Sunday (7th/8th November)** where we will have 3 cars on show. These will be Gail and Jons MK1 2000 Estate, Daves tuned Vitesse Estate and Daves 1970 (work in progress) World Cup Rally replica 2.5 PI saloon, that finished 2nd overall, in Mexico!!

Short n' sweet this month, so just a reminder of the Diary till the end of the year.

**Saturday/Sunday 7th/8th November,
Restoration Show Shepton Mallet.**

Tuesday 10th November, Club meet Fox nd Goose.

Tuesday 8th December, Club meet Fox nd Goose.

Hope to see you at one or more of these if you can make it!
Cheers for now,

Martin & Derek

SOUTHERN

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Hi folks, sorry I missed the boat for the October issue, time just ran out. A lot has happened since then, I won't give show reports since my last ramblings for two fold reasons one being I can't remember who did what and the other being that it will keep a certain member awake whilst reading the Southern Area news. I will list the shows we, the band of three and other members have attended since my last report.

These being the show at Ripley, Stroud Steam and Vintage fair, White Dove, Capal, Hellingley, Wisborough Green and Balls Cross. I will say a few words on Balls Cross – just Barb and myself attending the show, a new one for us.

We journeyed by the back roads on a lovely sunny day. After missing the entrance once, we saw a classic coming in the opposite direction (so about turn, follow that car!) he knew where he was going luckily, a good decision had been made. About 50 classic cars, military vehicles, tractors, and stalls in aid of Macmillan Cancer. A very enjoyable day out, will go again next year.

I would like to thank Vanessa for writing up the show at Rydgwick. Very good practice for when I drop off my perch.

It is nice to see that Wendy has taken the plunge and bought

herself a nice "Red" Spitfire. We hope to see her having lots of enjoyment in it.
Good Luck.

Mike



Sunday 20th September, the annual show at the Rural Life Centre, Tilford. There were fewer cars than usual in the Triumph area although there were some others in other club areas, mainly Stags, are they still being made? From Southern there were only two cars, my TR6 and Wendy's MkIII Spitfire, it's first show with it's new owner. Thames area were represented by Mickey and Julie's Vitesse, George with his Vitesse and Graham with his TR6. Only four other Triumphs joined us so the area seemed a bit empty compared to other years, it appeared everybody chose the same week to go on holiday. The show which is organised by Surrey Classic Vehicle Club was well attended with about 300 cars spread around the museum, there was also some auto jumble and food stalls.

The following Saturday 26th was the Alton show, organised by the Herald Newspaper, a show we enjoy but the marshalling for parking has never improved. I made it in my TR6 having sorted out a clutch hydraulic problem the day before. Also from Southern were Peter and Gil in their Stags and then we were joined by Derek in his Stag, holidays again reducing our numbers. The cars are parked on closed roads in the town centre, jazz band etc. in the square and there is also a market in part of the High Street, plenty to do during the day.

Darid

The October regular meeting was well attended, but only one Triumph in the car park. That was Henry's GT6.

Neil has got the **Christmas dinner** organised, which will be on **Tuesday the 1st of December**. Don't forget to bring your secret Santa gift, one per person.

On a sadder note, Aaron Browns mother passed away recently. We at Southern Area TSSC would like to express our condolences and deepest sympathies to Aaron and his family.

Up and coming events

November

1st Goodwood Breakfast Club. Bahn Stormer Sunday

3rd Regular meeting, Seven Stars. GU32 3PG

15th Sunday Lunch. The Jolly Drover, Liss. GU33 7QL

December

1st Southern area Christmas dinner, Seven Stars, GU32 3PG

That's all for this month..

Take care

Mark

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Hello. Well it's now truly winter, nights dark and cold and most cars are tucked up in there garage to be protected from the vagaries of the winter weather.

Before the days became shorter one of the last events we attended was the Huddlesford canal gathering on 20th September when the weather was something like summer. Alison's Stag made it to the field then stopped and refused to restart. Phil quickly found that the fuel pump had failed.

Good fortune shined as the car next to them, a Morris Minor had a spare electric fuel pump, so Phil managed to get some pipe and wire from stalls at the event, and set to work bypassing the mechanical pump. After some difficulty with different sized inlet pipes, the pipes and wiring was soon lashed up, the pump fired up and fuel flowing, and they made it home without a hitch.

The Lichfield & Hatherton Canal Restoration Trust aim is to replace sections of the Lichfield & Hatherton canal that have been lost to road development and neglect. To re-establish the links between the underused Northern sections of the Birmingham Canal Navigations, and the Coventry Canal in the East and the Staffordshire & Worcestershire Canal in the West. A big job, needs lots of money, but will save a piece of canal heritage which will benefit not only canal users but also the public and wild life.

I'm sure some of you will be attending the various restoration

SUFFOLK SURREY . . . SUSSEX

shows over the coming months, gathering the bits and pieces to improve your car of get it back on the road ready for the next season of events.

If you are restoring a Triumph, or have done, why not share your story with other members, just drop me a email.

What's on.

Charity Autumn Road Run 1st November

NEC Classic 13-15th November

Area Christmas meal Wednesday 16th December.

TAFN

Dave

Drive the dream
Visit website for latest news

SUFFOLK

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Peter wasn't able to attend October's meeting at the Sorrel Horse either.....He's on another holiday and he still hasn't left me his big blue book. Hope you had a nice one Peter and I guess by the time you are reading this, you may be on the next one.

I have to report with great sadness that a previous member of our local club, Steve Barnes, has recently passed away. His son, Chris, contacted Colin recently to pass on the very sad news. Our thoughts are with Chris and his family. We hope we may see Chris again at some stage in the future when things have settled down.

Well, several of us did venture out to the Duxford Triumph event last month. What a great day out it was too. The weather was good, the planes were fantastic and there was a great show of classic cars which were mainly Triumph. The club had a stand there and refreshments were provided all day together with live entertainment and a few stalls. It really is a show worth attending, and this being my first time, I can thoroughly recommend it to any member for the future. There were several of our local members in attendance and several of our cars. We had a convoy of four cars from the Ipswich area and we met Rodney there with his Spitfire and I'm fairly certain another Suffolk member was there with his recently restored Mk3 GT6 in Carmine red. This car looked fantastic but unfortunately I didn't meet its owner. I know it has been present at a previous Suffolk meeting but I wasn't there on that occasion. It would be good to see the car and owner again. Hats off to the TSSC and that local area for putting on a great event.

Whilst at the show, Lyall decided to get his non-standard Stag valued as he may consider selling it at some stage in the future. Bernard from the club got his clipboard out and was given a guided tour around the car by Lyall who was pointing out warts and all. At one point, Lindsay and I witnessed Lyall remonstrating with Bernard! This can't be good news we thought, but on further questioning of Lyall, he revealed the remonstrating was with regard to Lyall thinking the valuation was too high! It just goes to show how far the price of most of our classics has increased.

At the October meeting at The Sorrel Horse, a conversation took place regarding the **TSSC Five Point Tour planned for the weekend 22nd to 24th April 2016** which is designed to coincide with **The National Drive It day on the 24th April**. Details have been printed in October's Courier magazine and the planning committee would like all entries to be received soon. Apparently the entry forms should be sent out with this (November's) Courier together with the final prices for entry etc. There was also a request from the committee for volunteers to provide a checkpoint at **Lowestoft Ness for 8am on Saturday 23rd April**. So, if we have any North Suffolk members who feel that they may be able to help out with that, could you please get in touch with our group leader Colin Wake. His contact details are in the area directory in this Courier. There are at least two or three of us interested in taking part for the whole event, and may be some who would like to take part for one stage only. Again, if any of you are interested in taking part, could I ask you to make contact with Colin so that we can co-ordinate vehicles and people.

There were eight of us at the October meeting with two Triumphs present, well done Mike and Brian "Lightning McQueen". It was Mike's birthday too, and to celebrate, he brought his wife along for a celebratory meal. Paul also reported that his wife really enjoyed the Duxford day out, so, it looks as though a new trend is starting!

TSSC AREA NEWS



Rodney has finally cured his noisy UJ's on the driveshafts of his Spitfire by fitting the new circlips. Well done Rodney, and I think Lindsay may follow suit as, he too, has 'clicking' driveshafts on his Spitfire. Some progress has also been made with Lindsay's Vitesse (sort of), he has ordered a selection of thrust washers for the crankshaft from Rimmer's sale in anticipation of sorting his end float. Well done Lindsay, but, to my knowledge, the engine lift has not yet been used.

See you all at the next meeting I hope at 8.00pm Tuesday 3rd November at the Sorrel Horse.

Chris

SURREY

Tel. 07900 657176

Well it's a bit chilly now but back in September we managed to get to the Goodwood Revival with Adam, Bob and friends and the weather was fab. It was a wonderful weekend, lots of racing, dressing up and vast amounts of money flying around the track. We saw the Ferrari "breadbin" get pranged and fixed with duck tape, any panel beaters out there?

Unfortunately the Vulcan Bomber had to turn back when it was to join the Spitfires on a fly past to celebrate the Battle of Britain, but the planes were amazing.

The photo is of a Herald Police car (not on duty) with me looking to join the force!

There really are some incredible cars on display and if you can make this event it is worth the cost.

The Uckfield "Lions" Sunday run was a success and Bob and Jeremy took part in their GT6s, all went well until Bob hit some road works on the way home and has mysteriously lost his gears and had to hobble home in first. He was changing the selectors and hopefully by now has sorted out the problem. I missed the last club meet as we were in St Emilion drinking tea, but did see a beautiful French Herald, photo available if the editor can squeeze it in.

Don't forget the **London to Brighton run first Sunday in November**, worth a look - it always rains! All the best till next time,

Cliff



SUSSEX

Tel. 01444 450941

Our meeting on the 7th October was well attended. It nice to still see lots of people even though the nights are drawing in.

We have organised our Christmas meal at The Laughing fish for the 6th December at 3pm. We have provisionally booked a table for 20 people. Menus were available and there is a better choice that where we went last year. The only downside is I will need your choices and a £5 deposit at the meeting on the 4th November. The food is very good at the Pub so it should be a good meal.

Pete has been welding and painting up his everyday Herald and is now is looking smarter. Rumour is that he has even polished his wheels.

Pete is almost setting up a production line for Gearbox rebuilds at the moment and I am only hoping he can slot my Stag one in this year!

Clive took his Spitfire and me up to Donington for an MG on track Track day at the beginning of October. We had a very good time and surprised a number of MG's as to how fast a Spitfire could go. We did get a little wet but Clive's car went very well and he managed to keep it on the black stuff too!

Congratulations are in order as Lee and Nicks are expecting again. The only downside is that the due date may clash with the Triumphs spares day at Stoneleigh!



TSSC AREA NEWS

Sussex Continues

There was more talk about Le Mans classic and it looks like next year could be our biggest group from Sussex going. We are just working out the cost and who is take which car.

As you will have noticed, I have now picked up the Stag Register job so I am very keen to hand over the AO role in 2016 so please let me know if you are interested.

Next meeting is the 4th Nov don't forget your deposits for the Christmas meal?

Regards

Martin

THAMES

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Welcome back. We hope you are all well and that you're Triumphs are giving you pleasure even if they are not behaving. With the darker evenings there will be a shortage of Triumph's in the car park soon and the clocks have gone back too which means it's that time of year to choose your AO for next year, so get your name in and don't be shy, Julie & I will give you all the support we can. We also need to pick a venue for our New Year's Meal. Don't forget we have now moved to once a month meetings on the 3rd week of the month still at the Fox & Castle.

SOCIAL EVENING AT THE FOX & CASTLE - 10TH SEPTEMBER. It's a lovely sunny trip to the meeting tonight, I am in the Vitesse roof down. At the Fox & Castle I meet up with George B, John P, Mark M, Chris C, Mike H and a big warm welcome to Jason M. Jason has recently purchased a Spitfire 1500 and is working on it to get it through a MOT. He has a collection of classics and is very active in the Humber group. Triumphs in the car park were: - Chris C's Spitfire Mk3, Mark's Vitesse Mk2 saloon, John's Vitesse Mk1 convertible, George's Vitesse Mk1 convertible and my Mk2 convertible. Work on our Triumph's has been: - Fresh MOT's for Mark's Vitesse & Chris's Spitfire. We had a very interesting chat to a Mercedes Benz owner who worked at Triumph dealers in Slough and whom also had a close tie with Mike H as they both spent time in Kenya, naming old times in history they shared but never met. A wonderful meeting.

24TH SEPTEMBER. - Tonight I have Julie with me in the Vitesse as we make our way to the Fox & Castle. To keep us company we have the pleasure of George B, Graeme C, Doug, Jason M & John P. We have three Triumphs on this dark evening, Doug's GT6 Mk3, Jason's Spitfire 1500, and our Mk2 Vitesse. Work on our Triumph's has been:- I've got my Vitesse rear spring re-tempered but will wait until the winter to change it over. Doug has tried to oil his GT6 trunions but broke his grease gun. Jason's Spitfire has a fresh MOT and although it was dark outside we ventured to look at it. It does need work but seemed very solid and it will be lovely once Jason has worked his magic on it. Julie's Raffle winners tonight were:- Jason won the Wash Pad & Applicator Pads, John won a Chocolate Orange and Doug won a box of Toffees which he kindly shared aroundyummy.

SHOWS & EVENTS - 6TH SEPTEMBER. RSPCA GALA DAY.

This is a local show to me being in the next village, the sun is out and I am in my Vitesse with the roof down, I am soon at the RSPCA site and park up on the green with other classic cars, next to Mike & Jasmine's 2.5Pi Mk2 Estate, a Herald 1200 saloon belonging to George parks up next to me and Tony in his Stag is on the other side of him. Penny & family join Tony soon after. Barry has a new Stag to show after selling his old one last year due to an illness (Good to see him and his Stag looking well). There were four other Stags on show with the 50/60 other classic's. Jason was in an Escort but was shunned into a far corner so moved it out into the main car park as he was also selling car parts in the main field which was a shame as they favoured a 2004 Merc. It was good to see Ollie, Nikki & family at the show, their Mk1 2000 saloon was in the main car park as they were off to another meeting later on. Another lovely show just a shame

SUSSEX

THAMES . . . NORTH WALES

about the snobbery.

20TH SEPTEMBER. TILFORD RURAL LIFE CENTRE. - Julie and I are in the Vitesse heading to Tilford, as we pull on to the dual carriageway we see a familiar shape of a TR6 catching us up and pull in behind us, it was Graeme C with a big smile on his face. We follow a string of classic cars to the Museum and pull up alongside a lovely red Spitfire Mk3 at the entrance to see Wendy and her Grandson Oscar (Southern Area). We make our way to our usual spot opposite the cafe and join the Triumphs already there. We are soon putting up the event shelter, TSSC banners & Flag. Meanwhile Julie has the refreshment on the go and we are all enjoying a hot drink. Triumphs on stand were Graeme's TR6, our Vitesse Mk2 convertible, Mike & Jasmine's 2000 Mk2 Estate, George's Herald 1200 saloon (with Tiger tail), George B's Vitesse Mk1 convertible, David's TR6, Wendy's Spitfire Mk3, Barry in his Stag. Next to us were more Triumph's a pair of Vitesse convertibles another Stag & a TR3. Other Triumph's on show were a TR3, six Stag's, two TR4's, two Standard 8's, a 1300 FWD, a Herald 13/60 convertible, a Mayflower, a TR2, a Standard Vanguard, a 2000 Mk2 saloon, a Dolomite 1850, and two Renown's and a lot of other lovely classic vehicle's. There was a small amount of Auto-jumble, beer tent, Giggly pig Butchers, ice cream van, coffee Van, Scouts selling cakes and drinks, Birds of prey display. A great show and day.

27TH SEPTEMBER. KEMPTON PUMPING STATION STEAMING DAY & CLASSIC CAR SHOW.

It's a lovely autumn day and I am enjoying the sound of my Vitesse running up the M3 to Kempton. I make my way on to the site and manage to park up next to George B in his Vitesse Mk1 convertible. We find a sunny spot and enjoy a refreshing cuppa as more classic's turn up. There is a good mix classic cars and motor bikes on show with nine Triumph cars out of the 100 or so vehicles on show, these were a Mk2 Spitfire, a TR7 convertible, two Stag's, a Dolomite Sprint, a Roadster, a 1300 FWD, a Vitesse Mk1 estate and mine and George's Vitesse convertible's. The narrow gauge train was running as well with a new ticket come waiting room in the making. Inside the pumping station George and I waited for the first running of the day of the world's largest triple expansion steam engine and after coming here for the past couple of years it is still an awesome sight to watch this being started and the feeling as the building hums as the engine is doing its stuff.....absolutely wonderful. It was a great day out.

Our next meetings at the **FOX & CASTLE are from 8 pm in November on the 19th & in December on the 17th.** Please come and join us for a warm welcome or call me on 07773623807.

Mickey & Julie

NORTH WALES

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Hi, everyone. Tuesday 1st September was our monthly meeting night at the Trevor Arms, Marford. Once again, it was very well attended. M.G. Sam and Joan were not able to be there, so Helena and M.G. Richard went over the past months shows and runs, and then set about the task of announcing the forthcoming events, meeting points and times. Joyce sold tickets for the raffle, this again having some unusual and interesting prizes. A good evening was had by all, with a lot of laughter.

Saturday 5th September was the Wings and Wheels Classic Aircraft and Car Show at Sleep Airfield. Some of our group made their own way to the airfield, while the majority of us met at Ellesmere, ready to depart at 9.30 a.m. We were joined by some of our friends from the North Wales Jaguar Enthusiasts, so we had a very good variety of cars at the show. The weather was not too bad, being just a bit chilly, but at least it kept fine. The cafe staff were working hard, and producing some lovely food, both hot and cold:- most welcome. A good assortment of aircraft were flying in and out, some quite rare, and great to see. Another good day, enjoyed by all who attended.

On Sunday 6th September there was a clash of events. We had booked to go on the Potteries Charity Run, so, together with Jan and Geoff in their Stag and Sam and Joan in their M.G., we met at Broxton at 8.00 a.m., and then made our way up to Gawsorth Hall where some more of our group were gathered. Once again the weather was very kind, and we had a lovely run of approx. 75

TSSC AREA NEWS

miles around the Cheshire countryside. There was fun to be had when, on one part of the run, we went through a ford:- Geoff, in their Stag, decided that he would like to spray us with water:-

Roger had anticipated this, and kept well back. So, Geoff did not succeed, but instead disappeared in a cloud of smoke from the exhaust as he accelerated away! We then arrived back at Gawsorth Hall for our picnics. Roger had bought some raffle tickets earlier, and when checked we had won two prizes, one being a bottle of Prosecco, and the other being a "Grumpy Old Git" mug:- can you guess which prize belongs to which person? There was also an auction to raise funds for the Air Ambulance, the prize being a framed photograph of one of their helicopters against a beautiful background. To encourage the bidding Helena joined in and won with her only bid! A great day with lovely company.

On the same day there was the Cholmondeley Castle show. Mick went in his Stag, and met up with eight others from our group. He reported back that it had been a very well attended event. There were not so many trade stands as previous years, so that was a little disappointing. However, another good day, enjoyed by everyone who went along.

September 19th - 20th was the Birkenhead Park Festival of Transport. It has been a few years since our group attended, so on the Saturday an assortment of Triumphs and M.G.s followed Jan and Geoff in their Stag on a pleasant drive avoiding the motorway to the wonderful park where the Festival takes place. The fantastic display of classic machinery, vehicles and steam engines was complimented by a large old style fairground, a fun dog show and demonstrations of many different activities, including brass bands. Another good day in great company, and in glorious sunshine. Central Park in New York was actually based on the Birkenhead Park:- as the saying goes "Not a lot of people know that!"

On Sunday 27th September there was a show at Bodellwyddan Castle. Although this was the big Jaguar show for the year, all classic marques were welcome. A number of our Chester and Wrexham group went along, and had a really enjoyable time. The day got off to a flying start with the arrival of "Biggles", namely one Geoff Jones, and his co-pilot Jan. We did wonder whether he would leave their Stag to take part in the wonderful aerobatic display that was put on by Bob Pooler from the Shropshire Aero Club, but Geoff kept his feet firmly on



the ground! All of our crowd were made most welcome, and there were plenty of activities going on throughout the day, including dressage and falconry to name just two. Once again, the weather was very kind to us, and a lovely day was had by everyone.

On the same Sunday there was the Forden Vintage & Classic Show near Welshpool, and this was attended by Tony and Gail (Triumph) and Kevin (M.G.). The show had a good number of motorbikes, and whereas there were not so many cars as last year there was still a nice variety, ranging from older classics to the more modern, and plenty of autotumble stalls. Another good day, and the weather was as good down country as it was at Bodellwyddan.

Tuesday 29th September was our OFFAL run, and this was organised this month by Pam and Bryn. Twenty-seven of us met at The Boathouse in Chirk at 11.00 a.m. for coffees and teas, and we then took a very scenic route up hill and down dale, arriving at the Mulberry Inn at Dolywern for our lunch. Julia's Alan went straight to the pub, as he had been to the dentist that morning for

some "take the pain away" treatment. This pub does not usually open at lunchtime, but had agreed to do so for our group, which was very obliging of them. Everyone enjoyed their day, once again a lot of chat and laughter. Another great day with great company.

Well, that's about it for now. Just a reminder that our monthly meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and in addition there is the meeting at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m.** Come along and see us.

Forthcoming events:- November

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

15th November:- Wheels Within Wern Show, Wern.

18th November:- Meeting at the Plough Inn, St. Asaph.

24th November:- OFFAL.

27th November:- Our groups party night at the Rossett Hall Hotel.

December

1st December:- Monthly meeting and Presentation Night at the Trevor Arms, Marford.

16th December:- Meeting at the Plough Inn, St. Asaph.

There is NO OFFAL in December.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260
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PICTON CASTLE SUNDAY AUGUST 30th

Al & I (TR4A) met Paul & Barb (TR6) and young Eddie, even younger Mo, Mike The Cake & Emma (in Eddie's modern as Mike had blown the head gasket on his Spitfire the night before near Bristol and Eddie was in the middle of some bodywork on his 13/60) and we left on time for the next meeting point at Pencoed where we met up with Action man, The Hammer, Mals Per Hour, Tizzy & Sparky. Our small convoy left on time to travel west along the M4 to Pont



Abraham services where we were soon joined by Gwyn & Babs (Dolly) and Tim (Spit 1500).

Light Duties called to say that he was on even lighter duties than usual (due to many, many beers the night before) and that those duties did not include changing gears or steering a car so he was staying home to drink more beers. Fantastic!

We pulled out of the services but about 4 miles down the road Action man signalled to us that the Dolly, the Spit and the modern had pulled over, we continued to the next lay by and called Gwyn to hear that the front carb (on the modern of course) had suffered a stuck float valve, but that they did not need assistance and would sort the problem then catch us up. Ten minutes later they appeared and the rest of us jumped (limped in my case) into our cars and followed them to the Roundhouse restaurant where we were meeting Gary Jones and the Stag Club (a very appreciated invitation from them). They were all seated and waiting for their breakfasts, but as we had arrived late we thought it best not to cause any delay so we said that we would go ahead and meet them at Picton Castle.

The last 15 miles or so were uneventful and we were soon lining up right in front of the castle and eating the locally produce bacon rolls. Fantastic. The staff were once again extremely welcoming and they said that what we lacked in numbers was more than made up for by the quality of those of us who had made the

South Wales Continues

100 mile plus journey to support them and a special guided tour of the Castle had been arranged for us, I selflessly opted to set up the cookers and tables with Mo, Paul & Barb while the rest of the group had their private tour on which I heard that Al was putting into use his recently practised Renoir signature. Fantastic!

It was another great day out in dry weather which allowed us to sit outside and walk around the grounds looking at the many attractions including hawk displays, fly fishing, archery, dog show and many stalls, it really is a great show in a fantastic setting.

Around 4pm the other cars started to pack up and leave and as we had the furthest to travel we decided to do the same. It started to rain on the journey home, but all cars behaved themselves and we all arrived together at the cafe stop just before the M4. We then confirmed our arrangements for the Welsh Get Together Show the next day before making our way home along the M4. Al remarked on the way home that it had been a great day out with a Fantastic bunch of people and I totally agreed.

Bern

DUXFORD SEPTEMBER 13th 2015

Precautionary note : I am writing this report over 24 hours after the run, partially because I used up all of my e mail recipient quota and partially because I drank too many beers last night (and the previous 7 days and nights on holiday), therefore some of the facts may not actually be factual!

As I had only returned from holiday 3 hours before we were due to leave for Duxford and Al's Spitfire still hadn't made it back onto the road the offer from Paul G of a lift for Al and I in his 2L Vitesse was very welcome. The three of us met up with Rob & Pete in Pete's Spitfire at Magor services before we began the 4 hour journey to Duxford with a stop at Corley Services en route. As the sun was shining brightly both cars had their soft tops down and were cruising beautifully.

On arrival we were soon shown to our parking spaces and as we had a cup of coffee, John & Mike of the Monmouth Mafia (they had travelled up earlier in their Acclaim) came and joined us.

There was a good selection of cars although I was told that there were not as many as in previous years (my first time at this show) and we spent a good hour looking at the cars and avoiding old friends in case we owed them money. Our TR reg sec was happy to see his old Triumph Stag Saloon with new owner Martin at the show although Martin has cunningly disguised it as a Triumph 2000 (very strange) and cleaned it!

After looking at the cars we had a long walk around the aeroplane hangars as well as looking at the aircraft on the tarmac FANTASTIC. Al pointed out some aircraft parts that he had designed early on in his career, very interesting, he even had a few of the ignition keys to some of the aircraft there and he was able to start a few FANTASTIC!

Pete had always wanted to fly in a Spitfire so we all clubbed in and paid for him to have a flight in the trainer Spitfire that has dual cockpits FANTASTIC! Pete was overwhelmed after his flight and insisted on buying us all lunch in the airman's mess.

Later on in the day we heard that the Monmouth Mafia had organised, sorry, won a prize for their immaculate Acclaim, very well deserved, this car is used all year round in all weathers on our runs and it always looks like it has just come off the production line FANTASTIC!

While we were looking around the workshops our TR Reg Sec found an obsolete Hawker Harrier starting handle that appeared to be exactly the same as one for a Standard Vanguard Phase III Vignale and he was able to procure it at a bargain price, the aircraft mechanic who sold it to him also said that he had spare brake wheel cylinder seals from Concorde which would also fit the front cylinders of the Vignale, our Reg Sec was a happy man.

There wasn't enough time for us to visit the Tank museum or the Submarine museum, but we vowed to return next year to complete our tour of this wonderful site. The return journey was as smooth and incident free as the outward journey but this time we stopped in Hopwood services on the M42 for a quick break, while there Rob happened to mention to me "well what you have in

enthusiasm for the club is certainly made up for by your lack of grip on reality". "Nicely put" said Paul G. FANTASTIC, I thought.

Bern

MARGAM PARK SHOW SEPTEMBER 20th 2015

This show has been organised to replace the Tredegar House show and is set in the grounds of Margam Castle (where TSSC S. Wales have held their Classic Car Show for the last 2 years). Al & I left my house in my TR4A in the dark to find that the headlamps were not working (we didn't notice until we were entering the Cardiff Gate services as the roads were so well lit), but with the sun just starting to come over the horizon we arrived in the



car park to find Thumper Watson (Spit 1500) & Paul & Barb G (TR6) were already there. The bonnet of my 4A was soon up and aided by Thumpers torch we had a quick look to see if we could find the cause of the headlamp failure, while doing this Mikey J (GT6) arrived and joined in poking and prodding the wiring loom, but as the time to leave had arrived we gave up, closed the bonnet and set off for the next meeting point. I tucked in behind Paul G and was glad that I did because as we hit the M4 we were engulfed in thick fog!

When we arrived at the Pencoed meeting point Babs phoned to say that Gwyn was battling the Dolly through thick fog with Tim bringing up the rear in his Spitfire and that they would be a bit late which suited me fine as it gave Al & Mikey time to check out my TR's headlamp problem, they worked out that the relays I had installed 12 years ago were activating when I operated the light switch so the fault had to lie with the live feed to the relays, but Gwyn, Babs & Tim arrived at this point so we had to leave in the now bright and sunny morning.

Paul G led our small convoy to Margam Park and on arrival waiting for us were Martin & Jack (clean TR4A), Terry & Jackie (Vitesse), and Roy & Dawn (Triumph Imp). We were soon joined by John McGlynn & Tina (Spit MKIV), Graham & Sian (Kit Car), John & Christine (TR3), Noer & Margaret (Vitesse) and last but certainly not least, Light Duties, Chevy, Larry & Lucy (13/60), another great turnout from TSSC S. Wales, FANTASTIC!

The stewards marshalled us into our ALLOCATED positions, then into another ALLOCATED position until they were sure that we were where we were supposed to be, then Mikey J, Al & myself set to fixing my TR's headlamp fault and with the use of spare fuses from Paul G a new temporary live feed was set up and headlamps were restored, FANTASTIC! I then became aware that the rest of our club cars had moved to a different location because a modern car club directly behind us had complained to the organisers about the lack of space for their gazebo, they were now waiting for me to move my TR so I quickly closed the bonnet and rummaged about in my boot for some hand wipes while Al & Mikey walked over to the new location. After I had cleaned my hands I felt a bit peckish so after a while I found my packed lunch and had a sandwich totally forgetting that the 8 people standing directly behind my TR and staring/glaring at me were waiting for me to move my car! I thought it best to check the repair again so I opened my bonnet and had another good look, as I was doing so one of them said something to me and feeling intimidated my nerves must have kicked in and I told them to "something" off (can't remember the first word). I then closed my bonnet and my boot then reopened the bonnet for another check on the repair, doing my best to hurry up and move my TR. After another few minutes Babs came over to see if I was alright and didn't need a hand, so I assured her that I was fine and in a loud voice said that I was a bit concerned about moving my car on the soft ground, well the people behind my TR obviously were not and a sequence of unfortunate events (my bad hip causing me to hit the accelerator too hard and release the clutch pedal too fast) resulted in the people behind my car getting splattered with mud, extremely distressed I stopped to apologise to them but only managed to laugh (must have been a nervous laugh). I parked my TR with the rest of our club cars where Paul & Barb had already set up their cooker and were serving up hot snacks and beverages, FANTASTIC!

WESSEX WEST MIDLANDS



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During the day it was nice to have a catch up with new members Noer & Margaret and they took advantage of one of our clubs many benefits by having me value their immaculate Vitesse for guaranteed insurance purposes.

Although the show was not as big as the event it had replaced at Tredegar Park and was not as well supported by traders there were a few autojumble stalls and about 700 cars on show, we all thought that the organisers had done a great job for their first show at this venue and hopefully they will make it a regular annual event, the dry and sometimes sunny weather also contributed to it being a great day out. Tinker had to work and so could not attend, but he made his presence felt by keeping us informed of the Wales v Uruguay score with a series of smoke signals from the nearby Port Talbot steel works plant where he is employed, we also had a visit from club member Tony Farr later on in the afternoon.

As the time to leave approached we packed up the area equipment and said our goodbyes, it had been another great day out with the club and I thought that Al summed up the day nicely when he said "well, what we had in numbers was certainly equalled by the new members in attendance" FANTASTIC!

Bern

SUCCULENT SAUTE'D SEA SNAILS, GUACAMOLE AND CARAMALISED COCKLES RUN SEPTEMBER 24th

The last of TSSC S. Wales's evening runs of 2015 started off at the meeting point at Cardiff West Services junction 33 of the M4. Al & I (TR4A) arrived at the meeting point to find Gwyn & Babs (Dolly) waiting for us, we were soon joined by Monmouth John (Acclaim), Mike the Bass & Sandra (13/60 Saloon) then Paul & Barb G (modern as Johnny Breakfast had blocked their TR6 in with his building materials).

At the pre arranged time we set off for Barry and on arrival we managed to all park on the sea front. When we entered the China Cafe the owner apologised for only having 8 servings of Succulent Saute'd Sea Snails, a bit despondent we decided to draw straws for who would have to choose another item from the menu, but as we were doing this the owner approached us again with the bad news that there was only 7 servings of Caramelised Cockles! This was too much to take, but luckily for us Paul G had the phone number of the Station Fish n chip shop at Fontygary in his phone and after a brief call they confirmed that they could cater for our party of 9, Fantastic!

We all jumped into our cars and followed Paul & Barb to Fontygary where we parked up right in front of the Chip shop. As we have found before, the proprietors were very welcoming and we were all soon enjoying the best Succulent Saute'd Sea Snails, Guacamole and Caramelised Cockles that we have had this year. Fantastic!

We then had a stroll to the cliff edge and watched the various cargo and cruise ships pass by. At about 9:30pm it started to rain so we headed back to our cars and said our goodbyes and my TR led the small convoy back to the M4 where we all took our different exits, it had been an excellent evening out with great company and I for one will miss the chip shop runs until they start up again in 2016. Al summed up my mood perfectly when he said, "Well, what we had in abundance of Succulent Saute'd Sea Snails was easily surpassed by the quality of Caramelised Cockle".

I couldn't have put it better myself, FANTASTIC!

Bern

WESSEX

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Yes! - November is now here! - A blink of the eye and the summer is over! - What summer? I here you say! - Well our swan song for this summer was a trip to the Haynes Museum at Sparkford. - We assembled in the long stay park at Ringwood 08.45 to 9.00am ready for the off - 13 cars. We were ready for the off awaiting the arrival of the last car.... We eventually set off 09.15 am following the arrival of Alan. So our convoy of 14 mainly Triumph cars set off down the Horton Road and onwards to Shaftesbury picking up one more on the way, our convoy now being 15 cars. We arrived at the Coffee stop, The Half Moon Pub

at Shaftesbury some 23 miles later around 10.20.

We were joined for the second leg onward to the Haynes Museum by 2 more cars - our convoy now 17 cars. We set off around 11.15am, after a photo shoot for the benefit of the Pub manager - 13 Triumphs in a row. We arrived at the Haynes Museum in time for the allotted 11.45 am time for our guided tour. We had 29 of us in total for the tour around the Haynes Museum and we all agreed it was well worth the visit. Our TR Drivers Club friends, relished the opportunity to scrutinise the TR8 on display. Turned out it was a conversion, not only from left hand drive, but also to a 2 plus 2!

Our day ended with 20 of us opting to make the planned third leg to the White Horse Pub at South Cheriton. Our convoy, now 12 cars making the remaining 4 mile journey to arrive at the Pub around 2.45pm where we enjoyed a well earned drink and had a very enjoyable lunch before making our individual ways home. So there you are - a good day. The best bit, our convoy making it round the whole route together and with no one getting lost or left behind - a marvellous display of how "convoy etiquette" can work! - Thanks again to Alan for putting it all together!

Trevor

Before Sparkford, was the Swanage Railway, Harmons Cross. Pauline and myself went both days as it was also Swanage's folk festival (where various troupes do all these different dances that to the untrained eye, all look the same! Oh! and bash sticks together!) Also plenty of craft and rustic bits n' pieces to spend yer money on! Fran & Alan, Janis & Richard, came on the Sunday. Included in the car event, is unlimited weekend travel on the Swanage Steam Railway, which for me is the main reason for going!

The Christmas dinner is to be on Saturday 5th December at The Tyrells Ford it is not too late to put your name down, if you wish to come. But I hope that most of you would have already let us know your intentions! If we can get enough, they have said that they will put on a disco for us, but don't panic!, those of you, like me who are not too keen on discos, there are plenty of areas that we can escape to!

Our next meeting is November 26th, at The Tyrells Ford on the Christchurch to Ringwood road. We decided at the September meet, by a unanimous show of support, to continue our monthly meetings at the Tyrells Ford. We appreciate that this does not suit all, but we felt that the Tyrells Ford was the most accommodating and there are areas available to just sit, talk and drink, with good food for those who want and can afford to eat out!

All regular members will be kept informed about any news, as and when we know, by email. Anybody interested in the Wessex area and our activities can contact Trevor or myself as above.

Martin

WEST MIDLANDS

Tel. 07969 024999
Chris. 07505 110922

A new record was set at our October meeting on Tuesday 6th October 2015, we only had 1 Triumph motor car on display on the forecourt of the Drakes Drum Pub. Well done Jason, but even that was not his he borrowed it off his sister. Mind you I do not blame those attending the meeting. All that day the weather was horrendous, rain coming down in buckets. Really speaking the only Triumph fit to be out in all that wet was the Amphicar, and unfortunately no-one in our group is fortunate enough to own one of these.

The weather might have been very wet but you could not dampen the spirits of the West Midlands members who whilst driving poor ordinary cars turned up as normal to support the area. Well done everyone. Liz and Steve turned up in an MG, but sorry Liz and Steve that one doesn't count, it's a lovely new car but not a real MG, but I like it as well as you.

As we are coming to the end of the year there was very little to report. On Sunday 4th October 2015, I attended the last of the Middleton Motors Monthly, at Middleton Hall, Tamworth. It was a great meeting with 146 mainly classic cars and 7 motor cycles on display, a great turn out but the weather was beautiful and I believe



WEST MIDLANDS WIRRAL . . . WEST YORKS

TSSC AREA NEWS

West Midlands Continues

everyone who attended was taking one of the last opportunities to show off their delight.

The list is out for the meetings next year, commencing on **Sunday 3rd April 2016**, the hours of the meeting have been extended and will be 11am to 4pm but the donation per car has been increased to £4 per vehicle. I still think this is good value for a good meeting so close to home, the atmosphere is always great and the facilities spot on.

Don't forget that the **Lancaster Insurance International Classic Motor Show is being held at the NEC on the 13th, 14th and 15th November 2015**, for tickets call **0871 1088** and quote **SCSMS15**.

Now for two important dates for your Diary:-

On **Tuesday 15th November 2015**, we will be paying another visit to our favourite **Fish and Chip Restaurant, Chamberlains on the Wolverhampton Road, Oldbury, N68 0LH**. Meeting at 7.0pm to eat at 7.30pm, the special offer that night is 2 fish and chip meals for £10. If you want to attend I need to know either at our next meeting on **Tuesday 3rd November 2015**, or by 'e' mail or telephone on **0796 9024999**

On **Tuesday 17th December 2015** we will be holding our **Christmas Party at the Hungry Horse Restaurant, the Beeches Pub, Thornbridge Avenue, Perry Barr, B42 2AE**. There is the choice of either two courses for £9.99 or the full 3 courses for £12.99. I handed out leaflets at our October meeting which I need filling in and handing back at the November meeting so that the restaurant knows our numbers and choices. If you were not at that meeting and want to attend you must either be at the November meeting and prepared to complete the leaflet that night or either 'e' mail me or telephone me on **0796 9024999** and I will post you one.

Last year we had a great party, lets make this one just as good. Party hats a must, no hat a fine of £2 for club funds.

That's all for now folks. Its that time of year again. Check your anti-freeze level of cover or get ready to drain your radiator, wrap your charge up let them hibernate for the winter.

Cheers.

Roger
the Dodger.

WIRRAL

Tel. 0151 339 4150

Hello to all our readers. Short and sweet I'm afraid as I missed the September meeting on the 1st. Bettine & I were enjoying a week away in our caravan by the banks of the River Severn in Llandilo in Mid Wales.

However we were home again on September the Second and Sunday the 16th saw 15 bodies (all alive & Well) & 9 cars at the Cholmondeley Castle show. It was a really good show, bigger than ever and fine weather prevailed. Peter Broadbent arrived in his newly acquired TR7 which had been trailered up from Kent. It is immaculate, looks like it has just emerged from the car showroom. He has seen the light at last having flirted with a Daimler Dart and an MGB!

Saturday 19th September, Lloyd and myself went in my Spitfire to a get together organised by Derek Binning at his farm house Pen-Y-Coed in North Wales. Derek was once the AO for North Wales and won many Trophies in the days of stafford with his 2 Spitfires and a fully restored Vitesse. In the barn was a Vitesse which had suffered a fire in the engine compartment and then Derek bought it with a view to restoring it. Valiant efforts by Andy Fuller got the engine to turn over so who knows, in time another Triumph saved from the Scrappy. In the air rifle range set up in another barn my son Lloyd beat me. His 15 years in the Army had paid off. Three years ago I actually won but then I was Sprightly Eighty Four, the years have taken their toll! Full marks to Lloyd for taking on the roll of Chef at the Bar B Que. All agreed the food was Cordon Bleu. Thanks Derek for a pleasant day.

Also worthy of mention was the Ruthin show which was a variety of events put on by the Ruthin Society on Sat 22nd August.

Despite Torrential rain in the morning, the sun did come out and the afternoon was very pleasant with a local band and singers for entertainment.

I must also mention that IAN BEATTIE won CAR OF SHOW at the Wirral Historic Vehicle Rally organised by the Wirral Classic car Club on the 19th July with his immaculate Austin Healey 3000 MK3. Well done Ian. Also we Have PAUL GRIFFIES who won at Malvern who will now enter the masters Class with his TR6 at the NEC on the weekend of November 13th to 15th. Good luck to him and bring home the Trophy Paul. Lastly on the car front a mention of Dave's Stag which he acquired in the Summer. It is still receiving some TLC at the hands of our local Garageist Stewart Montedor. We look for to it making an appearance on Wirral roads in 2016. Don't hold your breath.

Finally a reminder, the **Christmas Dinner on Saturday 12th December at the Cottage Loaf**. Payment should only be made to Dave. (Tel 625 1932)

Also 2016 is the 25th Anniversary of the founding of the Wirral Triumph Appreciation Society (we share meeting with them). An event is planned for **Saturday 20th February in the Community Hall in the Village of Thornton Hoegh**. Food, music, dancing, quiz & general fun & games. Should be a good evening. Contact Jan on 348 2601 for tickets (12 pounds) We look forward to your support for this event.

That's it for November folks, in fact that concludes my waffling for 2015, it's Andy's turn next month. Have a wonderful winter.

Cheers

Ray

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

WEST YORKS

Tel. 07800 551363

www.tssc.org.uk/westyorks

Thanks to everyone who came to our October meeting. A lot is happening at the moment but before I explain thanks to Dennis and Lynn who took care of September's meeting in my absence whilst Vivien and I were on holiday.

Since getting back from holiday I found that the pub where we have our meetings was closing, this turned out not to be the case, however it now has a temporary manager and the future there seems very uncertain. We have therefore been on the lookout for an alternative venue. Thanks to Alan and Len, we seem to have come across somewhere suitable and still in the Birstall/Morley area. Vivien and I called to have a look at it and the Landlady said we'd be welcome, so with a majority decision we shall be moving our meeting as of the November to:

**Drighlington Cricket Club
Victoria Park, Station Rd, Drighlington,
Bradford, West Yorkshire, BD11 1JU**

I confirmed at the meeting that as of the end of this year I will be stepping down as Area Organiser and Lynn will also be stepping down as Treasurer.

So we will need volunteers/volunteer for both roles. I did have someone expressing interest but if you'd like to know more, have a chat with me, we do want the Area to continue!

At the meeting it was suggested it would be interesting to visit the **Bradford Industrial Museum** (which has some Jowett motor cars on display). So we have set a date for the **1st November 2015**, meeting at the museum at 11am then after the visit going on to somewhere for lunch. I already have a long list of people interested, if anyone else is interested you're very welcome to come along but do give me a call first to let me know and I can confirm the arrangements.

The details of the museum are: **Bradford Industrial Museum Moorside Mills, Bradford BD2 3HP**

We agreed to once again have an annual Area dinner in the New Year at the **Silver Birch pub (Silver Birch Pub, BD19 6QB)** the date for this is the **9th January 2016**, please put this in your diary, I'll be checking numbers later.

That's all for now see you at our new venue put in November.

Victor.

Derwent Valley's Peak Run 2016



17th to 19th June 2016



Bookings Open Soon!

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.

Celebrate the GT6 (Bred at Le Mans) 50th Anniversary!

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 invited other Triumph clubs.
- **Option Package 1.** Le Mans Entry & Discount on ferry crossings
- **Option Package 2.** Hotel Accommodation & Le Mans Entry
- **Option Package 3.** Triumph Trip to Dordogne **After** Le Mans Classic



Booking forms available soon
please visit **www.tssc.org.uk**
E-mail **info@tssc.org.uk**

TRIUMPH
SPORTS SIX
CLUB

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