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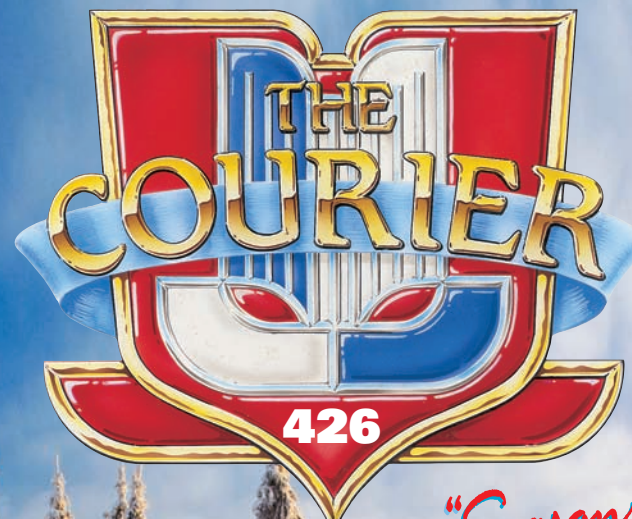
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Triumph Sports Six Club

The Courier 426

DECEMBER 2015



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SPORTS SIX  
**CLUB**

*Seasons Greetings!*



# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
 No.426 VOI 37. DECEMBER 2015  
 Price £3.50 Free to Club Members.

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Courier Copy to:

Courier Magazine, TSSC,  
 Sunderland Court,  
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David Embery, Chris Gunby, Tracey Hawes

Nigel Hill, Derek Holman, Simon Morgan,

Richard Philpot, Bernard Robinson, Jane Rowley,

## HONORARY MEMBERS

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Mike Crewes. Dave Glead. John & Pam Griffiths.

Pip Flegel. John Macartney. Fred Nicklin. Paul Richardson.

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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SEASONS GREETINGS!

FROM ALL AT  
 TSSC HQ

PICTURE BY  
 CHRIS RYBKA

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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2016 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

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## **TSSC Headquarters Christmas Open Day Sun 6th December**

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**Sunday 6th December 10.00 am to 4.30 pm** *Don't miss it this year!*

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# CoMment

## 2016 Packed with Events!

BY BILL BATE

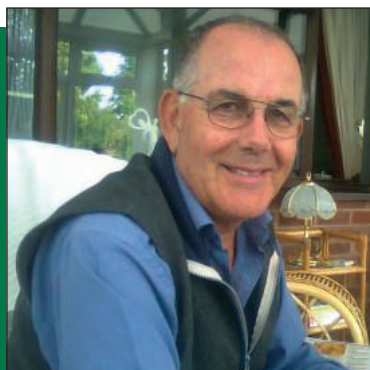
COUNCIL OF MANAGEMENT

**A**nother year has almost passed as we are now looking forward to Christmas and planning for events next year.

Many thanks to Pip, Frank, Vivien and Victor who have recently resigned from CoM, for guiding the TSSC through a difficult period over the last three years or so.

In that period a number of new unpaid directors have joined CoM, we welcome recently appointed Tracey Hawes and Richard Philpot to CoM along with Bernard Robinson and Nigel Hill, recently appointed Area Liaison officer, as ex-officio members of the CoM, that will further strengthen CoM to ensure the continuing success of the Club.

This year has been successful, starting with a extremely positive response from club members who attended the AGM, actions emanating are being vigorously pursued for the report back at the AGM on the 10th April 2016. Many thanks to those members who have participated in and contributed to the many events organised internationally, nationally by HQ and our Area Organisers (AO's). Much effort is expended to organise these events for the benefit of our club members, if you have not attended the local or national events, for example



TriumFest at Donington, those who did attend gave a very positive feed back, we would welcome you to attend the events scheduled for 2016, please take advantage of your membership fee and come and enjoy the Club offerings.

Fuzz Townshend took time out of his busy National Geographic Car SoS schedule to visit our stand at the Resto. Show in early 2015 and meet our members

The schedule for 2016 is already packed with events and activities, internationally there are Laon, Spa, Le Mans as examples, nationally there are the NEC shows, the local AO events and our changed venue annual event TRIUMFEST UK at Santa Pod where all Triumph clubs are invited. For those of us who wish to drive further on Drive it Day, we have a Five Point Tour in April. Details of the events and activities are contained in the Courier, Website and Facebook.

Those of us from HQ and our AO's extend a warm welcome to the events and activities in 2016, and wish you all the best for Christmas and the New Year

**DO MORE WITH YOUR TRIUMPH!**





# NEWS REVIEW

## Your Monthly round up of all News of a Triumph Nature

### TSSC Honorary Vice Presidents

#### Pip Flegel & Frank Spencer

The TSSC Council of Management is pleased to announce that **Pip and Frank** have accepted the invitation from the Club's Council of Management to take up the position of Honorary Vice-Presidents.

They will be attending the **HQ Christmas Open Day on Sunday 6th December 2015**, when they will formally be inaugurated to this honorary position.

Pip and Frank have served this Club for many years and have put their 'life and soul' into the work undertaken on behalf of the Club in many various ways. The Council of Management believes it is totally fitting to honour such wonderful people in this manner.

Please come along to HQ on 6th December to celebrate and raise a glass to our new Honorary Vice-Presidents.

Best wishes

**Ben Broadbent**  
General Secretary

### Harrington Dove Appeal

The London Bus Museum at is organising a special event on Sunday 17 April next year which will commemorate the passing of 50 years since two prominent coach builders Harrington and Weymann closed.

Considerable numbers of vehicles produced by those companies are expected to attend and an indoor exhibition with photos, 6

memorabilia, etc and perhaps a couple of cars is being organised.

We will be delighted to welcome the attendance of any Harrington Doves or contributions of material (which would be carefully handled and returned) and memories from TSSC Members.

Any responses be made to me on this email address: [brianalanlones@gmail.com](mailto:brianalanlones@gmail.com) or to my home phone **01628 522649**.

Any help that you can provide will be much appreciated.

Best wishes

**Brian A L Jones**  
(volunteer) Manager, Curatorial Section  
London Bus Museum

### BBC Antiques Road Trip Cars

I work for Great Escape Classic Cars and one of our customers is STV who make the Antique Road Trip series for BBC TV.

We supply the cars for the series and have just completed our third year of association with them. I am already looking for new cars to appear on the show for 2016. In the past we have featured a Spitfire, Herald, Vitesse, Stag and TR6 but I would love to be able to offer them a Triumph GT6 and a TR7/8 Convertible.

The cars featured do very little driving in reality as they are transported to each location by one of our car transporters. There is a budget for cars but it isn't a huge amount.

If you are interested please get in touch

**Andrew Kerr**  
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# HQ OPENING TIMES

**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**

**JANUARY** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**TSSC HQ  
XMAS Open Day 2015**

**Sunday Dec 6th 2015 - 10am to 4.30pm**

**Club Shop will be Offering 10% Discount over the Counter  
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**Offer NOT applicable to Club Gift Vouchers, Website orders  
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## Council of Management Meetings

**NEXT MEETINGS - JANUARY 17TH 2016 - MARCH 13TH 2016**

*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's 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  
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the date of the Meeting*

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**Phil Willson**



## Flying off the handle

**N**ot a lot to report this month as the main job I've been doing is replacing the brake lines on my Vitesse with cunifer ones. It had

been fitted with copper pipes when it was rebuilt in the 90s but they had been badly installed and routed and looked a bit of a mess. I have now routed them as they would have been from the factory, which proved to be quite tricky in places. This is a job that should ideally be done when the body is off but I am not sure that happened in this instance. Anyway, it now looks much tidier and I am happy that there is less likelihood of any chafing now.

I have also been re-reading "Triumph Cars. The Complete Story", 2nd edition, 1988, by Graham Robson and Richard Langworth. It's about 20 years since I last read this book so it was time to refresh the old grey cells with a bit of Triumph history. As a result I quite fancy a pre-war Triumph or a Renown. Probably won't happen though.

My one tech topic this month is about something that was not fitted to Heralds in the factory, but easily could be done if you so wish. It involves....

### Handbrake levers

Have you heard the term **'fly-off handbrake'**? Did you know that Mk1, 2 and 3 Spitfires had such a device as standard? Did you also know that, if you wanted one on your Herald, they are directly interchangeable?



**Picture 1:** From top – Spit Mk IV/1500, Herald/Vitesse, Mk1 to 3 Spitfire.

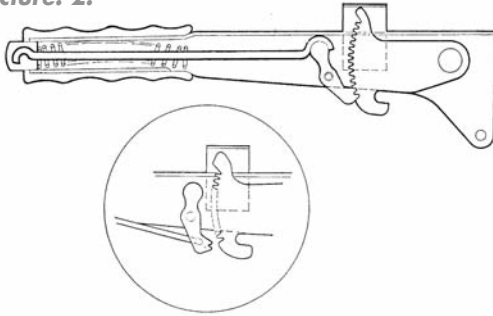
Starting at the beginning, what is a fly-off handbrake? It is one whereby, when you want to move off, all you do is pull the lever up and then let go – with no pushing of the release button. They are intended for sports car-style racing starts and come into their own should you wish to make handbrake turns in the middle of your local high street. As if!

To apply the handbrake, you simply pull the lever up to the position where the rear brakes are on and then you press the button to lock it



into the 'on' position. In other words, its operation is completely the opposite of a normal handbrake.

**Picture: 2.**



**Fig. 20. Arrangement of Herald 1200, 12/50 and Vitesse handbrake lever ratchet and pawl. Inset shows Spitfire arrangement**

**Picture 2:** *Diagram of the two types of handbrake release.*

How did Triumph achieve this? Simply by drilling an extra hole in the pawl! Picture 2, from the workshop manual, illustrates the difference. The third picture is a close up of the

Herald/Vitesse type where the spring behind the operating button is pulling the pawl so that it engages with the ratchet. As per usual, to release it you must push the button.

In the next photo you can see the fly-off type, again with the operating button behind held out by the spring, you can see that the pawl is disengaged. This happens simply because the button and spring are pulling on the opposite side of the pawl pivot.

The next photo shows the difference between the release rods.

**Picture: 5.**



**Picture 5:** *Operating rods, fly-off type at top*

**Picture: 3.**



**Picture 3:** *Close-up of the Herald ratchet and pawl.*

**Picture: 4.**



**Picture 4:** *Close up of the early Spitfire ratchet and pawl.*

They are of a slightly different length and the ends are shaped rather differently too. They are not interchangeable.

In all the main dimensions, the three types shown in Picture 1 are identical so they can be swapped over without any problems. The hand

dashboard lamp showing when the handbrake has been applied.

Of course, if you own an early Spitfire and don't like the fly-off system then just replace it with a Herald/Vitesse one.

One final note – it is not unheard of for cars



grips on the Herald and earlier Spitfire units can be replaced with new ones available from most suppliers. I am not aware of any such replacements for the late Spitfires, but I may well be wrong. Some people may find the non-fly-off late Spitfire unit more comfortable on the hand. Its only differences, which are not of great consequence, are that the large grip is angled upwards slightly and that it can be fitted with a microswitch that can operate a

fitted with fly-off handbrakes to fail the MOT test. This is usually due to the fact that the tester has never come across one before and assumes that the unit is not working. So it is worth mentioning to the people in the testing station that this type of brake has been fitted and, if necessary, demonstrating it.

I hope you all have a great Christmas and continue to enjoy your 13/60 into 20/16.

*Phil*



*Long Vite*  
Sir Stirling Moss CBE



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# *Welcome to* **NEW & RETURNING MEMBERS**



THE  
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 SPORTS SIX  
**CLUB**

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

David Malins	Beds	Andrew & Anne Breaks	Middx
Brian Moll	Bucks	Gerald Dickinson	Northumberland
Gary Quine	Bucks	John Lightfoot	Notts
Stephen Pepper	Bucks	Nick Cupit	Notts
Paul Stocks	Cleveland	David Campion	Shrops
Paul Williamson	Cumbria	Phil Roberts	Somerset
Kevin Barker	Derbys	Christopher Hickey	Staffs
Nigel Kenneison	Devon	Robert Mellamphy	Suffolk
Alex White	Dunbar	Sanjay Bremakumar	Surrey
Michael Cochrane	Essex	Debbie Lewis & Lynn Whitworth	Wales North
Max Davidson	Essex	Paul Roberts	Wales South
Simon Mchattie	Glos	Peter Carrol	West Mids
Will Grant & Assoc	Hereford	Derek Iddon	Yorks East
Phil Sanford	Herts	Shaun Stanton	Yorks South
William Jones	Herts		
Victoria Hotson	Lancs		
Tony Dabner	Lincs		
Alan Taylor	Liverpool		

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



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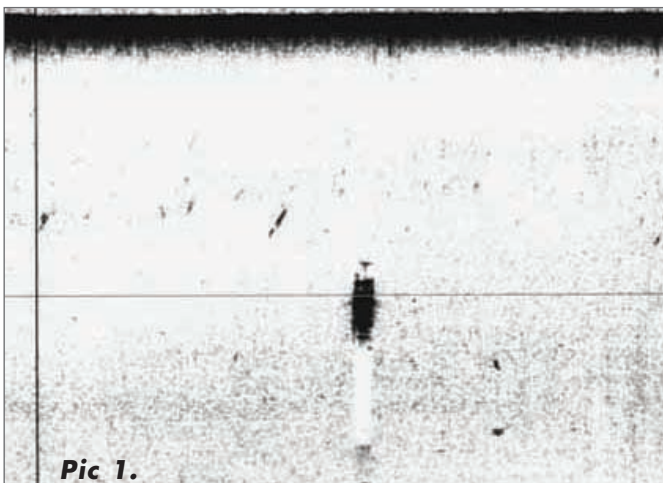
[herald@tssc.org.uk](mailto:herald@tssc.org.uk)

**Colin Lindsay**



## Floating!

I mentioned a while ago that I'd had so much interest and communication about my article on Amphicars that I'd do a sequel sometime. So: anyone want to hazard a guess as to what this actually is? (pic1) Given that it's the reading off a magnetometer, which is the same machine that was used to find the Titanic... yes, it's a sunken Amphicar. This one was lost off Boston in 1985 and the owner states: *"the car fell out from under us"*. It's believed that someone actually



**Pic 1.**

managed to overcome the fail-safes and opened a door while the vehicle was sailing. It was recovered in 2003 shortly after being located with the magnetometer and is now being restored (pic2). Amazingly the tyres still had air in them, which begs the question... plus it's a great tribute to manufacturing standards of the day when the chrome cleaned up with just a wipe from a cloth.

The owner's wallet was still in the glovebox, so obviously it wasn't lost off Belfast....

**Pic 2.**







Thanks to **Iain Pocknell** for sharing this



photograph (pic3) taken in Paris earlier this year; the lifeboat to the rear looks very familiar... and the closeup confirms it (pic4). It used to be a ferry / taxi on the Seine, but how they park it up there is anyone's guess.

This photo (pic5) shows that, amazingly, you could tow a caravan... I'm still trying to find



out if the term 'amphibious camper' meant that the caravan also floated... or not... and yes I can confirm that it did (pic6). I think I'd have spent a few sleepless nights until I was sure that it was watertight.

Believe it or not people complained that the brakes don't work.... In water. They wouldn't on a boat, either...

former owner **Derek Riley** knew the trick, and tells me: *"I used to own one myself many years ago. I found it to be a very well made and designed car/boat. It proved very reliable as was used as my every day transport for several years. Once you got used to it, driving was really quite good, with quite a lively performance. We took it on several long runs to places like Cornwall*



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1967 - Cursus foliis publicatis de un'Amphicar: anastando una caravana: flotante Schäfer (El complemento perfecto)

& Devon cruising at 60 mph which was quite comfortable but we did get to 70 - 75 mph sometimes. The car/boat was taken on the water quite regularly, often down the River Crouch in Essex and even on the Thames! That was when the car/boat was great fun. Sometimes it was a bit scary when you automatically pressed

the brake pedal when heading towards another boat but this was easily rectified by putting the prop drive into reverse. It really proved quite good on the water and the steering worked quite well with the front wheels

I had the odd visit to **Sidney Marcus Ltd** myself for spares etc. If only I'd known how much cars would have increased in value, having sold mine years ago very cheaply."

For those who also complain that it's not very



**Pic 7.**

fast, and so won't pull water skiers, one Amphicar website has the answer: if then you watched a pig doing the tango, you wouldn't criticise him for not doing it very well; you'd say "Hey!

when you got used to it, ploughing through the water at 7.5 knots. Although it was mainly

*There's a pig doing a tango!*" If you have a car that floats, you're more than halfway there. If you



**Pic 8.**

really must soup it up, it becomes quite impressive – as this modified version known as 'Finzilla' shows (pic7). Not content with modifying the engine, the owner also amended the front end to something more....(pic8) turbine like.... or like the drain in my shower.

Another interesting triviality is that they've got two inches higher of road clearance than a Jeep, so you can really off-road.

used in salt water, rust wasn't much of a problem as I am restoring a GT6 and know all about rusty cars of that era! Once when the car was parked, a couple of very young boys after seeing the 2 propellers at the back, asked in an enquiring voice "Does it fly?" I should have replied: only above 80 mph !!

Or is that "Off-water"?

I've managed to find a cutaway drawing (pic9) which shows how the unique gearbox which I pictured last time transmitted power both to the wheels and the propshafts; it's quite an impressive design with the twin propshafts raised over the lower axles.





Here's a photo (pic10) showing how our beloved Herald engine fits into the rear; note the extra engine mountings on the bottom of

the modified frontplate. If you picture any Herald engine you'll realize that the inlet manifold and carb are at the top of the engine



so by the time water gets into the air intake, you're in deep trouble indeed.

Less is definitely more!  
As I've just realised this is the Christmas

edition, have a happy one, may Santa bring you the things you desire – such as Triumph parts – and lose those that you don't – such as the credit card bill.

Money may not buy you happiness, but you can at least be miserable in comfort. Or an Amphicar!

Season's Best to all!

Colin



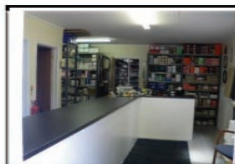
Pic 11.

The shark graphic model (pic11) was for sale recently in California at \$55,000, but the seller reckons it may be the only one in the USA. I trust he means the graphics...

And what of the concept – has it died out? Not completely; there are still companies making floating cars... but maybe not all as beautiful and streamlined as they could be... (pic12)



Pic 12.



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# LAON HISTORIQUE 2016



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**For those of you who have never attended the Laon Historique, it is the largest pilgrimage of Classic Cars from the UK with over 500 cars expected to attend in 2016 !!**

We depart on Friday 13th May and the package includes; Return P&O ferry crossing from Dover to Calais (other crossing options available, subject to supplement), 3 Nights at the TSSC Campsite, Admission to the 2016 Laon Historique including **Organised Runs** on Saturday and Monday and a **Closed Street Parade** in Laon Old Town on Sunday. You'll also have the opportunity to participate in a special '**celebration parade**' in the Grand Place, Arras on Friday before continuing on to Laon.

*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.*

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# SPITFIRE I - II - III Register

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

**Suzie Singleton**



## A Tale at Christmas

**A**re you sitting comfortably? Then I'll begin. Last month I included a message from Chris Bailey which was a follow up to a previous article. I asked if he had any photos of the car he mentioned and I was very pleased with a response that I decided deserved its own article so, as promised, I include it here.

*"Well I did go up into the loft and I did find a few photos... I had forgotten the registration number but now I see it is JLB 840D and the DVLA list it as having*

*a current MOT. [So you may know who owns it now] [Suzie note: Unfortunately the car isn't on the Register so I don't know where the car is now – can anyone shed any light on this?]*

*I have scanned the photos and attach some with a few words to tell the story...*

*This was all a long time ago. I bought the car from someone I worked with in around 1983/4. The engine would not start and we had to tow it about 10 miles home behind my brother's Capri.*

*The first picture shows it just after it arrived. It was running on a set of banded gold painted wheels – the front tyres rubbed on full lock.*

*But it came with another set of skinny wheels and cross plies and looked quite shiny when I*



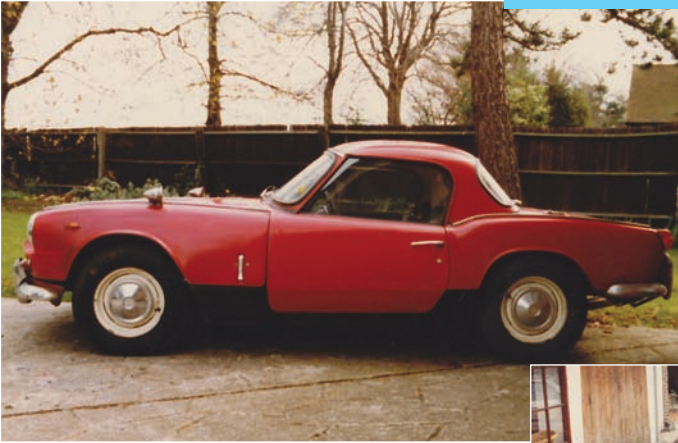
*eventually washed it.*

*The only reason that it would not run was*



*lack of petrol – and lack of key for the petrol cap. That was easily fixed but before it could get an MOT I had to do something about the rust. The sills were shot and not attached to the floor, nor was the boot floor attached to the*

## SPITFIRE I - II - III Register



rear panel and the rear wings were missing the lower 2 inches aft of the rear wheels. I had a crack at welding but resorted to fibreglass to "fix" all of that. For some reason I took exception to the filler in the nose covering up



many dents. I chipped it all out and painted it matt black to match the sills  
With the crossplies fitted it got its MOT



I remember that it was quite scary on those tyres and I put the Carlos Fandangos wheels back on the rear for a while until they wore out.

The Spitfire was supposed to be a runabout while I sorted out a few problems with my Herald. Those few problems turned out to be quite large and it was another 5 years



before that ran again. I drove the Mk2 around for about 18 months and did about 18,000 miles. The hood was always just tattered rags and I never used it. In the Summer I just used the tonneau and the steel hard top went on for the Winter. I only once got completely soaked. I had a lot of fun in that car including a trip to Paris with the hard top fitted. We gave another friend a lift home, returning a very cosy three up.

I picked up most of another Mk2 for spares. It had no engine and only one door

Chris Childs and I towed it one home one evening – about 15 miles. We used spray on snow for the number plate and put a battery on the floor for the





rear lights; I doubt we could get away with that today. It was incredibly rusty and we chopped it up on my parents' driveway and took the body parts to the tip in my Dad's Cortina. Looking back I realise how tolerant my folks were. I saved many of the smaller parts, some of which came in handy when I turned the red car over. I managed to do this on a straight dry road, braking too hard for a red traffic light and locking up the front wheels. The car was now on decent radials but the rear swung round and the offside rear wheel tucked under. When the offside front wheel hit the kerb over it went. I was very fortunate that it was now Autumn and I had fitted the steel hard top only a week before. Another bit of luck was that I had saved the windscreen frame and the driver's door from the blue car, so the car was back on the road the next day. With a blue door, holes ground in the roof and nasty scrapes on the front and rear wings it wasn't pretty. After a few weeks I sold it for the same amount I had paid for it. A while later I came across it at a TSSC event; maybe an SEM. Now it had a soft top and a scabby red door had replaced the scabby blue door. The windscreen frame was still blue, the driver's side was still without a mirror and the front wing still showed its scars

I was reminded of this when I saw the photo of that strap in Kevin Peter's description of his Mk3. [Suzie note: In the September Courier] I believe the strap to be an anti-rebound strap, similar to those fitted to early swing axle Corvairs and Beetles to prevent rear wheel tuck under. If such a thing had been fitted to JLB 840D I may not have turned the car over. If I had been a better driver I would not have

locked up the brakes.

Now that I have looked out some photos and reminded myself of the registration number, I am amazed to see that JLB 840D is still on the road, apparently with a 1296cc engine and an MOT. I hope the current owner is not too upset if he reads this. I am sure the car is in much better condition than when I last saw it but *This is Not a One Careful Owner car.*"

And finally, with Christmas coming up, if you look hard and are very lucky you might even be able to find one of these Spitfires for your loved one, as sent to me by our antipodean correspondent, **Peter Truman**, "a Nascar Racer named Spitfire from 1999 for



Kellogg Racing Team, two models shown one 1/24 scale, the other 1/64.

Obviously quite a few more horses under that bonnet than a TRIUMPH Spitfire, but as usual in Nascar they only go round in circles!"



Have Fun!

Suzie





## **Come & Join in all the festive Celebrations at TSSC Headquarters!**

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies for just a small donation, and some liquid refreshments From the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for Non Drivers.

This **Christmas Open Day** is going to be one to remember.

You will be able to meet some of the Directors & Staff of the TSSC and Editor Bern will also be manning his Infamous workshop "**Bizarre Bargains**" Stall.

The Club Shop will be Offering 10% Discount over the Counter Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

**Sunday 6th December 10.00 am to 4.30 pm**

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e-mail.

[spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

**Steve Payne**



## Carb Problems

I mentioned in last month's article I had received an Email regarding a problem with carburettors. **Bob** wrote to me with the following;

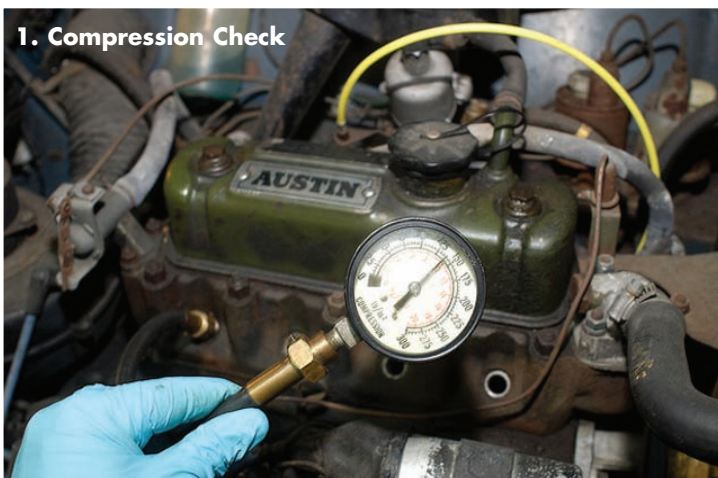
*"Last year I purchased a Spitfire 1500 and drove it for about 50 miles before putting it away for the winter. During this time it was ticking over at about 1050 rpm or down to about 550 rpm and nearly cutting out.*

*When I got it out for the summer I tried to adjust the carbs to rectify the fault but without success. I decided to have the carbs rebuilt by a local carb restorer using AUD9450 jets and ABT needles. They delivered them and set them up and they ran perfectly. I then went to take the car for its MOT a few days later, started it up and it ran very rough and rich - so rich it would not tick over. Bangs came from the exhaust with clouds of soot following. I called the company back and they were set up again as before and ran smoothly. This time I decided to run the engine up a few days later before I went for the MOT and it ran rich as before. All the cylinders are running rich.*

*As the company that restored the carbs were on holiday I have made sure the float chamber vents are clear and dry, the floats do cut off*

*the fuel, petrol is flowing freely, the jets return properly to the upmost position, air filters and gaskets are in the right way and things look as*

### 1. Compression Check



*they should but I am not an expert. I have not adjusted any mixture settings or idle adjusting screws. I have also replaced the coil.*

*Have you any idea what the fault is? I understand that I can check all sorts of things like timing etc. but I always come back to the fact that it runs perfectly just after setup but so badly a few days later."*

*My first thought was maybe the floats are not cutting off the fuel and when left for several nights they flood the chambers. However Bob is sure they are working correctly. In fact he seems to have carried out a fairly thorough check list of all the potential carb issues. However many of the problems that are blamed on the carburettors are often caused*

by other issues.

Therefore I thought it might be worth drawing up a list of several things you should check before blaming your carbs.

I'm not going to take the credit for the list as it's one I've seen and referred to in many manuals and online, I use it and it works in the majority of cases in identifying problems with poor engine performance.

### 1) **Compression check.**

If you don't own a compression tester it's worth purchasing one. Remove the spark plugs, insert the tester into spark plug hole 1 and spin the engine a few times on the starter. Make a note of the maximum reading. Repeat for the remaining cylinders, and then compare the results. As a rule of thumb the as long as the pressures are over 100psi it's fine; what's important is that they are all within 10% of each other. If not, you need to investigate further as it could be something more serious; worn or broken piston rings, worn cylinder bores, worn valve guides etc. If they are OK check the spark plug gaps and replace them, and make sure the HT leads are refitted in the correct order.

Before doing so check that the leads are in good condition, if in doubt replace them.



### 2. POINTS

#### 2) **Points.**

The points must be in good condition, with no burn marks on the faces. Make sure the gap is correct, and clean the inside of the cap. Inspect for cracks in the cap or any signs of arcing

(burn marks on the inside of the cap, possibly between the electrodes).



### 3. Valve Clearances

#### 3) **Valve Clearances.**

When you set the valve clearances and make sure that the setting you use is for either a hot, or cold engine. Incorrect clearances will seriously affect your ignition timing.



### 4. Ignition Timing

#### 4) **Ignition Timing.**

Don't just rely on a static check for the timing, use a timing light to confirm the advance/retard is working in the distributor. Check the advance readings at specific rpm's. If the timing mark moves erratically this more than likely indicates a worn timing chain.

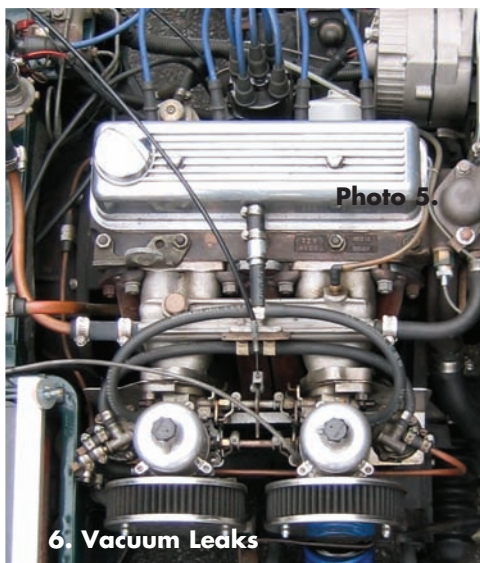




**5. Fuel Filter**

### **5) Fuel Filter.**

Fuel filters should be changed regularly, they don't last forever, and replacements are cheap. Inspect the chamber for general dirt deposits and rust flakes. If there are signs of any of these seriously consider removing, inspecting and flushing out the fuel tank. If rust is an issue, replace it.



**6. Vacuum Leaks**

### **6) Vacuum Leaks.**

Do you have an erratic or 'rough' idle speed? If so the most common cause is a vacuum leak.

You need to check that the hoses connected to the carburettor(s) and the inlet manifold are correctly fitted, and there are no cracks or splits in the hose due to damage or because they are perished. If everything looks OK, carry out the following; With the engine running, take a can of starting fluid and spray it over all of the hoses and their connections including the inlet manifold gasket area. If the engine speeds up at any time, you have found a vacuum leak. Fix that leak, and continue checking for more (don't assume there is only one leak). If your car has a brake booster, don't forget to check the hose that runs from the check valve fitting on the manifold, to the booster, they tend to perish, and develop cracks. Even the smallest leak in any of these areas will cause problems. If the engine is drawing air in from anywhere except through the carburettor, the mixture will be excessively weak.

This year I ran my Triumph Spitfire for the first time in 15+ years. From my own experience working through the above list it has helped me resolve quite a few issues, and I've discovered some others (not so obvious) along the way.

When I carried out a timing check I found that the advance/retard was not working. I checked for leaks, (there were none), I checked the points and so on, but still the advance/retard did not work. It was not until I started to dismantle the distributor with an aim to rebuilding it that I realised what the issue was. The screw that holds and sets the gap of the points had been replaced with a cheese head screw, however it was a few millimetres too long and was screwing down onto the advance/retard mechanism below.

This had the effect of clamping the advance/retard in one place, quite firmly, and it was not immediately obvious until I had started to dismantle it. I simply filed the excess thread off the cheese head screw and then it worked absolutely perfectly.

This aside, back to Bobs' story. The saga continues, he informs me he has had to put a brief hold on investigating the issue further but will get back to me with a brief resume' of what he finds. When he does I will let you know.

**Good luck Bob!**

If you have had a similar issue with carbs to

## SPITFIRE MkIV/1500 Register

Bob and can shed any light on how to solve it please write/e-mail and let me know and I will

*Mileages of 51,000 and 40,000.*

*Nowhere near that of CCU722V.*

*Hope we can achieve the same life from our two vehicles.*

*That's three - Any more out there?"*

**Anthony Mather  
& Philip Mather**  
Kent

*Well?*

*Till next time,*

**Steve**



pass it on.

Finally, in the October issue Roger Harvey asked if there were many more 'one owner from new' Spitfire 1500

owners out there. I'm pleased to say there are at least two more.

*"My brother and I read with interest the item in the October edition of the Courier that related to the one owner from new Spitfire 1500. The owner wondered if there were any other on owner vehicles out there. We have often asked the same question.*

*Well he is not alone!*

*BKL918T was purchased in November 1978 and NKR302W in December 1980. Both were soft top cars with overdrive. Both were purchased with the factory hardtop as an optional extra. Prices were £3,702 and £5,000 respectively.*





# BIG SALOON Register



**e-mail.**

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



***Mark Blease***

## Farewell for Now

**I**t's amazing how time flies, this article marking my 64th contribution to the Courier during my six year tenure as TSSC Big Saloon Register Secretary. Sadly, it will also be my last. I have thoroughly enjoyed being "Reg Sec" but the time has come to pass on the baton.

The last few years have been an exciting time for the Triumph Big Sixes. No longer are they seen as the poor relation of the Triumph range - a car to keep as a spare to use when the Stag, Spitfire or GT6 is off the road. They are now very much seen as a classic in their own

right - as they should be - and many are choosing a big saloon or estate as their only Triumph. This increase in demand has sent values soaring, and whilst they haven't reached the heady heights of some of the other Triumphs, they are now considerably healthier than they used to be. Back in April 2009 we bought Horatio, a 1972 one-owner 2000 in fantastic original condition requiring only the most minor of tidying, and we paid £2,000 - a similar car now would cost upward of £4,000. As a result of these rising values, many more cars are being saved and restored, which is encouraging for the long





term survival of the model.

Some of my favourite articles over the last six years have been rather tongue-in-cheek looks at the world of Big Six motoring. In August 2010 I took a look at what the modern equivalent of a big Triumph saloon would be. Back in 1974, an entry level 2000 would have set you back £2,394, with the 2.5PI topping the range at £2,674. It's quite inter-

largely made-up and very arbitrary rules, the Jaguar XF. The XF looks good in an understated sort of way. It has a well-designed, comfortable interior. It handles well whilst remaining comfortable, and has high levels of refinement. The engines are smooth, torquey and powerful without being too thirsty. It has room for four and somewhere to put the

weekend luggage.

In short, it possesses many of the qualities that so endeared the Triumph 2000 range to the motoring press back in the 60s and 70s.

Back in June 2010 I posed the question *"Where have they all gone?"* - referring to the apparent absence of the big saloons and estates at classic car shows. Some of the reasons for the poor survival rate of the

Triumph Big Six can be laid squarely at the car's own strengths: its incredibly stiff bodyshell made it a capable banger racer, and many of

esting to compare these prices with some other cars in the Triumph range at the time; £2,293 would have bought you a Dolomite Sprint, whilst raiding your savings to the tune of £1,359 could have made you the proud owner of a Spitfire, albeit without the luxury of a hard top. Back then, the average wage was £41.70 per week, so driving away a shiny new Triumph 2000 would have set you back around fifty-seven wage packets.

The winner of our quest to find the modern day Triumph Big-Six was, based on a set of



our beloved cars have met their demise on the dirt track.

The car's practicality means many were pressed into everyday use long beyond their intended lifespan, eventually succumbing to British winters and the local authority gritters. The lack of value of the Big Sixes also made them an uneconomic restoration - a tide that at last is turning with many many more examples being saved.

I have also been lucky enough to have had some really excellent contributions from members over the last six years.

My thanks to **Mike Crewes, Pete Davies, Martin Feltham, Alain Gaspard, Adrian & Julie Hadfield, Malcolm Hadley, Roger Harvey, Bernard Littlewood, John Macartney, William Miller, David Rachel, Bill Reed, Neil Spencer, David Tallon, Nigel Thorley and Mike Weaver** - with sincere apologies to anyone I may have forgotten! My thanks also to our editor, Bern, for all his support and encouragement over the past six years.

If you fancy taking over as Big Saloon Register Secretary, or would just like more information on what's involved, please email me at [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk) - I'll be continuing



to answer questions on that email address for the next couple of months.

A final thank you from me to all the TSSC members who have read my articles, and shown such enthusiasm for the Triumph Big saloons and estates over the past six years.

**Mark**

**OK ALL you Big Six Enthusiasts!**

**Who wants to make sure that the Big Six range keeps its profile within the Courier? Its quite rewarding really as you can see from Mark's input over the Years Please Get in touch with Mark or myself and I will let you know whats involved**

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

**Bernard - ED**

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# GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>  
e-mail. [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)



## Andy Cook

## GT6 Dutch Meeting

# H

appy Christmas to all you GT6 owners, hope Santa delivers something for your car into your Christmas stocking this year!

### GT6 International Meeting at Zaandvoort in Holland

I'm quite disappointed that I couldn't get along to this event as it looked excellent.

in October this year. The meet coincided with a British Classic race Festival at Zaandvoort Circuit and included some track time for the GT6s as part of the festival.

I have been to Zaandvoort a few times in



Picture 2 Zaandvoort Circuit



International



Meeting 2015

Picture 1 Flyer for Zaandvoort International GT6 Meeting

**Ron Verlaan & Sven Mom** organised a GT6 meet in Zaandvoort Holland back

the GT6 myself back in the 90s.

Zaandvoort is a Dutch Seaside Resort on the coast not far from Amsterdam and hosts a Race Circuit set amongst the sand dunes. I do remember the circuit used to be used for Formula one races back in the day, in fact it's where James Hunt won his first Grand Prix driving for the Hesketh team back in 1975.

Although I couldn't

make it there was some British attendance at the Meet with **Mike Titchen** in his MK2, **Dennis Benson** in his MK1 convertible and **Andy Walton** in his MK2. The British contingent!

## GT6 Mk I - II - III Register



**Picture 3 Mike's Titchen's Mk2, Mike on the left with Co-Driver Stefan on the right**



**Picture 4 Dennis Benson's MK1 GT6 Convertible enjoying the sunset**



**Picture 5 Andy Walton's MK2**

**Mike Titchen** kindly sent me through a write up of his experience of the event, thanks Mike!

*" Thursday night the 1st of October it started with the drive to Harwich to pick up the late ferry to the Hook of Holland. After one or two pints of beer it was time to hit the sack.*

*The next morning we docked at 9 am and then drove to the hotel Flora in Hillegom where we met up with Ron & Sven who were the Organisers of the GT6 weekend. There were approx 18 vehicles a mixture of mark 1, 2 & 3 + some soft top GT6's. That evening we all drove to the garage to put our babies to bed for the night and all us adults went off to Murphy's Irish pub to get to know everyone.*

*Saturday early start with breakfast, then off to look around the The Ford Museum down the road, this was very interesting with all different models of early Ford's which the owner Den Hartogh had collected over the years. We drove around the local area and off for lunch to a Restaurant near a lake. After lunch I helped a fellow GT6 driver with his car, the distributor cap had a crack in it, lucky enough I had a spare one in my boot! As we were driving away my GT6 decided to have a carb problem a half inch spanner and screwdriver helped solve the problem to clean the overflow valve. A big thanks to the Porsche driver who stayed to help with the repair. It was off again to catch up with the other drivers to the beach then on*

*to the Fort bij de K Wakel, this fort was built in 1906, we had a light refreshment here. We got back to the Hotel and put the cars*



in the garage before a lovely 3 course | track the sun started to burn through. There



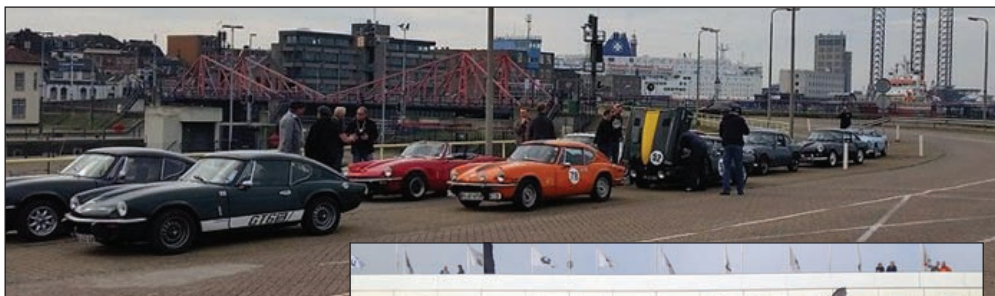
were 6 of our GT6's who decided to go around the track this was with caution as there were so many old and new cars racing around very fast, what an experience that was!!

At the end of the paddocks was MIKE'S BAR they must have known I was coming, I couldn't resist going in and what a surprise, the pumps were made to look like petrol pumps, there were cars hanging from the walls and

dinner and chat about cars.

Sunday morning we woke to a thick mist,

pictures of the circuit and it had a really good atmosphere. A good weekend was



as we drove to the British race festival at Zandvoort race circuit I couldn't see more than 3 cars ahead, but as we got closer to the race



had by all and it was off back to the Ferry for an overnight trip back home again and back to reality."

Here are a few pictures from the event, courtesy of Mike, Andy, Ron and a few others downloaded from the Facebook site for the event.

Looks like a splendid event and I really feel I missed out!



## GT6 Mk I - II - III Register



Well done for organising this Ron and Sven.

## TriumFest UK 2016 and the GT6 50th Anniversary

As has been announced in last month's Courier, **TriumFest**



**UK will be at Santa Pod** next year.

The event takes place from **1st - 3rd July 2016**. On 2nd July there will be a GT6 50th anniversary display so come on all you GT6 owners, make sure you come along and display your car! All welcome from the

shiniest to the most used and abused.

I remember going to the GT6 25th Anniversary meet back in 1992 and there were 102 GT6s there, it would be great to have another bumper anniversary attendance next year.

One interesting debate has been started by **Dennis Benson** on the anniversary

line in 66 so I think 2016 is valid as the 50th anniversary of GT6 production. There were also some early cars supplied as CKD Kits to Belgium to be built up in 1966 plus there were some LHD cars exported in 1966. So take your pick, the 50th anniversary could be anytime between 2015 and 2017 depending how you cut it!



though as 2015 is not the 50th anniversary of the GT6 launch, in the UK the first press cars and demonstrators cars hit the showrooms in January 67 with the first cars sold in February. The first prototypes were built 2 years earlier in 1965. Still those cars which would have hit the showrooms as press cars and demonstrators would have come off the production

### From the Archive's.

This month another picture from **Leon Guyot's** collection. 3 GT6s with their bonnets up at the South of England Meet, Chessington in 1984. The middle magenta MK3 has featured in my column before now owned by Dorset Area organiser, **Robin Nichols**.

*Andy*



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**Dave Rumens**

## Good Memories

**H**appy Seasonal Greetings to you all. I thought this month it is appropriate to cover some of the emails I received looking back at members' experiences with a Triumph Vitesse.

**David Suchodola**

*Dear David,*

*Now that the DVLA has offered the facility to check valid car tax online I decided to have a*

*look for my old Triumph Vitesse and I see that it is SORN'd. I assume that this means that it has not been scrapped and I am guessing that it may be in the hands of a 'Vitesse person'. I see also that it is now Red rather than its original blue grey. I have a favour to ask, do you have a register and any*

*way of knowing what state the car is in and any history. I bought it in 1975 in Torquay and sold it in about 1979 in Swindon. Its registration number is RPB423E.*

*Regards,*

**David Suchodola.**

Hello David, I will place your request for information in the club magazine. I will not

include your email or home address or phone number. If I receive any response I will pass it onto you. Thanks,

**Dave.**

If you wish to communicate with David Suchodola please email me and I will send on your details.

**Julian Adams**

*Hello Dave,*

*Your article in October's Courier stirred up*



**Picture 1.**

*some nostalgia for me. In 1965 I owned a Vitesse 1600 in Phantom Grey with a white stripe, 508 PAR. This had the factory option of a factory sunroof, (£25 option) but unfortunately without overdrive. Wishing it to go a little faster I took it to SAH at Leighton Buzzard as featured in your article. They changed the Solex carb for twin Strombergs, a*



**Picture 2.**

common modification in those days, fitted a high lift cam, a high compression, gas flowed head, six branch manifold etc. If my memory serves me right, it is a little hazy now, the cost of these modifications was about £100 +. The result of these upgrades was a car that was capable of seeing off many of the sports cars of the day, and was certainly quicker than a GT Cortina which was the common choice of boy racers back in the day! Another benefit was that the insurance company did not see the Vitesse as a sports saloon as it did many other cars at that time. What happened to that car I do not know, but for my 50th birthday I

only done 55000 miles having been laid up for 21 years! (Picture 2). It is in the process of being fettled, bit by bit. And so I am back with my first love, I am not sure why, but perhaps I am trying to recapture my lost youth!

Still running on all six.

Kind regards,

**Julian Adams.**

Hello Julian, It's good to hear from a fellow boy racer from the 1960's!

After tuned Heralds I went on to a 1600 Vitesse and also did the twin Stromberg conversion to the later 1600 spec. I found this made a big difference in the performance. One of my mates bought a new 1600E we found the 1600 Vitesse would out perform it. He was somewhat downcast and had the 1600E's engine modified by one of the Ford race tuning firms around then. Good days. If you are happy I will include your email in the Courier as it's good to get reflections from members who were around when the cars were current. Thanks,

**Dave.**

As a follow up I have included a very grainy



**Picture 3.**

returned to owning a Vitesse 1600, 532 MUO an early 1962 model in Lichfield Green, that you featured in your column in May 2005. (Picture 1). I kept this car for 13 years and then sold it to buy a TR6. The TR6 went after 3 years followed by an MX5. This 1600 however, is still on the road when last I looked. Now I have gone full circle having bought another Vitesse earlier this year. It is a 1967 Mk.1 2 litre in Gunmetal with a factory fitted sun roof, overdrive, and a heated rear window. It has

picture of both cars – Picture 3. Also I thought I would include another one of my own experiences. One day in 1967 when driving my tuned 948 Herald (I used SAH parts) there was a bang, loss of power and expensive noises from the engine. If I had been pushing things I would have expecting it. But that wasn't the case so it came as a total surprise. That's my story anyway. Investigation showed a piston ring had stuck which lead to it breaking and damaging the piston. Picture 4, Overpage.

Fortunately both the cylinder bore and valves weren't damaged. After an engine rebuild all was well again without any further problems, which to me means the tuning wasn't the main cause of the failure.



Pic 4.

Moving back to the emails I had an interesting and very relevant response to my article, October 2015, concerning the changes to the late Mk2 Vitesse.

### Brian Stalley

*Interesting article on the wiper positions in the recent Courier regarding the wiper positions of the later MkII Vitesse. (Picture 5) My car dates from June 1970 (H reg) and features the later, wider set up, so the change was definitely earlier than stated. I wondered if the change was brought about by the US legislation that decreed a specific percentage (80% ??) of the screen had to be swept by the wipers.*

*US bound MGBs, Spridgets and E-Types featured three wipers from sometime in mid 1969 in order to comply. I realise that the MkII*



Pic 5.

*Vitesse was never exported to the US, but it could well be that Triumph initiated a design review of all models to test compliance with the new regs, and made this minor mod as a precautionary measure, in the belief that what the US legislates for today, the RoW legislates for tomorrow. Strange that you found no mention of the change in the parts list. I would have thought that a longer flexible drive would have been necessary, even if the same arms, wheelboxes and motor were used? PS Also found the previous article re Horns very interesting but didn't find time to comment – keep up the good work! All the best*

**Brian Stalley.** Vitesse Mk2 Saloon 1970.

Hello Brian, Sorry for the delay responding. The use of a wider wiper sweep on the Vitesse was to use the 1300/1500/Toledo parts. The latter has a larger windscreen. Though overall as you say it may also be due to changes in the US legislation, any change needed on the TR6 would have been the driver. There was no definitive date when Vitesse bulkheads changed to wider wipers. It happened in dribs and drabs. You are correct some 1970's car do have the wider wipers. But by 1971 the change had taken place. One of the problems with a model just to go out of production was the documentation. Changes just happened and the existing documentation was not up dated. The people involved had their time cut out with the new models. Thanks for your feedback and thoughts. It's always good getting another slant on things. For completeness I have shown the earlier narrow wiper spacing in [Picture 6](#). Numbers for the



Pic 6.

later parts are now in use, but as I cannot refer these back to the factory I won't quote them. Memories of past times set the atmosphere of the times and are always fun to read. If you have any memories of your Vitesse I am sure the members will be interested so please send them in.

Well, has another year passed already? Still that does means we can now look forward to the coming season next year. Don't eat too much over Christmas and I will see you all in the New Year.

*Safe Driving & Keep Running On All Six*

**David.**





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**Trevor Collett**

## Looking for Presents?

I always find it interesting to keep an eye out for any Triumph-based kit cars or specials that come up for sale, and there's a few on the market as I write that I thought you might be interested in. The first is a sort of a "barn find", apart from it not actually being in a barn and it never actually being lost. It's advertised for sale on [carandclassic.co.uk](http://carandclassic.co.uk), and here is the seller's description:

*"This is a Stanbury TT Replica, a Triumph Herald based kit car or special. I built it starting in 1986, and it was last on the road in the summer of 1990.*

*I ran it for a term at university, and since then it has been stored in my Dad's garage.*

*I remember it as pretty quick, with controllable and enjoyable oversteer!*

*It's based on a 1967 Herald 1200, so has front disc brakes. When I stripped the Herald down, I repaired all the chassis corrosion with plenty of properly let-in new steel, followed by primer and black Hammerite. I also sprayed Waxoyl inside, so the chassis is solid and in good condition. The Stanbury has very few chassis alterations: the front bumper bar is removed, along with the sill rails and the rear*

*outriggers. Some of the outriggers are shortened to match the line of the body, and that's it. I fitted new rear shock absorbers and brake hoses, and the wheels were shot-blasted and Hammerited.*



**Stanbury TT**

*The body is based on a marine plywood frame with an aluminium skin. As you can see, I never painted it as I preferred the look as it was. The original 1200 engine was rebuilt but ran a big end, so I replaced it with a Dolomite 1300 engine. I never ran the car with this engine though, so can't vouch for its condition. It turns by hand, so isn't seized.*

*Recommissioning wouldn't be hard, and you can probably work out from the pictures what would need doing: with the brakes rebuilt, exhaust and cooling system connected and a*



*little fettling she should be good to go. There's a suitable exhaust downpipe with the car, plus the original straight through plus 'cherry bomb' system I ran with the 1200 engine.*

*The car's been stored in a dry garage now for 25 years, and needs time and love more than money.*

*To answer the obvious questions, there's no weather gear with the car, and never was. The registration number comes with the car, and the reg doc is in my name. The V5 lists the car as a Triumph Herald, although the old MoT certificate from 1990, which I have also, describes it as a Stanbury. I have the original receipt for the kit, too. I've got no idea what it's worth so I'm happy to discuss a price: a good home would count in its favour..."*

Sounds like a fairly honest description, with genuine reason for selling, i.e., it doesn't work just now! One concern to me is the fact that the car is still registered as a Herald; this is something that needs sorting out. With the solid provenance that comes with the car I think the licensing authorities will play ball.

Being a Moss kit car owner I always pay particular attention when I find a Moss for sale, so you can imagine my degree of alertness when I came across three different Moss cars for sale on one web page.

Even more fascinating was that all three were off shore – on mainland Europe. The web site owner – [reezocar.com](http://reezocar.com) – apparently sources classic cars from across Europe.

The first was a Red Malvern, for sale in Paris and priced at 12,500 Euros. My French is somewhere between weak and useless so I have to rely on Google to give us a translation of the ad's description of the car:

*"Beautiful little cabriolet MOSS 4 places (2 + 2) directly inspired by Morgan and other small English convertibles. A vintage look and a great British style ... A fibre reinforced body on a Triumph Herald chassis, so no worries of*

*corrosion, mechanical Triumph Spitfire 1300cc / Herald, so inexpensive to maintain, with all the available parts easily.*

*It starts like clockwork, the shifting is lovely with*



**Moss Malvern in Paris**

*a sports sound. The interior is clean, genuine leather two new seats in the front match the backseat. Grille and bumper chrome in excellent state.*

*Wood the dashboard is simple, functional, Smith instruments of teams and a rare wooden flying varnish to match the gear knob. The horn gives a retro touch vintage. Alloy wheels are equipped with Firestone tyres. Ideal for hair ballads wind... ready to hit the road."*

Looks like Google's French isn't that much better than mine, what is "hair ballads wind"?!



**A Roadster in Rome**

Next we have a Roadster, in green, for sale in Rome, and priced at 11,900 Euros. Now we

can see how Google Translate does with its Italian:

*"Completely restored is based on a frame Triumph Herald or Vitesse in 1300 and has an engine mounted longitudinally. Ranked # 150 cars of this type were produced. New canopy. Seats and interiors, completely new. Original Triumph engine with very few kilometres. RHD. Rims reconditioned originals and five new tyres of the regulatory measure indicated in the booklet."*



**Polish DUTTON?**

The final car this month is a real enigma.

I came across it on a Polish web site, so Google Translate called upon again. This is what we have by way of an introduction: *"Kit car - **DUTTON** - made on the frame and the engine Triumph".* It then goes on, *"Kit car, Triumph, sells the car for self finishes to suit their taste. The car did not have any documents."*

Very strange, isn't it? You can all see that this clearly incomplete car is clearly not a Dutton; most of you recognise the shape – it is a Spartan. I can't imagine why the seller thinks it is any sort of Dutton, particularly when the word *"Spartan"* is clearly embossed onto the spare wheel mounts



**Moss in Pesaro - Italy**

Wonder what the "booklet" is?  
The third car is also located in Italy, in Pesaro, and is introduced as a, *"Triumph Moss Vitesse Moss Malvern"*, which is odd, especially since we can see that it is a two-seater, so not a Malvern. For some reason the link to more details about the car is broken, so we only have the pictures to go by. From these I can tell you it is right hand drive, it has a four cylinder engine and is one of the earlier Roadsters – I know this as it has the seven-bar alloy grille, which was only supplied for the first couple of years (around 1981 to 1983) of the Moss kit production.

This style of grille was replaced by the multi-barred alloy Jaguar facsimile version, as on the green car; all Moss builders had the option of using a real Jaguar chromed steel grille, if they had one handy.

We are told the asking price:  
a hefty 18,000 Euros!



**or as the spare wheel shows a SPARTAN?**

But what on earth is a part-built Triumph-based Spartan doing in Poland in 2015? I don't suppose we'll ever know; we'll probably also never know if anyone paid the 9,499 Zloty asking price and got the car on the road.

*All part of life's rich pageant.*



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**Bernard Littlewood**



## HERO Classic Car Hire

I have received a few e-mails over the years from people who had always fancied a Classic car and had finally accrued the finances to acquire one. Some of these people had never owned one before or had a few decades ago and their recollections of how the cars were to drive had somewhat clouded. Some of these would get used to the difference between a modern car and a TR and would come to love the experience; others would spend lots of money "modifying" their TR's to suit their driving expectations while others sold the car on. I have also



**HERO LHD TR4A**

had e-mails from people who had hired a classic car for a day or week to see if one would fill their needs, quite a sensible thing to do if you can find a company that hires out the model of car you are aspiring to.

At the Margam Park Show in September I came across a company called **HERO**, they hire out many different types of cars including a RHD TR4 and a LHD TR4A. They have a site in Kenfig Hill S. Wales and London.

The "launch" price for a day for two people (the driver and their guest who can take a turn at the wheel) is £595 including vat if booked and taken up before 1st March 2016.

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Whether hired or bought a TR is more!

## DEVON CLASSIC RALLY

**Mike Crewes** and **John Hicks** show  
Aston's & Healey's that "**whether 6 cylinders or  
4 a TR is more**" FANTASTIC!

I heard from our very own Mike Crewes  
recently and I thought that members would like  
to hear about his latest exploits, so here it is in  
Mike's own words. Thanks for the article and  
images Mike.

*Just a quick note about the Devon Classic Rally  
that fellow member John Hicks and I entered  
last weekend (25-27/10/2015). After some*



*moderate success a couple of years ago rally-  
ing our Triumph 2000 and completing LEJOG  
(Lands End/John O'Groats Rally) we sold the  
car and John bought a rally prepared TR4A.  
The purchase is a story in itself; maybe for  
another day. Anyway, we entered the Devon  
Classic Rally; I drove John navigated, and  
passed scrutineering without a hitch. Saturday  
morning saw us at Exeter Racecourse where we  
did two tests around the cones and against the  
clock. We then left the racecourse and did sev-  
eral Regularity Sections. This is where you*

*have to stay on time through-  
out and arrive on time at  
secret Time Controls. We did  
quite well and returned to the  
racecourse for more tests.  
After lunch we repeated the  
morning, but on different sec-  
tions and by the end on the  
day we were 12th overall,  
3rd in class, 5 points behind  
the Aston Martin who was sec-  
ond in class.*

*We were pleased, but if we  
hadn't made a couple of silly  
mistakes ...*

*.... A very nice dinner that  
evening then early to bed for*





*an early start on the Sunday.*

*Sunday was a mixture of tests down farm tracks and Regularities; it was a day of mixed successes and at coffee we were still 5 points behind the Aston. We soldiered on all out over Dartmoor with some fantastic views and great weather, to the finish. Once all the protests had been dealt with we ended up 8th overall, 2nd in class and Top Novices (the Aston ended up 3rd in class, 17th overall).*

*We had great fun and were really pleased with our great result, which we thought we would share with you and fellow members. Just to add that our car was the smallest in class, competing with two Healey 3000s (one came top in class 3rd overall) and an Aston Martin DB5 (4.2). ... but then we all know that small is beautiful!*

*Best regards*

**Mike**

Didn't they do well!

Regular contributor **John Williams** and his good lady **Celia** sent me this interesting article, thanks to both of you.

## HOW WELL DO YOU KNOW YOUR MUCH LOVED CLASSIC?

Pose this question to owners, and it's surprising how little many of them know about their mechanical family member! I've owned "Trevor" [1964 TR4] since early 2013, having years ago owned & restored first a Mk3 Spitfire and then a TR4A.

I inherited an impressive pile of invoices with the car, including details of both body/chassis and engine overhauls. However, apart from knowing it was a 1964 car ["B" reg] I knew nothing else.

What do you do? Here, for anyone who might want to know more, are some pointers.

**1. DVLA.** They issue all documents so hold a database of anything which passed to them from the time computerisation started in the 1970s. What you have to do is fill in a V888 requesting details of the vehicle. You need to state that you want the information to learn the history, and that it is for personal use only. It takes about a month to arrive from when you send off the form plus fee. It has to be signed, so e-mailing is not an option.

I got 23 sheets for my fee [£5.00 in April 2013]. I learnt the following:

The car was originally registered with a personal plate. The current reg was only issued in 1984 on retention of the personalised plate 5678 D

The car received a re-spray during the first owner's tenure. The first photocopy sheet DVLA sent showed obvious tippex of the body colour box with "Red" then written on the white background.

This original logbook described the vehicle as "Sports Hard Top", thus proving the Surrey top was factory-fitted.

From detailed analysis of the other sheets, I have determined the identities of all previous 9 owners and the dates they owned the car..

**2. Expensive** [£50 + pp] but application to the British Motor Industry Heritage Trust [BMIHT] with a request for a copy of the records they hold will give you the following:

**Build date**

**Commission No**

**Engine No**

**Body No** [near offside bonnet bump stop]

**Other Numbers** [none were given for my car]

**Body & Trim** colour – this showed the car to have been New White with Matador Red trim. Factory fitted equipment [including Surrey Top]

**3. Contact a previous owner!**

They may not want to discuss their old car [but I bet they will!]. You might get more info or photos from them. I wrote to the previous owner of my car who carried out the renovation. He sent me a few pics of the rebuild. He did not know about the colour change, but told me that they found traces of white paint. Perfect match!

**4. Look further yourself!**

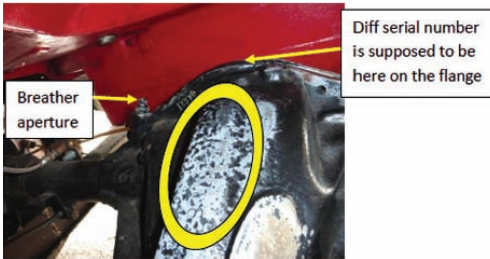


**TR4 gearbox serial number**

## TR 4/4A/5/250/6 Register

There are 3 other numbers for a full set [on a TR at least]. These are:

**Gearbox No** on NS boss facing to rear on the NS.



### Diff looking to rear of car

**Diff No** – good old Standard Triumph. My car is July '64 so is a late one [production ended 1st week of January 1965]. It appears that their stock of TR4 live axles was being run down! Mine doesn't have a drain plug, and didn't have a serial number where it is supposed to be. After exhaustive and frustrating searching, it was finally discovered where the yet-to-be-launched TR4A numbers were to be stamped. Worse for my credibility, during my search my wife Celia arrived home and asked me what I was doing. "Looking for that Diff No again" was my reply. To my amazement, she looked over my shoulder into the N/S wheel arch and said – "There it is"!!



### "Body in White" number in NSR wheel arch

Unbelievable, but THERE IT WAS. See pic. Can YOU spot it? [BT 35188 in the yellow circle making it a 4.11:1 ratio].

**"Body in White" No** on NS rear wheel arch. It is stamped on a welded-on plate. It appears from TR4 Forum correspondence that it doesn't mean anything any more[or body tub manufacturing records have been lost].

## TR'S AT DUXFORD

I was lucky enough to take part in the S.Wales area run to Duxford on September 13th and amongst the cars on show were these fantastic TR's.

If you are the owner of one of these cars



please get in touch and share your experience of owning/restoring/maintaining or driving such a beautiful car.

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

**Bern**

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Rear wing front repair panel	£19.50
All chassis outriggers/Body lining/boot extn	£27.50 each
Herald/Vitesse Side 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
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£25.00
Herald new alternative distributor (exchange)	£59.00

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Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O.E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

## TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£205.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Up-rated brake master cyl/servo assy (exchange)	£250.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

## STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£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 panel 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 outer wheel arch 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
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Clutch shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£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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Headlamp bowl 1300/1500 Dolo (Square)	£28.50
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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
Upper steering column joint 157659	£36.00
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£22.50
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£10.00
Brake pads Sprint	£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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**e-mail:**

**tr7-8@tssc.org.uk**

**Paul Lewis**



## Prototypes

**P**rototypes are used in all forms of manufacturing and the car industry is one of the largest users of prototypes in the world. After a "Mule" phase where the new cars hard points are fixed and the cars underpinnings are developed the car moves into the "Prototype" phase. This is where the body shells take shape with the work carried over from the previous "Mule" Phase.

Triumph in 1972 were no exception. A decision was made to produce fifteen TR7 body shells with an additional two front end units for testing. The high number of prototypes was required with the new legislations as some of the tests involved the cars being written off. In July 1972 the first shell was built at the Castle Bromwich plant. Not all the prototypes were fully built cars but five were and were key vehicles.

**No1 (X827)** was a RH drive car fitted with the standard 8 valve 2.0 litre engine and was used as what's called the Pave Car. This is what we call the durability vehicle as its driven on road at MIRA that is made up of cobblestones similar to a Belgian road but uneven. This test puts the car through an accelerated wear cycle that equates to 100,000 miles in a 50

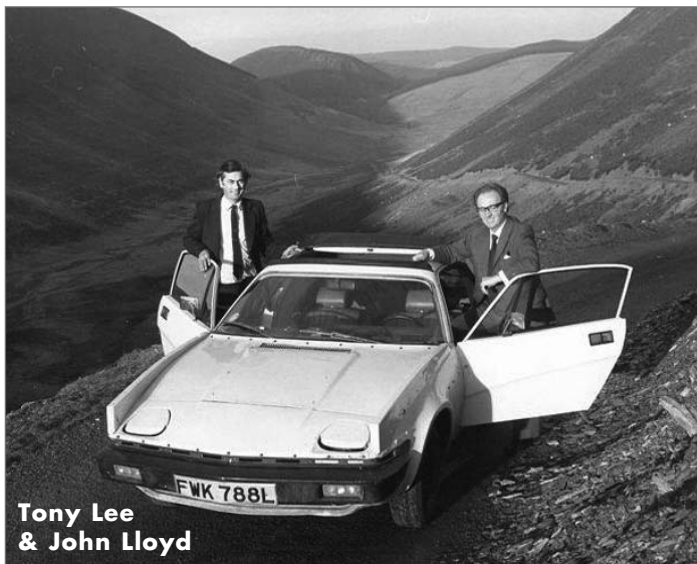
10th of the time it would normally take.

**No2 (X828)** was a LH drive car with a standard engine used for general development testing etc.

**No3** was fitted with a Sprint engine and was RH drive.

**No4** was another standard engine car used for standard development.

**No5** was a RH drive car fitted with a V8.



**Tony Lee  
& John Lloyd**

During 1973 and 1974 endurance testing was performed in various locations. Probably one of the most famous pictures is in 1974 with Tony Lee and John Lloyd standing next to the **No2** car around Bwlch-y-groes which has one of the highest roads in Wales at 512m.

Tony Lee sadly passed away this year and



TR7 No5.

<http://www.TR7.co.uk>



TR7 FWK 788L

this inspired me to do something celebrate his time with us and his work on the Triumph range of cars. As part of a tribute I decided that I would recreate the car from that famous photograph and display

it at the NEC Classic Car Show in November. The backdrop to the scene was a large picture of that day in 1974.

The car to be the prototype replica was a car that has been driven round the tracks at MIRA by the famous high speed test driver Gordon Birtwhistle, my very own 1976 "P" registered white FHC that many would have seen in various articles.

I spoke with Gordon about how they managed to disguise the car during the testing. 4x2 wood was used for the front wing disguise and a material back was used at the rear. Not wanting to drill my car for the exercise I chose to use high density foam and thin MDF.

The first stage was to try and get the wing disguise correct but kept finding that the foam was sitting too high. Out with a knife



High Intensity Foam NOT a bit of 2x4 wood!





because I work on prototypes every day. So with a little help from Jaguar Land Rover (JLR) I was given the camouflage wrap to aid the project. A big thank you.

A few nights and a weekend saw the transformation from the standard car to No2 prototype replica. The neighbours must have thought I was mad. The car now ready will be on display at the NEC.

This is not the end of the tribute to Tony as next year we are organising a

tribute **"Bullet Run"** around Bwlch-y-groes on the weekend of **10th June**. The run also takes in a BBQ on the Sunday at the TSSC HQ.

Interested? Drop me a line please.

You never know, a TR7 prototype car might even be there?

*Paul*

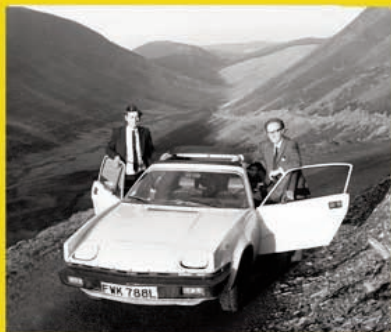


and hey presto the shape began to come together. The rear was shaped and taped on using gaffer tape.

Modern prototypes use a visual disguise with the aid of vinyl wrap. Different wraps are used by different manufacturers but essentially all do the same job, break up the outline and when photographed appear to be 3 dimensional. Now, I am quite lucky working at HORIBA MIRA, as its now called,



# 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.**



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Paul Lewis 07766 101615**

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**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!



### Camping from Friday 1st - Midday

**at Santa Pod Raceway**

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**Which Triumph Club are you a Current Member of?** \_\_\_\_\_

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**BOOKING FORM ALSO ONLINE AT [www.tssc.org.uk](http://www.tssc.org.uk)**

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**IMPORTANT: No GLASS BOTTLES OR DOGS ALLOWED ANYWHERE ON SITE**

**GLASS WILL BE CONFISCATED AT ENTRY - SANTA POD RULES APPLY**



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- 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

Priority Booking forms available NOW!

please visit **[www.tssc.org.uk](http://www.tssc.org.uk)**

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

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



**TRIUMPH**  
SPORTS SIX  
**CLUB**



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

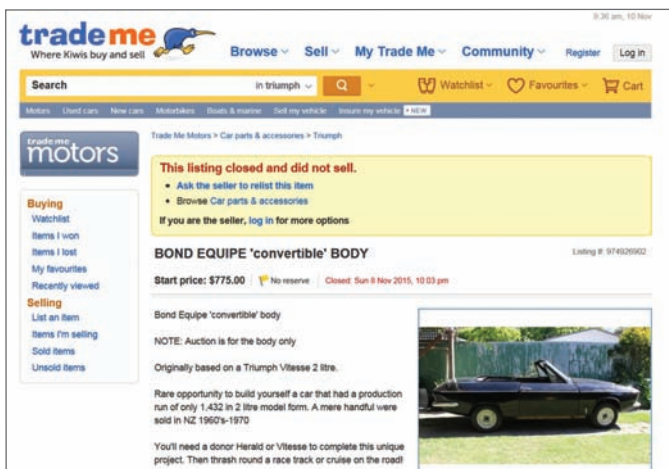
**Guy Singleton**



## Antipodean Half Car

**T**his time we will start with something just a little different, a 2 litre convertible for sale on Trade Me in New Zealand. It was forwarded to me by **Peter Truman**, who you may have read about in Suzie's Spitfire Register Articles,

The wording of the advert is below, and it's an interesting offer in that it is for the body only which is a shame as someone is going to have to convert a Herald or Vitesse Chassis to suit



### The Trade Me Advert

so still needs to kneel down to load the boot each time.

*"Bond Equipe  
'convertible' body  
**NOTE: Auction  
is for the  
body only***

*Originally based on  
a Triumph  
Vitesse 2 litre.*

*Rare opportunity to  
build yourself a car  
that had a produc-*

*tion run of only 1,432 in 2 litre model form. A mere  
handful were sold in NZ 1960's-1970*

*You'll need a donor Herald or Vitesse to complete  
this unique project. Then thrash round a race track*



when the car is on the correct one.

The previous owner seems to have done quite a nice job of forming the convertible, but has retained the Coupe boot lid



been modified slightly for the Bond. Not to be sold separately

**Included:**

\*Everything in photos included that is not chassis, suspension nor steering (nor the available separately hood frame)

**Bonnet** - VERY GOOD CONDITION (good fiberglass and good

or cruise on the road!

Fibreglass body is generally in EXCELLENT CONDITION with NO CRACKING NOR SPIDER CRACKS that I'm aware of.

Originally a coupe, the roof has been

steel wheel arches)

**Doors** - Good condition (made of steel, have had some very professional looking repairs in the past)

**Bulkhead** - Steel construction with steeper rake

to the windscreen than on a Vitesse. Will require rust repairs to the front floor pans and to the 'side-rail' body mounting points and a couple of other locations (not hard, just takes time)

**Rear Tub** - Very good fiberglass boot floor, bootlid, guards, etc. Steel wheel arches and under back seat is good. Rust repairs will be need to the



removed. Metal brackets have been added for mounting the front part of a genuine factory convertible hood frame (I have not tested them for accurate positioning). And I think the rear deck fiberglass has been modified for hood attachment (all done by previous owner). Some metal work still needed to complete.

\*Genuine factory Herald / Vitesse convertible hood frame available for an extra \$100. It's

door tread plates and surrounding areas."

The car – or more correctly body – did not sell, I hope in due course it finds a good home - \$775 for the whole car rather than just the body would have been more realistic.

Given the time of year, and a lack of wheels or engine available for sale, perhaps a purchaser could don a red suit, add some skis and turn it into a useful form of transport



together with some reindeer.

From starting with half a car in the antipodes, we'll finish off with a whole car going abroad.

You may recall in my March 2015 article I mentioned a white 2+2 which needed a good home. I heard recently that **Jeroen Noordman** has acquired it and is planning

to use it to replicate the SAH Equipe 2+2, hopefully I will get some updates from Jeroen on its progress in due course.

The picture is of the car being collected for its trip to its new home in the Netherlands.

*Guy*





# PRACTICAL CLASSICS ON SALE NOW

**practical CLASSICS**  
JANUARY 2016 £4.30  
www.skillscheck.co.uk

**MIGHTY ZEPHYR V8**  
Unique two-door restoration

**MINI MIRACLE**  
Epic Resto It had snapped in half – but one man made it whole

**Timing sorted**  
10 countries, 2500 miles, 3 pigs...

**Triumph 2000 AT 6000FT!**  
10 countries, 2500 miles, 3 pigs...

**WORKSHOP**  
Timing sorted

**ROVERS OF STATE**  
P5, P6 & SD1 go back to Chequers!

**It's ready to ROAR!**  
Danny's Jensen adventure gets dirty

**TEAM ADVENTURE**  
**HIGH MILER**  
Club Triumph's 10 Countries Run is a legendary challenge. Are Danny and Matt (and their saloons) up to it?

**Timing sorted**  
Easier than you might think

**ROVERS OF STATE**  
P5, P6 & SD1 go back to Chequers!

**Did Matt's 2000 make it unscathed?**

## In the NEW bumper issue...

Team **PC** takes part in the 10 Countries Run as **Danny Hopkins** and **Matt George** report on taking their 2000 saloons around Europe. Michael Davis describes the latest progress on his Spitfire 1500 racecar in *Staff Car* Sagas and Roger Kennedy tells us about his Triumph Stag in *Your Cars*.

# Area Showtime



e-mail.

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

**Bern Robinson**

*All Show Reports to the Editor please*



## 22nd All Triumph Day - Duxford

By Peter Lewis, Herts & Beds Area

**I**t was great to welcome so many to Duxford this year, the central parking proved a successful idea, it was far more cosy, convenient and central to all the display hangars, Land Warfare Museum though was a bit of a jaunt, with the closure of the American Hangar for a refit and structural tests, we had around 100 cars including some other marques. We planned to have any make to



be less exclusive and boost numbers. Many found the tea and bun fight in the nice new



**Peter Best Special Prize to Bern Millar's Coupé**

and very purple gazebo's, nobody made any political jibes about the colour, we picked them as pretty and not for Nigel F 's benefit.

The Girls served drinks and snacks all day and we took some serious donations, thank you all for that, as it says on the flyer we take a £1 from the admission to support the Herts and Beds area, we are grateful for that also, we don't get any fee back from IWM.





Brilliant to hear and see the 2 seater Spitfire doing paid runs for those with deep pockets with others coming and going throughout the day

We tried to open up to all Classics this year it was good to see some American and other UK

bit depressing, next time less prizes but of much higher quality.

Our team picked out some very smart and honest cars, we like to give our wildly expensive Trophies to well loved cars, not all bling and polish and so let ordinary cars have



Classics in the mix of vehicles, and Triumph visitors from Australia and Sweden who were in the area and we must also include the team

a chance to win something for the mantle shelf.

This year we excelled with supporting some younger members for their efforts,



from TSSC South Wales. Next year we have to have a 'most travelled' award!

**The Triumph Trio** turned out as a Quad but sang away to entertain and that made way for the raffle and Car prizes, the only hiccup was the raffle was advertised at 3pm but with 18 prizes and 321 missed call tickets it got a

**1st prize** went to **Daniel Eglinton's GT6 ONV 938M** who started restoring a wreck when he was only 15,

**2nd prize** for **Rob Bridger's Spitfire 1500 PUN 453X**, Robs first Triumph.

**Third Prize** for **Michael Partridge's Acclaim** all the way from South Wales.



**Special Prize Donated By Peter Best Insurance** which we presented the bubbly to **Bern Millar's** very tidy original Herald Coupe **SPN 521**.

You can see from the snap shots we supported the youngsters who we need to keep classics going in the future.

Its never been a spares day and whilst there were a couple of jumbler on site and Graham Bristow with his Cars on mugs/clock, mats and puzzles (also available through the Club Shop) and many thanks go to Bern (Courier Ed.) for

providing HQ Club Support with some Club Shop products and running about doing 15 Car Insurance Valuations during the day.

Many thanks to the team of Herts and Beds who strive to plan, run, control and feed everyone throughout the day. We hope you all enjoyed the day, the question is **Should we continue again next year??** We are well aware of the pitfalls of repetition...

...the problem we have is **WHERE ???**

To all who came Thanks for your support

**Pete Lewis and the Herts and Beds Area TSSC**

## Visit to Bradford Industrial Museum

By Victor Thompson - West Yorkshire Area

**M**ost of the time events take a lot of planning and preparation, however just occasionally things happen spontaneously. This was one of those times, One of our group (Trevor) at our last meeting mentioned he and his wife had visited the Industrial Museum at Bradford and that it may be a good idea to arrange a visit for our West Yorks Area.

This turned out to be a great idea. The museum at Moorside Mills was built around 1875 as a small worsted spinning Mill by John Moore. Bradford's Industrial Museum has permanent displays of textile machinery, steam power, engineering, printing machinery and motor vehicles. You can enjoy the splendour of Moorside House where the Mill Manager lived, or visit the Mill-workers' terraced houses dressed to reflect three different time periods. We planned our visit on one of the most pleasant November weekends I can remember and we had an excellent turnout of Triumphs. We were allowed to park our cars in the recreated Victorian street which made for an excellent photo opportunity. The museum were incredibly welcoming and we had an excellent couple of hours. Free to visit if you're ever in this area I can definitely recommend this.



<http://www.bradfordmuseums.org/venues/bradford-industrial-museum>

We then went on to the Hitching Post for lunch and concluded a very pleasant day. Certainly the postings on Face Book have all been very positive, so a big thank you for everyone who supported it.



# Winter Season Selection

**Seasonal Gifts for  
You and Your  
Triumph**



## Low cost GPS TRACKER Car Security

GPS trackers are a well established method for foiling vehicle theft – why else would so many insurers demand a tracker when insuring high value cars.

However it is possible to have the same benefits BUT without

**The high initial cost.**

**High running cost.**

**Concerns over confidentiality of your usage of the car.**

**Spares available** – a full set of spares and components are available including:

Internal batteries, Mains charger and UK lead, Backing covers, USB data leads, Voltage converter for connecting to vehicle battery, Holographic anti-tamper ID tags, RFID microchips.

**All this is available for just £129 inc VAT and postage, this is £20 off the RRP**

**Ring the Club Shop to place your Order**

**Tel 01858 434424**

**Easily Hidden**



**RFID Microchips**



**SAFETYinNUMBERS WARNING**

THIS PROPERTY IS TRACEABLE BY  
POLICE EVEN IF TAG REMOVED

SECURITY NO: 110133

These prices are valid until Dec 31<sup>st</sup> 2015 - Telephone Order 01858 434424



# Starting Reliability

## TSSC Hi Performance HT Leads

 **TRIUMPH SPORTS SIX CLUB - 7MM SILICONE RFI SUPPRESSED**

These New HT Leads retain the look of Original Equipment Lucas leads but internally they are made to the same spec as modern High performance leads and also are branded with the Club's name and Triumph shield.

<b>FL100</b>	... Her/Spit/Dol/1.3/1.5	<b>£15.00</b>
<b>FL200</b>	... Vit/GT6/2000/2500	<b>£18.00</b>
<b>FL300</b>	... Stag 3 Ltr V8	<b>£23.00</b>
<b>FL400</b>	... Dolomite Sprint NEW	<b>£30.00</b>



## Lumenition MS3 Coils

By fitting this coil you can guarantee that it is a perfect impedance match for the magnetronic ignition system which will ensure that it works correctly and can not supply too much current to the system, These coils are priced at **£32.00**

*However if you buy the coil with a Magnetronic kit then you will save 20% on the coil price compared to buying it alone.*

## Magnetronic Ignition - Lucas

**System by Lumenition**

Totally housed within the distributor cap with no separate power module, this system maintains a totally authentic look to your Triumph whilst delivering the superior spark management of a modern electronic ignition switching system.



Part No	Application	Distributor type	Price	weight kg
<b>MAGMTK003</b>	TR3A, TR4, TR4A, Herald 1200, 13/60	"22D4, 23D4, 25D4"	<b>£80.00</b>	<b>0.21</b>
<b>MAGMTK005</b>	2000, 2500, 2.5PI, Vitesse	"22D6, 23D6, 25D6"	<b>£80.00</b>	<b>0.21</b>
<b>MAGMTK007</b>	Dolomite 1300, 1500, Sprint, Spitfire 1500	"43D4, 45D4, 48D4, 54D4, 59D4"	<b>£80.00</b>	<b>0.21</b>
<b>MAGMTK009</b>	TR5, TR6,	"43D6, 45D6, 48D6, 54D6, 59D6"	<b>£80.00</b>	<b>0.21</b>

## CTEK Battery Conditioner/Charger

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

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

**NO NEED TO DISCONNECT BATTERY TERMINALS**

**CTEK3600**

**£58.45**



P & P **1.5Kg**

These prices are valid until Dec 31<sup>st</sup> 2015 - Telephone Order 01858 434424



## Battery Mat

Leaking batteries have ruined many a classic car through the acid eating away the metal.

The Club shop has come up with the answer - the Battery Mat, an absorbent poly propylene felt treated with an acid neutralising formula and coated in latex.



**BM100 ALL CLUB CARS £3.00** P & P 0.1Kg

## Battery Isolator

This revolutionary switch is a small, well constructed switch which will, if turned disconnect all electrical circuits preventing the car being started. (Supplied with in-line fuse)



**DC001 DIS-CAR-NECT £7.00** P & P 0.2Kg



P & P 10Kg

## Hi Torque Starter Motors

*Does your Triumph not want to start easily when it is hot or not used regularly*

*Why not fit one of our Hi Torque Starter Motors?*

- ◆ Can give in excess of 200% more cranking torque
- ◆ Uses less current than conventional starters, up to 40% less

**Save £10.00!**

<b>HITORQ401</b>	HER/SPIT	<b>£150.00</b>
<b>HITORQ101</b>	VIT/GT6	<b>£150.00</b>
<b>HITORQ100</b>	2000.2500/TR5/6	<b>£150.00</b>
<b>HITORQ400</b>	STAG	<b>£150.00</b>

6 Cylinder cars

4 Cylinder cars (not TR2,3 or 4)

## Boot Ram for Spitfire I/II/III IV/1500 & Herald/Vitesse

Fed up with your old mechanical stays that don't latch? Replace them with our custom designed gas ram kits.

The kits come with all the fittings you need, **easily fitted in minutes**

Kits available for the following fitments:-

**Spitfire MKI-III**

**Spitfire MK IV & 1500**

**Herald/Vitesse**

all above priced at **£29.95 inc VAT**



**£29.95** Per Kit - P&P 1.2Kg



# CAR PROTECTION Top Quality CAR COVERS

## Outdoor Covers



<b>HAMILODC-D</b>	<b>2000/2500 (NOT ESTATE)</b>	<b>£162</b>
<b>HAMILODC-EST</b>	<b>2000/2500 ESTATE</b>	<b>£162</b>
<b>HAMILODC-C</b>	<b>STAG</b>	<b>£153</b>
<b>HAMILODC-B</b>	<b>HERALD/VITESSE/DOLOMITE</b>	<b>£148</b>
<b>HAMILODC-SS</b>	<b>TR2-8/SPIT MKIV /1500/GT6</b>	<b>£144</b>
<b>HAMILODC-LCW</b>	<b>SPIT MK I-III</b>	<b>£139</b>

- ◆ Breathable 4 Layer Fleece Lined Weather Proof Covers.
- ◆ Fully breathable to avoid condensation, can be put on a wet car.
- ◆ Internal FLEECE lining to protect your car in all weather conditions 99.9% waterproof.
- ◆ Semi Tailored Shape for excellent fitting to all models.
- ◆ Elasticated ends & sewn in straps for secure fitting.
- ◆ UV protection avoids paint fade & deterioration of rubber seals.

## Cockpit Covers



<b>HAMILCC2S</b>	<b>2 seater Cover</b>	<b>£49.95</b>
<b>HAMILCC4S</b>	<b>4 seater Cover</b>	<b>£64.95</b>

## Indoor Covers



<b>HAMILIDC-D</b>	<b>2000/2500 (NOT ESTATE)</b>	<b>£108</b>
<b>HAMILIDC-C</b>	<b>STAG</b>	<b>£103</b>
<b>HAMILIDC-B</b>	<b>HERALD/VITESSE/DOLOMITE</b>	<b>£99</b>
<b>HAMILIDC-SS</b>	<b>TR2-8/SPIT MKIV /1500/GT6</b>	<b>£94</b>
<b>HAMILIDC-LCW</b>	<b>SPIT MK I-III</b>	<b>£90</b>

## Indoor Covers



- ◆ 100% Dustproof.
- ◆ Super soft Fleece interior lining.
- ◆ Very breathable eliminating condensation.
- ◆ Supertex is also water resistant & is perfect in carports & barns.
- ◆ Available in Red, Blue & Green, supplied with storage bag.

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See the full range at The Triumph Sports Six Club Shop or order online at

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# Range of Triumph DVD's

P & P  
All DVD's  
0.100Kg



## Code Name: BOMB

Approx. running time  
80 minutes

This double disc DVD tells the story of the Triumph Spitfire, the close relative the GT6 and the models that both were derived from. There is footage of the Le Mans and Rally exploits, along with interviews with former Triumph personnel, historians and enthusiasts. The extras disc features extended interviews with Triumph stylists and Project engineer for the Herald, Ralph Wigginton, as well as a tour of the TSSC HQ & the TSSC International Weekend 09 amongst other items.

DVDBOMB Double Disc £20.00

## Code Name: STAG

This is available as either a single disc or a special double DVD edition with plenty of extras.



Approx. running time  
80 minutes

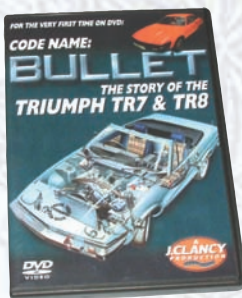
The DVD charts the Stag, the only Triumph to use it's secret code name as the final model name, from the original concept by Michelotti through to the success that it is now.

On the way the troublesome reputation is complemented with footage from the archives featuring former Triumph engineers, historians and enthusiasts along with new footage of some surviving prototypes.

DVDSTAGSD Single Disc £15.00 or DVDSTAGDD Double Disc £20.00

## Code Name: BULLET

Approx. running time 90 minutes



This disc takes you through the birth of the biggest selling TR range of cars. From the conception at a time when the British car industry was in turmoil and strike ridden, through the styling, assembly, advertising and motorsport.

The disc features input from Harris Mann the original stylist and footage from the ex-competition manager Bill Price. It also has extra footage showing the derivative prototypes Lynx and Broadside.

DVDBULLET Single Disc £15.00

## Traditional TR

Approx. running time 180 minutes



This new title covers the Chassied TR's from the TR2 to the TR6. This is a double disc DVD with 3 hours playing time. Every model in the TR range is covered up to the last of the line TR6.

DVDTR2/6 Double Disc £20.00

## Triumph Saloons 1946 - 1984

Main Feature 92 minutes

This film covers the History of The Standard Triumph Company. Told by the people who were there. This release covers every post war saloon from Triumph Roadster to the controversial Triumph Acclaim



NEW! DVD Saloons  
Double Disc £20.00

# TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



## *Spitfire*



**MKIV Superb 1973.** Finished in Triumph New White. Having been the subject of a restoration a number of years ago. The car benefits from having a sports exhaust and a 1500cc engine. As you can hopefully see from the photo the car presents extremely well with good panel gaps, roof and a great interior. £6,999. Gary Neidus (Essex) 01702 588502. (Trade)

## **GT6**



**STUNNING GT6 MK2.** Overdrive Signal Red. Having been the subject of a very comprehensive restoration some years ago this GT6 has an excellent paint finish with superb panel gaps and is as good underneath as it is on top. With overdrive in 3rd & 4th gears and rear seats fitted. £12,999. Gary Neidus (Essex) 01702 588502. (Trade)

## *Vitesse*



**2.0 LTR MK1 CONVERTIBLE 1968.** MOT. Tax exempt. Rebuilt engine. New Hood. Many Bills for overhaul of nice car. Condition 2+. £5,500. Simon Canham (Cumbria) 07901 842248.

## *Herald*



**1968 13/60 SALOON 1296 c.c.** Wedgewood blue, original blue interior, MOT 31st October 2016, new tyres. Starts first time. Complete original car up and running, usable classic. Solid, no rust. £1,950 ONO. Mark Coward (Lancashire) 01257 482569.

## **TR6**



**TR6 2.5 1971.** 2dr. Tax exempt. Overdrive. Repatriated back to the UK in 1997 where it was comprehensively restored with photographic evidence and converted to right hand drive. The car has a mohair roof, twin exhausts, alloy wheels and modern leather seats. £12,999. Gary Neidus (Essex) 01702 588502. (Trade)



**MK1 CONVERTIBLE.** 1968. White Vitesse with Overdrive. MOT to 6/8/16. Approx. £8k spent on bodywork in 2014. DAB radio fitted. A really great car. Offers over £7,000. Sheila Bull (Wimbledon) 02089 462970.

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## TSSC HQ



# Christmas Open Day Sunday 6th December

## Come & Join in the

## Celebrations at TSSC Headquarters!

**Sunday 6th December 10.00 am to 4.30 pm**

*Don't miss it this year!*



# CARS WANTED

**TRIUMPHS WANTED.** Triumph GT6, All models. Triumph Herald Coupe and Convertible. Triumph Spitfire wanted, All models. Triumph Vitesse wanted, All models. Pristine to project. Will travel nationwide. Please telephone Chris Howard (UK) 07785 224422.

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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)

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

**RECONDITIONED** (uprated) radiators as per www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts. Direct prices: Herald/ Spitfire £120 (full-width £enquire); Vitesse £200; GT6 £200. TR/ Saloon/ Dolomite/ Stag £enquire. simon@triumph-recycler.com (trade)

**TRIUMPH VITESSE BOOT LID.** Good condition. Offers. Buyer Collect. Keith Power (Lancashire) 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)

**1975 SPITFIRE FOR SPARES** Parts taken from car, engine/gearbox, doors and bootlid. Looks as if chassis is good. Rest of car is complete. offers Steve Cox (Rugby, Warwickshire) 07736 650627.

**SPITFIRE MKIII SPARES** Two original wheels, Hood cover, Tow bracket, will also fit GT6. Four Revolution wheels will also fit TR7. Any reasonable offers Drew Garmel (Tadcaster) 01937 557022

**SU CARBURETTORS** Twin SU HS6 Carbs (BAE needles), K&N filters and manifold (2000/Vitesse/GT6) all in excellent working order. £250 if collected or £275 if postage is required (2 day service from Parcelforce). Robin Hill (Herts) 07894 173149.

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## MICK DOLPHIN CLASSIC TRIUMPH SPARES

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★ ALL MODELS COVERED INC. FWD ★

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## The Key Benefits on all TSSC Insurance Policies

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



# PARTS WANTED

**WANTED PARTS FOR MKIII FOR RESTORATION** Wanted MKIII boot lid, Front Valance and rear deck seat pan panel. Need other parts so let me know what you have. Dan (Norfolk) 07935 816049.

**MKIII CHASSIS** GT6 Mk3 Rotoflex Chassis wanted, must in good condition, don't mind if a little work needed but not out of alignment (all ready have one of them) Steven Cox (North Yorkshire) 07555 343764.

**WANTED TONNEAU** for early TR 2!! Restoration of TS 43L!! Every single item helps! Michael Germann (Germany) +496352 4508.

**GT6 III** Fuel tank wanted Fuel tank wanted for 1973 GT6 - must be leak free! Paul Williamson (Cumbria) 07859 941144.

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Young Member £23.50 (Age 17 to 25)

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TSSC - Sunderland Court Main Street,  
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**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: info@tssc.org.uk**  
**http://www.tssc.org.uk**

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All magazine material must be received  
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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

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

### SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.  
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### TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.  
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### TR7/TR8

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

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

**December 2015**



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- **AREA DIRECTORY**
- **AREA NEWS**
- **EVENT ADS**



# **TSSC HQ**



# **Christmas Open Day**

## **Sunday 6th December**



## **Come & Join in the**

## **Celebrations at TSSC Headquarters!**

**Sunday 6th December 10.00 am to 4.30 pm** *Don't miss it this year!*





# 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

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 0141 952 4624</b>	<b>Lochinch Sports Club - GLASGOW G41 4SN</b>	<b>1st Wed. 7.30pm</b>
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	<b>Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a></b>	<b>Last Thurs. Eves.</b>

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	<b>Cock &amp; Pheasant - BOLLINGTON CROSS SK10 5EJ</b>	<b>1st Thurs. 8.30pm</b>
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	<b>Advertised in Cumbria News &amp; Website</b>	<b>Last Sun. 12 midday</b>
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	<b>The Boundary Inn MANCHESTER M34 5HD</b>	<b>1st Tues. 8pm.</b>
	<b>Pip Flegel: 01524 791607</b>		
<b>NORTH EAST</b>	<b>Deryck Beadling: 07939 068976</b>	<b>The Dunn Cow, Primrose Hill.</b>	<b>1st Sun.</b>
	<b>Geoff Dent : 07773 440201</b>	<b>BOURMOOR DH5 6DY.</b>	<b>8.30pm.</b>
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	<b>Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL</b>	<b>1st Tues. 8pm.</b>
<b>LANCASHIRE</b>	<b>Kevin Makin: 07980 604021</b>	<b>Canberra Club (BAE systems) Balderstone BB2 7LF</b>	<b>Last Tues. 8pm.</b>
	<b>Dennis Petty: 07951 727747</b>		
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	<b>Cottage Loaf - THURSTASTON</b>	<b>1st Tues. Eves.</b>
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	<b>The White Swan - DEIGHTON YORK YO19 6HA</b>	<b>2nd Mon. 7.45pm</b>
<b>SOUTH YORKS</b>	<b>Alistair Banks: 01302 771628</b>	<b>The Crown - Barnburgh, DONCASTER DN5 7JQ</b>	<b>1st &amp; 3rd Tues Eves</b>
<b>WEST YORKS</b>	<b>Victor Thompson: 01484 541185</b>	<b>Drighlington Cricket Club DRIGHLINGTON. BD11 1JU</b>	<b>2nd Tues. 8pm.</b>

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	<b>The Bull &amp; Butcher - CORLEY MOOR CV7 8AQ</b>	<b>1st Tues. 7.30pm.</b>
<b>DERWENT VALLEY</b>	<b>Richard Malin: 07813 397731</b>	<b>Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY</b>	<b>1st Tues. 8.00pm.</b>
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	<b>Beedles Lake Golf Centre - EAST GOSTCOTE LE7 3WQ</b>	<b>2nd Tues 7.30pm</b>
<b>LINCOLNSHIRE</b>	<b>Simon Oliver: 07841 450715</b>	<b>Swan Holme - Doddington Rd LINCOLN LN6 3RX</b>	<b>1st Wed. 8.00pm.</b>
<b>NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	<b>The Nags Head - WOODBOROUGH NG14 6DD</b>	<b>2nd Mon 7.30pm</b>
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Nigel Hawes: 07879 491778</b>	<b>Overstone Manor - SYWELL. NN6 0BB</b>	<b>2nd Weds. 8.30pm.</b>
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	<b>The Golden Pheasant. Main Rd - ETON. PE6 7DA.</b>	<b>2nd Mon. 8pm.</b>
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embury: 01952 371783</b>	<b>The Huntsman - Little Wenlock, TELFORD, TF6 5BH</b>	<b>3rd Wed. 7.30pm.</b>
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	<b>George &amp; Dragon - MEAFORD Nr STONE ST15 0PX</b>	<b>Last Wed 8pm.</b>
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999</b>	<b>Drakes Drum GREAT BARR BIRMINGHAM B44 8TR</b>	<b>1st Tues. 7.30pm.</b>
	<b>Chris Allen: 07505 110922</b>	<b>May to Sept New Venue being sought - Contact AO's</b>	<b>3rd Tues. 7.30pm.</b>
<b>WORCESTER</b>	<b>Vicky Kitchen: 01527 894125</b>	<b>Pear Tree - LOWER SMITE Worcs WR3 8SY</b>	<b>1st Mon. 7.30pm</b>

## WELSH AREAS

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

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochfort: 07764 324345</b>	<b>The Plough - FEN DITTON. CB5 8SX.</b>	<b>1st Mon. 8pm.</b>
<b>ESSEX</b>	<b>Allan &amp; Janet Jannaway: 01375 672072</b>	<b>"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ</b>	<b>2nd Sun. 12 Noon</b>
<b>M25 EAST</b>	<b>John Hill: 07938 526324</b>	<b>The Good Intent - HORNCHURCH</b>	<b>4th Sun. 12 Noon</b>
	<b>(Venue Swaps Monthly)</b>	<b>The Wharf - DARTFORD</b>	<b>April to October</b>
<b>NORFOLK</b>	<b>Mike Carroll: 01502 476699</b>	<b>The Bird in Hand WRENNINGHAM NR16 1BJ</b>	<b>2nd Mon. 8pm.</b>
<b>SUFFOLK</b>	<b>Colin Wake: 01206 250360</b>	<b>Sorrel Horse - Barham IPSWICH. IP6 0PG</b>	<b>1st Tues. 8pm.</b>

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Laurence Cochrane: 07577 210100</b>	<b>Nortel Social &amp; Athletic Club - NEWTOWNABBEY</b>	<b>1st Wed. 8pm.</b>
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
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 Goodling: 01252 722432 Clifford Darby: 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.

<b>SOUTH WESTERN AREAS</b>			
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	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

<b>OVERSEAS Contacts</b>			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LIMBERG.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76		R.R.I. Picton Ontario - KOK 2TO.
CANADA	David Stock:		Moselundvej No 8 8600 - SILKEBORG. DENMARK.
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FRANCE	Ray Lomax: 0033 555 899 750		Bergstr. 17 D-31688 NIENSTAEDT GERMANY
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GREECE	Nassos Sarris: 00 30 6937095200.		ATHENS
	Soulis Papaathanasiou 00 30 6977280215		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
INDIA	Shyam.K.Chary(91) 40 7171173		krishn_sk1981@yahoo.com
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			lucabellinello@iscalinet.it
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## ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . SOUTH BUCKS

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

email [alo@tssc.org.uk](mailto:alo@tssc.org.uk)  
Tel. 07976 163006

Hi folks.

Dark nights are here so now rain has stopped play for some of us! With some cars tucked up in their nice warm abodes and tinkering takes place, there is always plenty to continue with, for instance now is the time to plan events for the year ahead. Why don't you think about gathering a few photos of your members lovely cars and have Bern print up a club calendar to use your dates of your events and photos of your club area cars. (£5.00 each + Postage - min orders are 25) to be ordered. Email or ring Trudi to add your events to the TSSC Events Calendar ([trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)).



Don't forget if you haven't already completed your area registration forms which we need by **31st December 2015** as **You & Area** will not be covered by TSSC public liability cover.

**Santa Headquarters at Lubenham Open Day is on Sunday 6th December from 10am to 4.30pm.** We will both be there enjoying food and drinks of merry mental cheers.

Don't forget whilst tinkering with your car the TSSC Club Shop is available for parts which are discounted for you as members.

Plan ahead your JAN Area News write ups they will have to be sent in earlier due to the Christmas close down of Printers & Headquarters so send them in early as possible (**by The 6th December Latest**).

May we Wish you all a very merry Christmas and Triumphant New Year for 2016.

*Nigel & Di*

xx

## EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
PLEASE. DUE TO CHRISTMAS BREAK**

### ANDOVER

Tel. 01672 514241

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

**Meetings Cover Swindon/North Wilts area**

Those of you who were at the Plough in October, or who read last month's Area News, will know that our Christmas dinner was in jeopardy due to the pub being due to change hands. However, it turned out that the change of ownership was to be delayed into the New Year so our festive evening will be going ahead as usual.

If you would like to join us and haven't booked in yet please contact us asap as we may well be able to ask the pub to lay another place if we can let them know soon.

If you are planning to join us, don't forget your 'Naff Raffle' gift, a small/inexpensive wrapped item so that we can have our usual blind pick, we've had some ingeniously wrapped items, and well thought out gifts, over the years, giving both recipients and onlookers much amusement when said parcels were unwrapped.

A small meet at the Bruce Arms in October, just ourselves and Bob, unless anyone came along after we left, a little earlier than usual. Apologies if anyone did turn up later in the evening.

We will have to wait and see what happens at the Plough and may be looking for another meeting venue so, if you have any suggestions, please do let us know.

It only remains for us to wish you all a Very Merry Christmas and a Happy New Year and we look forward to a good year in 2016. (Suzie note: Can we really be that far through the Century already? I'm sure when I was at school writing essays on the future we all expected flying cars and regular trips to Mars by now - what happened, am I in an alternate reality??)

Next meetings:

**Saturday 26th December - Informal classic car meet at Romsey for pre-1976 vehicles.** ([www.romsey-classic-carandbikeevent.co.uk/](http://www.romsey-classic-carandbikeevent.co.uk/))

**Friday 1st January 2016 - various classic car meets including Brooklands Museum, Classic cars on the Prom at Bournemouth** ([www.classiccarsontheprom.com/](http://www.classiccarsontheprom.com/)), Wickham Square and probably others.

**Thursday 14th January - The Plough, Grateley, SP11 8JR** (it might be best to check with us or the pub that they haven't changed hands and closed for a refurb, which is possible)

**Wednesday 20th January - The Bruce Arms, Easton Royal, SN9 5LR**

*Guy & Suzie*

### AVON

Tel. 01454 327059

Hope this gets to you. Just a reminder that there is **no meeting in December** due to Christmas meal.

**Next meeting on January 4th.** Hope to see you all there as we will need to complete area organiser paperwork - volunteers welcome. See you all soon.

*Jane*

### SOUTH BUCKS

Tel. 07788 436167

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)

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

Hi. Well, here we are, heading quickly towards the end of another year! I hope this year has been good for you and yours.

As we do, let's look back to go forward. Apologies for missing last month's news. My work and home life meant I just couldn't meet the deadline. I missed the last two tssc meets due to work travel and fighting off a cold last month. I haven't end made a visit to the Ace café or the Harte and Maggie either!

Anyway, it's the **TSSC South Bucks Christmas dinner on Saturday 5th December at The Squirrel, Penn Street.** Depending on when you read this, and want to go and not booked in, please let me know! At the time of writing we have 12 people booked in, so should be a good evening.

**Tue 8th Dec is either last Ace café classic car night or Harte and Maggie meet of the year.**

**Wed 16th is the last South Bucks monthly meet of the year at The Squirrel from 7.30pm on**

**Jan 1st 2016 - New Years day classic car meet at Brooklands museum, Weybridge. Starts 10am.**

May I wish you and yours a fabulous festive time, and spare a thought for those who are no longer with us at this time of year.

Take care,

*Carl*

**IMPORTANT NOTE  
to ALL: If I don't reply  
to your email  
I Haven't received It!!  
Bernard Ed.**



# 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](mailto:alo@tssc.org.uk)**

## CANTERBURY CHESHIRE

**CANTERBURY** Tel. 07810 438074  
e-mail: philrogers002@gmail.com  
www.canterbury-triumphs.org.uk

*Sorry Everyone... but Phil was doing his job and sent in a report last month! I just missed putting it in - Human error.*

**Bern Courier ed.**

I can confirm that Autumn has arrived, so imagine how impressed I was to see so many classics at our last meet! Firstly apologies for not getting a report in last month. I'm afraid that time ran away with me but I'm on the ball this month!

Ray and I had a good day out on the 12th. September at the Air Show rally on the Leas in Folkestone. The weather was glorious and the bacon rolls were very reasonably priced! For an event organised at short notice, the turn out of classics was very good and the air display by the Hurricane was one of the best I've seen. Add to that the truly stunning display put on by the Typhoon eurofighter and you can see that we had a great day. Ray had his TR7 with the 4.7 litre engine. I can report it goes well and sounds gorgeous. A lovely paint job as well.

On the 27th. Reg organised his run to the Bluebell railway. I can report that 4 cars attended and had a lovely time, again in glorious weather. Well done Reg for organising that.

We are deep in discussions already regarding runs next year for Drive it day in April.

As many may know, Charles participates in rallies with his trusty Triumph 2000. Well now he has a new novice navigator, Phil the Stag! I believe they've now completed two rallies and Phil appears to be hooked!

Yes folks, it's only 11 Sundays until Christmas! Accordingly I shall be seeing Helen and Eric form "The Duke" with a view to organising our festive evening somewhere in January as usual. The venue may be the Jackdaw, as per the last two years, or the Gatekeeper in Etchinghill: both are in close proximity. I will keep you updated.

On the car front it appears that Tim W has had trouble MOTING his GT6 because of the new software package that the DVLA has introduced. Has anyone else had problems? Anecdotaly, it seems that others have had issues renewing their MOT.

I really do need to get the Herald running this autumn as it only needs the brakes looking at and some new ball joint rubbers which I have! Later I will have the head off (again) and try to sort out once and for all why it blows so much smoke. Looking at the plugs, it only appears to be number 2 cylinder, so I'm hoping it's not a complete engine rebuild because 948 bits are not exactly plentiful.

That's all for now. I'm now off to have another go at the Council about keeping my lock up dry!

*Phil R*

November's meet was a fairly quiet affair with ten members present. The conversation did not suffer, however, and many and various were the topics of conversation.

First on the agenda was our annual Christmas charity donation. All members who attend meetings are always invited to make a voluntary donation of one pound to provide for extras for the club and, if not needed, to make a charity contribution at the end of the year. Informal discussions had revealed that the Kent Air Ambulance was a worthy recipient and so it was decided at the meeting. Derek H, our treasurer revealed that our club funds could stand a £150 donation and so it was agreed by those present.

On the subject of money, Del, stated he would like to be relieved of his duties as a cheque signer and Ray P agreed to take on the role. Derek H will set things in train with the bank.

As the year draws to a close, our thoughts naturally turned to our annual dinner dance (without the dance!). This traditionally takes place in January and I have undertaken to organise it. I will e mail members when I have the final details. Charles has already agreed to produce the obligatory quiz to tax members' brains! The show details for next year are already coming in and I will



## TSSC AREA NEWS

be forwarding them to members as I get them. I already have the Chatham Dockyard show details and I will be sending the application form to members shortly. Please note that there is a small fee for this show which is new for this year. The event, however, is worth it.

Please forward details of events to me so that I can ensure that everyone receives them.

**Drive it Day will be in April** next year and this is always our traditional first club event of the year. If anyone has any cracking ideas for a good day's run please let me know. This year's run to Hastings was memorable for the fish and chips, crazy golf and the Spitfire's uj's packing up. What horrible noises we had on the way back!

Observant members will have noticed there was no write up of last month's event. I can report that it was written and sent but overlooked in the compilation of the magazine. Doh!

The winter months are reserved by many for essential repairs or modifications to their cars. If you are embarking on such a project, please let me know so that the work can be detailed here for everyone to share. It doesn't matter what it is, whether small or large, just let me know and your labours can be shared with other club members. I intend to sort out the Herald's smoking habit this winter with the able assistance of Tim W. The head has already been rebuilt so I suspect rings but I may be wrong!

Watch this space for further updates.

Finally, I thought you might like this image taken last year of our Spitfire alongside another one. Before you ask, yes it is real!



*Phil R*

**EARLY DEADLINE**  
FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
PLEASE. DUE TO CHRISTMAS BREAK

**CHESHIRE** Tel. 01625 425845  
www.tssccheshire.webspace.virginmedia.com  
e-mail: cheshire@tssc.org.uk

Activity has been a little thin on the ground recently. A party of four travelled down to the Restoration Show at Stoneleigh on the 25th. The weather was kind to us on that day, and we bought a number of things to aid our various older cars.

Paul came away with several curious looking light bulbs, these being (if my memory serves me correctly) pre-focus bulbs for the Bond reversing lights.

Later in the month, Adrian and I paid a visit to the Stagfordshire meeting to book our places at their Christmas bash, and we noted as we parked Hark the Herald that we seemed to have the only Triumph in the place. This may have been rectified later, as Mark was apparently using the Stag as his daily driver.

I note that the advice might be to park the Triumph in a nice warm dry garage for the winter to avoid the usual perils of damp (falling to bits spontaneously and refusal to start). Not so Heap the Vitesse, who is grumping about being on the drive (albeit under a cover, but that's no substitute for a warm dry garage) while someone attempts to do the work on the bonnet that should have been done 30 years ago. There isn't enough room in the garage with the bonnet off the car. And the rubbish bin is full of





## TSSC AREA NEWS

## CHESHIRE . . . CORNWALL COVENTRY

### Cheshire Continues

tinworm droppings.

The Managing Director of Cast Iron World has been making noises recently about reducing the vast collection of cast iron that exists at Head Office, so the Assistant Director has attempted to put in a provisional request for the No1 Macclesfield Flying Pig Squadron to perform aerobatics over the town when some of the stock is actually shifted. However the Pigs won't even accept a provisional request until some items are on eBay and have attracted a bid.

At our meeting we welcomed Pete, and his GT6, which was made ready just in time for the August Tatton Show. Said car definitely has a distinctive exhaust sound, which alerted me to the arrival of another Triumph in the car park. Following a day of heavy rain, we were fortunate to have a dry evening, but certainly not up to open top motoring. Later Paul arrived in the Bond to swell the count of club cars in the car park. I offered the assembled hordes the opportunity to have a different AO for next year, but no-one jumped at this so it's me again. Usual stuff – runs out in June, July and August, a little help with Tatton tickets, debatable humour in the monthly reports, a Drive It Day Outing, and organised trips to places south of Macclesfield to buy spares or drool over extremely shiny cars. There was also debate about current diesel issues, and I hope I spoke the truth on that subject! I'll try and look up calorific values of fuel in time for the next meeting.

It also looks as if our Dave is going to leave us and live in France. Consequently there is a clear-out of Triumph parts going on, with both offices of Cast Iron World helping in this process. Another voice in the Branch Office has been heard to say, 'where are you going to put everything?'

**Our next meeting is on Thursday 3rd December at the Cock and Pheasant.** Normal winter rules again, we start at about 8.30.

*Henry*

### CORNWALL

Tel. 01872 573763

[www.autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)  
e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

As you can see from last month, we are still busy with lots of things to do. We had a lovely Sunday lunch at The Finny Gook Inn, Craithole (between Torpoint and Looe) thanks to Jo and Steve. The food was good, the pub was friendly and the views were stunning; as were the line of shiny Triumphs parked in the car park glinting in the sun. They caused quite a bit of interest from other diners. After lunch we had a nice roof down drive south along the coast to Looe, again thanks to Jo and Steve in their Herald. Everyone enjoyed it and we are all looking forward to the next one, particularly if the weather holds, although many of the cars will be tucked away for winter.

Other news; we have lost a TR6 from our midst, but gained a Stag! Sally-Ann and Anthony have sold their TR6 and bought a Stag. Their impeccable choice also went as far as the colour, Inca Yellow, just like mine! Now with Brian refitting his Stag engine and gearbox, we are looking forward to some 'Stag weekends' next year with our caravans! You just need to change the car colour now, Brian!!!

Meetings are still busy with lots of talk about events; this is very encouraging, we haven't talked about events quite as much before. As I keep saying, I am standing down this December, so this will probably be my last report, but no one has yet come forward to take over. Sally-Ann is also wanting to hand over some events, although we will both be organising the biggies (unless someone wants to do them too), so Area Organiser will not be such a mammoth task and you will be supported in your role. Give

me a call if you're interested.

Thank you for your support over the years, I look forward to enjoying events from a members perspective in the future.

#### Cornish Events:

##### DECEMBER

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

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

##### 2016 JANUARY

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

**Sunday 24th Lunch at The Victoria Inn, Perranuthnoe, (near Marazion) 12:30pm – Mike Crewes**

##### FEBRUARY

**Thursday 11th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 21st Sunday Lunch TBA – do you know of somewhere nice?**

It just remains for me to wish you all Merry Christmas and Happy New Year.

See you all soon.

*Mike*

### COVENTRY

Tel. 02476 457487

e-mail: [phillyncovtssc@yahoo.co.uk](mailto:phillyncovtssc@yahoo.co.uk)

The first outing for the "Smiffy Spitty" was on Sunday 11th October the Heart of England meet at the Griff in Bedworth, it was a lovely sunny day for a change and as we drove in we were greeted by the unusual sight of 7 Royales lined up, they had called in during a rally they were on and they were in great condition, nice to



see them there. Apart from them there were over 40 more cars, motorcycles and commercials on show, a nice couple of hours were spent having a noggin and a natter. Just before we left it was the "Smiffy Spitty" to the rescue again jump starting one of those old Jaguar XK 120's, good old Triumph as reliable as ever.

On the next outing the "Smiffy Spitty" joined up with the "Longi Herald" and the "Wiggle Eunors" on Sunday 18th for our Dalos Day Run (Drive and lunch on Sunday) which was devised by Steve & Sharon, it was an overcast dull day but at least it did not rain. Steve & Sharon braved the elements and had their roof down for the run, we didn't owing to us both having very bad colds. Starting in Nuneaton the run took us through Bulkington, Shilton, Withybrook, Claybrook and Ullesthorpe calling in at Palmers Garden Centre for a pit stop where an enjoyable half hour was spent looking at antiques, plants and Christmas decorations. Leaving the garden centre we headed to Dunton Bassett and through Willey to our destination for lunch at the Denbigh Arms, Monks Kirby, throughout the run the Autumnal colours of the trees were magnificent with the gold, bronze, red and amber leaves in abundance. This excellent run was followed by an excellent meal with jovial banter with our host at the pub. Once again thanks to Steve & Sharon for a great day out in great cars and great company.

Our monthly meeting at the Bull & Butcher on Tuesday the 3rd November was true to form weather wise, once again it was an awful rainy cold night but it didn't stop 12 of us turning up with



## CUMBRIA DERWENT VALLEY

nearly all of us enjoying another great meal beforehand. Into the snug after the meal we were greeted by a roaring log fire so it was down to business in a cosy atmosphere.

Apologies from Steve & Sharon due to Steve awaiting an emergency hernia operation, we wish him all the best and a speedy recovery.

The Dalos Day Run on the 15th November is being planned by Keith & Trish we will meet in the layby on the A444 between Bedworth & Nuneaton just before Ameds Palace at 12.15pm ready to leave at 12.30pm, must know numbers by Wednesday 11th to book the meals.

**Lubenham Xmas open day on Sunday 6th December** we will meet at the Elms in Lutterworth to leave at 11.00am.

**December Dalos Day Run will be on Sunday the 13th** devised by ourselves, we will meet at the Elms in Lutterworth a bit earlier than normal it will be 11.45am ready to leave at 12 noon. Must know numbers by **Wednesday the 9th**.

**Need a volunteer for January Dalos Day Run.**

On **Thursday 3rd December** there is an **Victorian Evening at Hoar Park** with a Hog Roast, Burbage Silver Band and Carol singing, plus a craft fair, mulled wine and roasted chestnuts starts at 6.00pm anyone interested let us know.

**Next years skittle night in association with ASOC at the Queens Head in Bretford will be on Wednesday 16th March.** Have received dates from the **Coventry Museum of Transport for their Saturday Cars & Coffee Breakfast Club meetings** they are **9th April, 14th May, 11th June, 9th July, 10th September and the 8th October**, you can enter individually to any of them but we may go as a club to at least one of them, let us know if interested.

We are now working on venues for the Spring Rally with ASOC any ideas will be gratefully received.  
Wishing you all a Merry Xmas and a happy New Year

*Phil & Lyn*

### Forthcoming events :-

**Tuesday 1st December** our **Xmas Fayre Dinner meeting at the Bull & Butcher, Corley Moor, 6.30pm form 7pm.**

**Thursday 3rd December** **Hoar Park Xmas Fair from 6pm.**

**Saturday 5th December** **Heart of England Xmas Dance & Buffet at Bulkington Workmens Club, Chequers Street Bulkington. Tickets £6 a head contact Roger Perkins on 07860826607 or contact ourselves.**

**Sunday 6th December** **TSSC open day at Lubenham meet at the Elms Lutterworth ready to leave at 11am.**

**Sunday 13th December** **HoE meet at the Griff, Bedworth from 11am.**

**Sunday 13th December** **Dalos Day Run. Meet at the Elms Lutterworth at 11.45am ready to leave at 12noon. Must know numbers by Wednesday 9th.**

**Sunday 20th December** **Rainsbrook Valley Model Railway Santa Special.**

**Friday 14st January** **MVPS New Years Day run meet at Longford park 11am.**

## CUMBRIA

e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

Tel. 01229 474077

Many of the Area older members will remember Bob and Anne Westgarth. They were the AO's for Cumbria for a number of years. I have to sadly report that Anne died recently of breast cancer. We send our condolences to Bob and his family.

I now have the dates for the **Isle of Man trip. Friday 29th April to Monday 2 May.** The Monday is a bank holiday. The Ferry is from Heysham and we will be staying three nights. At the time of writing this I am still trying to sort out a B&B to stay at that has secure parking. Most seem to have public parking which is not ideal when we are driving soft tops. The ferry cost is £181 return for two persons and one car and I am hoping to book the afternoon crossing on Friday. The Ferry crossing takes two hours. Most of the hotels are priced at around £200 for 3 nights, two persons, breakfast included. Total cost will therefore be around £400, one car and



## TSSC AREA NEWS

two people. I know that some members have already told me that they would like to go, if you have not then please let me know ASAP. I would like to have the bookings done and **confirmed by the end of January**. The ferry cost will need to be paid at the time of booking but only a deposit will be required for the Hotel.

**Forthcoming meetings: Sunday 6th December, Brook House Inn. Boot**

**Sunday 31st January 2016 Kings Head, Thirlspot, Thirlmere.**

**There will be no meeting at the end of December**  
Safe motoring.

*Roy*

## EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER PLEASE. DUE TO CHRISTMAS BREAK**

**DERWENT VALLEY** Tel. 07813 397731

[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

e-mail: [richard.malin318@gmail.com](mailto:richard.malin318@gmail.com)

Hi all. First things first, season's greetings and all that malarkey. I hope that you all have a fantastic Christmas and Santa is very good to you all, and if not you then your Triumphs.

Well for Derwent valley it's been another fantastic and busy year with members heading all over the country to events large and small, far and wide, triumph and others, it's great to see all the pics and hear all the stories.

It's been great to welcome a few new faces and I hope that we see you keep coming back in 2016.

First off I would like to start with a belated birthday celebration for our Peak Run Secretary (Paul Dale)

Many happy returns from all of the Derwent valley gang.

The November meeting was our AGM, and it was lovely to see so many faces in attendance. I would like to take the opportunity to say thanks to Bob Meller for kindly volunteering to take on the role of AGM alongside Colin & Roger. Without volunteers such as Bob the club certainly couldn't continue in the way it does and be as successful as it is, so I would like to personally take this opportunity to say thanks very much Bob, and I look forward to the new year and im sure it will be business as usual.

I would also like to say a thanks to all of the Derwent Valley area and to everyone that plays a part in keeping the area going and as well supported as it is, it is a real good example to show just what can be achieved when people all join together and pitch in with support in many different ways, when everyone works together the task of keeping an area such as this running smoothly gets so much easier, and even though I have stepped aside from the title of AO I will continue to be involved in the area and will keep on appearing so thanks very much guys.

Anyway, back to business, we had a lovely little quiz from Colin to keep everyone entertained after the formal business had been concluded that certainly seemed to get the old grey matter working.

**Our next Meeting is Tuesday 1 December**, so if you get your Courier in time this will be a bit of a Christmas party with the everyone's a winner mystery raffle some festive snacks and maybe a re-appearance of sticky 13 so watch out and as always everyone is welcome.

Heading into 2016 it will be meeting as usual on the first Tuesday





## TSSC AREA NEWS

## DERWENT VALLEY DEVON . . . ESSEX

### Derwent Valley Continues

of January and then the New Years Run on Sunday 10 January, please have a look in the courier for more details or check out our website or Facebook group.

I will offer my apologies now if there is no January entry as I am off on my holidays so hope you all have a fantastic festive season and a great start to 2016

*Richard*

## DEVON

Tel. 01548 821348

[www. www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)

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

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

October's Club Night at the Star was one of the busiest this year, though there were fewer cars out to play as it was dark so early. Two of those were Darren's 13/60 and Malcolm & Mandy's Spitfire, who had travelled to join us from North Devon.

Mike's Spitfire and Bob's Vitesse were the others. Nevertheless the pub was bursting with members, nice to see Neil & Sharon back after both being a bit under the weather, and our newest member Nigel who had some stunning photos of his retirement cake. Made by a colleague, it was a very good representation of Nigel in his Spitfire.

We welcomed our new nobility, Lord and Lady Bedford aka Allan & Jackie who now have a 70's Bedford camper van! Longterm members will no doubt remember Graham Hill who was Area Organiser way back. He has a number of Triumph parts for sale as he thinks it is time for a clearout and details will be on the Devon website. He was a previous owner of Dan's MkIII Spitfire too and well remembers other cars still in the Devon area, including Julian's Vitesse which of course is now owned by Ian & Karen. Can we tempt him back to the joys of Club membership now his children are older?

The beginning of November saw our annual Treasure Hunt for the 2 Jags Chris trophy. Organised this year by Bob and Marcia, a smaller than usual contingent met at the Railway Park in Ride at Ivybridge. A lot of work had gone into organising the day, and a big thank you to Bob & Marcia, but it would have been nice to see a bit more support. It was great fun, we were lucky with the weather, and had a lovely run through some of the best South Devon scenery. It was a close run thing, with the eventual winners being Team Northcott with John and me only a little behind. We finished for lunch at the Darbridge Inn where our scores were collated.

Unfortunately the only Triumphs out were Jackie's 13/60 estate and Bob & Marcia's Vitesse whilst the rest of us unfortunately have our cars off the road for various reasons. For the first time for many years we currently don't have a Triumph at home – after breaking the A type overdrive on the Stag in May on the way to the Isle of Wight, we continued to drive her until the autumn – much more costly on fuel, but hoping we were not doing any more damage as long as the overdrive was not connected. Not sure about that, the overdrive unit resembled soup when it was taken off, so a recon unit is on the way and, whilst it is off the road, the gearbox itself is receiving some attention. The Herald which has been in the family since new, showed a tiny bit of rust on the off-side wing this year, so for the first time ever is having a complete paint job. Still it gives us the opportunity to have a clean up in the garage much to John's disgust.

#### COMING UP IN DEVON

An invitation to **ALL NORTH DEVON MEMBERS** – don't forget the thriving new **North Devon meeting at the Crealock Arms, near Bideford on Thursday 3 December**. Pop over, meet the gang and don't worry if you go without your Triumph – you'll be very welcome.

We have over 40 now for the **Christmas meal at the Dartmoor Lodge** so if you cannot make it you will be missing a great evening.

**Regular Club Night is at the Star Inn, Liverton as usual on Wednesday 16 December** – a chance for a catch up before the festivities.

Allan and Jackie have once again volunteered to arrange our run and meal on **Sunday 3 January**, when we will be back at the ever popular Smugglers Inn on the Dawlish road. As always, numbers are needed for the pub please.

Don't forget, your annual Club Windscreens discs will be included in the January Courier, so please don't discard the wrapping too quick!

Finally, a very happy Christmas and New Year to you, your families and your cars, and we look forward to seeing you in the New Year.

#### DEVON DIARY

**Thursday 3 December** North Devon Meeting at the Crealock Arms Littleham EX39 5HN

**Saturday 5 December** Christmas Evening Meal at the Dartmoor Lodge Ashburton

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

**Sunday 3 January 2016** Run before lunch at the Smugglers Inn Dawlish

*Sue & John*

## ESSEX

Tel. 01375 672072

[www./sites.google.com/site/tsscsexarea/](http://www./sites.google.com/site/tsscsexarea/)

The big news this month is we have a new venue, a very nice café in a local garden centre **"Passing Thyme"** View Home garden centre, post code SS11 8SJ, Old Chelmsford Road Rayleigh, A1245.

With the warm weather the cars have been out and about we even took the spitfire to the Isle of Wight with the roof down and had a great time.

My office - I have now sold the Stag on to a good loving home in Maidstone it was becoming an garden ornament and with a bit of ill health I decided in reality it wasn't going to happen, so the Stag had to go. I hope now I will have a bit of time to work on the other cars, a big long list of items for Kiki to purchase to get ready for next year's event. I have changed the front shocks on her, adjustable spax, winter wheels are on, brake callipers ordered up, so bits are coming together for the brake conversion to disc. Kiki can now come home as we have the space, but Joe has nicked the carport area for the mini at the moment to do his sunroof. Tallulah did play up a bit in her trip away the circlip on the clutch master jumped out and I lost some fluid but got sorted to get home now doing a rebuild on the clutch master and repainting the area all around it whilst it is of.

I have been informed that all the car clubs have now either left or have been asked to leave the Halfway house - their loss.

Out and about - Breakfast run to new venue. We organised a breakfast to the garden centre for members to have a look before the AGM so we could decide on changing meeting. We had 6 Triumphs and Every one thought the food was good and we were made very welcome

Club day - We arrived at the pub to find all 4 seater tables had reserved on them and no spaced for a club meeting. The staff were very uninterested and so as the weather was good we held a very quick AGM in the car park to which Janet and I were re-elected as AO's, Cheryl as treasurer, I did a quick Ao report. Tom got a well-deserved breakdown award sponsored by Kirk (can be seen on a tube) we then headed out to the Thurrock Nature Reserve after a quick phone call to see if they could accommodate us all. Janet led the convoy with me chasing up stragglers





## GLOUCESTER HERTS & BEDS

at the rear. There were quite a lot of us, 9 cars in total and they coped well. Possible run out in the future for afternoon tea. I did the rounds asking what people wanted for next year, new style run sheet will be coming out soon.

Janet and Allan's trip out - The 17th October saw us heading for the Isle of Wight for a few days in the Spitfire, we set off at 4am as we had an early event to attend at 10am so we were on the 7am ferry it wasn't very busy and little Tallulah sat beside all the big lorries. We visited the Garlic farm for breakfast and the scattering of ashes of a friend's son who organised this for when were there, and then later on in the afternoon we met up with the IOW TSSC on Brading downs for a run across the downs up military road for tea and cakes at the end of the line cafe in Freshwater. We spent a good couple of hours having a spirited drive up and down. With fun car conversation in the cafe. It was really good fun and we thank them very much for organising the run for us.

Then on Monday night we attended their club evening at the Woodman's arms in Wotton. The meals are always good there and we spend a few hours talking triumphs. (of course) followed by a run back to the B and B in the dark.

### Up and coming

**Sunday 6th December Open day at HQ Market Harborough from 10am - Allan and Janet going**

**Sat 12th December Christmas Dinner at the Ship, East Tilbury, Outstanding Deposits at November meeting Time 7pm. Lesley is organising**

**Sunday 13th December Club day 12 noon "Passing Thyme" View Home garden centre. Post Code SS11 8SJ Old Chelmsford Road Rayleigh A1245**

**Sunday 3rd January Whitewebbs and Garden Centre Lunch meet Allan organising**

Birthdays This month 4th Dec Chris in Spain 16th Ray Welcome to new member Terry Downes hope to see you at club

*Allan & Janet*

**GLOUCESTER Tel. 01452 790126**  
**www.tssc.org.uk/gloucester**

Jingle bells, jingle bells, jingle all the way - The engines on song but the diff's gone wrong -Not so happy days.

Merry Christmas to one and all here we are into the festive month and if you are anything like me spending a good amount of time in the garage tinkering to while away the dark nights.

Roll on spring.

I know there was no area news from me last month it was our AGM and I was trying to get the sack, and yet here I am so that cunning plan went well.

A quick recap of some October doings Paul and I took a jolly jaunt to the Autumn classic at Castle Combe and after enjoying the very warm and welcoming hospitality of the Glavon Tr groups stand (including coffee and very super delicious home made cake) thanks Gina) we took to the paddock for a good look around all the racers fine machinery. It was an excellent day out with a good atmosphere and first class classic and historic racing.

Jane went out to the "BAT" and enjoyed a bacon roll and the good company that turned out amongst which were Ed, Sue and Joe in their Vitesse, hopefully we can entice you over to our meetings too.

Club night was busy as usual and buzzing with chatter of all kinds it was nice to see Bj and also a couple of new visitors Peter and Jackie who came along in Jackie's 13/60 we hope you enjoyed your evening out with us and we look forward to seeing you again.

A very healthy group of us turned out to the Filling station at Malvern and on a crisp but dry Sunday morning there's not better reason other than a run in your classic and some bacon and eggs to get out and about. It was nice to see Will and Julian out in their cars with their good ladies too.

The Restoration show at Stonleigh was just as much a social gathering as it was a shopping trip loads to see and lots of familiar faces too, nice to see Mike Carter and have a catch up.

Jane has asked me to make sure that those of you wishing to

## TSSC AREA NEWS



join in with the events next year that need to be planned early to ensure no disappointment, Isle of Wight, Laon 25th anniversary, and LeMans classic make sure you let us know as these event do fill up very very quickly so if you snooze you lose. Come along and enjoy all the fun that they offer.

We hope that you have enjoyed all the events and social gatherings that have been available this year and hopefully we will continue it all next year

Enjoy your Christmas celebrations and look for things on the events calendar soon.

*Andy*

### Events.

**Sunday December 6th TSSC HQ Christmas open day.**

**Sunday December 20th Breakfast meet at The Filling station, Malvern.**

**Monday December 21st Area meeting at The Swan, Coombe hill.**

## EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
PLEASE. DUE TO CHRISTMAS BREAK**

**HERTS & BEDS Tel. 01582 750943**  
**e-mail: peter.h.lewis@ntlworld.com**

Hi, it's time to wish everyone a Happy Christmas, our Christmas dinner is fully booked and a record 40 attending, we had over 40 at Octobers Pub meeting ...the register is getting over filled each month, it's really good to see so many locals making the effort these

dark evenings. Biggest surprise was many had contributed to commission a Water Colour painting of my Triumph 2000 (attachment) for my services!!!! ... It's Good to feel wanted ( it happened to be my 70th birthday the next week) all a great surprise and was all devised by Jo our raffle mistress !!! and where is she to help with this months news....collecting her beloved Stag, there's no hope!!!!

Thank you all who contributed . it's better than good, just Brilliant. As far as I know we have 10 looking at the run to **Club HQ open day on 6th December** the start point will be the Holiday Inn services just off the A6 /A421 roundabout around 10am, arrive HQ around 11am drinks and nibbles and looking at a table booking at Foxton Locks for later afternoon for dinner with time to wander around the locks and inclined plane lift, let me know if you wish to join us.

Dave's proposed run on **28th** has no details yet I need to follow this up for start times etc , there will be food at the pub available late afternoon , more details 'as and when' via my local email circulation

If you're not in your Triumph it doesn't matter, taking part is the fun I realise some are Sorned and some are now tucked away cosy for the salty seasons ...so using something else is ok

Our local AGM will be over and someone else may be AO - who knows?

Happy New Year

*Pete*





## WEST KENT . . . MANCHESTER NEWBURY . . . NORFOLK

### TSSC AREA NEWS

#### WEST KENT

Tel. Colin 07810 102525

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[www.tssc-westkent.org](http://www.tssc-westkent.org)

Bad news!! Crashed into the back of a Porsche 911 resulting in multiple cuts and grazes concussion, cracked ribs, dislocated shoulder and a small arm fracture.

Good news!! Wasn't in a car. Physically fell down some concrete stairs into a car park and thumped into a Porsche 911. So bit inactive this month. First thing is a slight change to the website and email, now [www.tssc-westkent.org](http://www.tssc-westkent.org) and [colin@tssc-westkent.org](mailto:colin@tssc-westkent.org) Old address still works fine but this is more personal to us. Haven't been out so thanks to Del for covering at the meeting.

Very pleased to see Peter Hale as a new attendee, do pop back Peter next month when I'll be back. The general feeling was a Christmas meal will be skipped this year in favour of a club meal night in January. One of my plans next year is a regular Saturday night get together for a meal and social so this will be a good start. Roger is very keen on mini Drive it Days just running out locally for lunch and that's a great idea for next year. I'm retiring at Easter, so the club will be my main focus. Many other plans for next year so I'm hoping you're happy with me being the Area Disorganiser for another term, I'll need a couple of you with your membership numbers to propose. Next meeting is the 24th, and I'm thinking of a bit of an AGM feel to get things planned. Just need a full body restore on the shoulder and I'm away. Those Rimmer shoulder joints are rubbish. Need a good Stanpart one.

*Colin*

#### MANCHESTER

Tel. 01524 791607

[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

20 members attended our November meeting at the Boundary Inn. It was good to see Hugh, Rufus and Chris, brilliant!!!!

Congratulations to Wende Kate and Richard Stanton on the birth of their baby girl Isla, and The Kids Chris n Chris on the birth of their baby boy Costas, I think Manchester Area's motto "Drunk & Debauchery in a field" in the spring has been taken a little too literally Well Done Guys!!!

Lorraine has 19 people booked so far for our **New Year Bash at the Village Hotel in Warrington** on 16 January 2016. Please bring the full amount (£25 per person) to the December meeting. Rooms are £90 please book your own room online to receive the best price.

Anne n Wayne are still trying to organise a long weekend in the **Lake District in August 2016** please can you support them if you can and give Anne your names at the December Meet.

At our last meeting Frank and myself stood down from Manchester Area Organisers (purely health reasons) We have had 14 fantastic years but we think it is time for new blood and new ideas. We would like to pass on our thanks for all the support and help we have received over the years.

Instead of having new Area Organisers wholly responsible for the Manchester Area, a number of members have volunteered to help spread the workload. A massive thank you to all:

Pete & Janet, Mark & Tracy our entertaining officers will be organising our Manchester Area Weekend event. The Manchester Area BBQ weekend will be organised by Paul n Kes, Pete n Janet and Mark n Tracy

Congratulations!!! Mark & Lorraine Killgallon, and Anne & Wayne Ash our New Area Organisers they will be looking after Passes for Tatton Park and Event City, and they will be first port of call and liaison between Manchester Area and TSSC Club H/Q.

Anne & Wayne Ash are the new Treasurers looking after the Area's purse strings.

Mark & Tracy will be writing and sending Bern our monthly Area News for the Courier and looking after the website.

I will still be doing Valuations

Thank You So much guys for taking these positions over, we know we are walking away knowing Manchester Area will be in safe hands.

And like the proverbial bad penny We Will be still attending and supporting our events when we can!!!

Merry Xmas and All the Best for 2016 and Happy Triumphant!!!

**Dates to remember in December**

**1st December Manchester Area Meeting Boundary Inn**

**6th December TSSC Xmas Open Day TSSC H/Q**

*Pip & Frank*

#### NEWBURY

Tel. 01635 868640

e-mail: [dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com)

e-mail: [mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

The last show of the year was Dunstan Park in Thatcham. Ian in TR6, Malcolm and Josie in GT6, Lloyd in Spitfire, Oli in Spitfire and Dave and I in TR7 were there. Lots of interesting cars and the weather wasn't too bad at all.

We had an auction at our meeting at the end of October. Patrick had donated a few no-longer-needed items and Malcolm from Tadley gave some very good Triumph books. Dave and I don't watch Bargain Hunt at lunch time every day for nothing!! We made about £30 for club funds.

We discussed the meeting just before **Christmas (23rd)** and decided that as it was a couple of days before Christmas this year we would go ahead and have an informal seasonal get-together. We may not be able to have our normal area in the pub, so you will have to look around the building for us!!

Our Christmas meal will also be our Annual Meeting where we look back at the past year and look forward to the next one.

Hope you all have a very good Christmas.

**Meetings**

**Wednesday 9th December Christmas Meal**

**pre-booked and paid for only**

**Wednesday 23rd December – see above.**

Keep 'em flying

*Mary and Dave R.*

#### NORFOLK

Tel. 01502 476699

e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)

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

Just a few short notes this month due to yours truly breaking his shoulder.

The club has a few tools that can be hired or a read reasonably small charge of £5 per month + the refundable cost of replacement. Contact me for more details.

A Norfolk TSSC Facebook page should be up an running by the end of November.

Next meeting is scheduled for **Monday 14th December at The Bird In Hand, Wrentham** in conjunction with the TR Register. My attendance will be dependant upon my rate of recovery.

Keep checking the events page and Norfolk TSSC area notes for updates on the main TSSC website. Once again I request that you update your email addresses with me at [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com) and HQ so that we can update our records and keep in touch by Newsletter.

Finally I am still trying to find the winner of best ragtop a very nice 1600 Vitesse at Totally Triumph. As far as I am aware he is a TSSC member.

Regards.

*Mike.*

## NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . NOTTS



### NORTH EAST Tel. 07917 738091

e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)  
http://tsscnortheast.blogspot.com/

### TSSC AREA NEWS

### NORTHERN IRELAND

Tel. 07577 210100  
e-mail: [gt6s@hotmail.co.uk](mailto:gt6s@hotmail.co.uk)

Many thanks to all that attended our run up to Kielder on the 1st of November, we had a good turnout with 9 club cars also Ian and Fiona in there Riley, and a friend in his Caterham, for once the weather was kind to us with all the convertibles going topless, nice bright sunny Autumn morning and not a spot of rain to be seen all day. The only issue we had was with Martin's Vitesse deciding it only wanted to stop up at Kielder, as when he started the car for our return journey he had no throttle, the link between the carbs had come loose, Martin claims it must have been operating on one carb all the way there, and when he got home his car decided to drop a big puddle of oil all over his drive, oil filter O ring, most of us covered over 120 miles on that Sunday run and had a nice lunch afterwards in Corbridge and got home just before dark.

A good day out past places that Bill Crawford used to visit regularly with his work.

**December meeting is our AGM** ( 8.00 prompt ) and Xmas party all rolled into one event, so if you have any issues you wish to raise or wish to stand for any of the committee posts, please attend, you have to be there to vote.

XMAS party - Usual format, please bring a wrapped gift to raffle nothing too expensive unless you are feeling flush, (wonder who will get the mankini this year) usual attire, funny hat's, Xmas jumpers, bad taste essential, Joe will do his fiendish quiz, and all monies raised will go to Local charities.

We have also asked the pub to put on a bit of a buffet this year.

Those wishing to go to SPA next year. We need to have numbers and will be taking deposits soon Lots of travel and accommodation options available, so we need to book soon Interested parties please contact me ASAP".

If we don't see you in December, all the best for the festive season and see you in 2016

*Geoff*

### NORTHANTS Tel.07879 491778

www.tssc-northants.org  
e-mail: [nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)

Well the most notable event this month was Angie's Breakfast Run which started from Bosworths Garden Centre (where some of the women enjoyed looking at the gift shop while their partners were glad it didn't open until after we left) with bacon rolls and hot drinks supplied by their coffee shop, we then left for a 60 mile scenic drive finishing at East Carlton Country park near Corby where we proceeded on a 2.5 mile walk. Thanks to everyone that took part and helped to raise £295 for Macmillan Cancer Care and well done to the team that made it happen.

A date for your diary next year is **June 3-5** when we will be holding our annual **camping weekend at Wicksteed Park** see advert for further details.

Following the announcement that TriumFest UK will be at SantaPod next year we in Northants area will have three camping weekends right on our doorstep including Silverstone Classic, an advert and discount code for which should hopefully be available before this magazine goes to press.

Since this is the December edition I would like to wish everyone a Merry Christmas. Thank you for your support throughout 2015. Regards

*Nigel*



Our October run organised by Alan and Pam French (vitesse conv.) had an international element.

We started with 10 cars leaving Comber in lovely sunshine and headed south. Douglas and Heather had the roof down on their TR6 yet again. Must be a record!

Our first stop was at Whiterock, a short distance away where we had coffee and a chat in beautiful surroundings before starting the run in earnest.

We set out via some quiet back roads towards Rathfriland. Alan and Maureen (1360 conv.) took up the rear with Paul and Jackie (spitfire) mid run, accompanied by Frank, Barbara and Edward (vitesse), Peter, Amanda and Nathan (A35) and visitors Colin and Carol in Derek Shannon's beautiful 2L MK3 Spit, kindly lent for the day. A few members from the Carrickfergus Classic Car Club had joined us for the day, Dave and Karen in their lovely Mini, Michael and Maggi in their new retirement camper van and Dave and George in a "Euro Box".

The roads were good and we managed to arrive on the outskirts of Newry together! Then it was every man for himself to navigate through the bustle of Newry Town Centre with instruction to head for Carlingford and across the boarder. Surprisingly everyone made it eventually and we arrived only 1 hour behind schedule. Carlingford was packed with not a parking space in sight but we used our initiative and parked on the grass picnic area and looking like we were meant to be there as a classic car exhibition we attracted plenty of interested on lookers.

Having spent a pleasant if too short 1 1/2 hours in Carlingford, we set off on our return journey via a single track coastal road like no other, good job the tide was out!, before driving through mountain roads back to Newry and towards the Mourne Mountains via the Roosley Scenic route and ending in Crossgar at AJS café for a great meal. Special thanks to AJSand staff who went out of their way to make us welcome. Also a big thank you to Alan and Pamela for their sterling work organising this run.

Well that's all folks see you at the AGM.

*Laurence*

### NOTTS

Tel. 07976 163006  
Tel. 07837 110325

As the nights are drawing in there is less events but we never stopped always find something to do lol We are going to NEC .We went to Stoneleigh restoration show which had a lot of stalls and good sales to gather for cars.

Nigel and Chris Gunby completed another ten countries road trip with another Triumph group(cough cough) nod nod... Wink wink, driving Chris's vitesse around two thousand miles around Europe,

## EARLY DEADLINE

FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
PLEASE. DUE TO CHRISTMAS BREAK





## NOTTS . . . PETERBOROUGH SCOTLAND CENTRAL WEST

### TSSC AREA NEWS

## NOTTS Continues

this trip is an endurance which is very hard going but beautiful and satisfying to complete.

TSSC is organising our own event, the **Five Point Tour which takes place from Friday 22nd to Sunday 24th April** if you fancy a challenge.

Events to begin the new year of 2016 is **Notts & Derby new year run starting from Ripley Sainsburys** at 9.30 am meet up then around 10 ish set off for a lovely run to a pub lunch, all proceeds will be donated to the cystic fibrosis charity at Nottingham city hospital in aid of Di's niece Hannah Allen who sadly passed away with this condition. Fancy dress is a must! ( beach wear ) compulsory and awards for best dressed car..

Other events are...

**Open Day TSSC HQ on 6th December 2015 at 10am to 4.30pm food and drink.**

**10th January New Year run Notts & Derby. 9.30 am.**

**24th April Notts area are doing a drive it day to Oil Can Cafe in Yorkshire (Adrian is organising this event)**

If anybody is interested in taking over as an area organiser please do not hesitate to let us know of your interest on the position. If there are no takers myself and Adrian are happy to stand as the Notts TSSC Area Organisers for another year.

Money in funds for Notts area that has been accumulated over many years stands at £670.00

Positions held within the team are: Nigel Hill & Adrian Hadfield as joint area organisers Treasurer : Julie Hadfield Secretary: Di Allen

*Nigel*

## PETERBOROUGH

Tel. 01778 560507/01780470358  
<http://www.tssc-peterborough.webs.com>

A few club cars in the car park on the November club night greeted attendees - standing out were a one eyed TR7 and Grahame's 'new' TR4 parked under floodlights in gleaming red and sparkling chrome wire spoke wheels. Those wheels will keep you busy on a Sunday morning Graham.

The November meeting is our 'traditional' month for the AGM - and what a turn out! Thank you to the 25 who turned up and supported your Peterborough Area.

Thank you for members who have organised and made things happen during the year - such as Colin Saunders with his trips and the opportunity to gather those unique souvenirs such as framed parking tickets from Faversham. Ideal pictures for toilet walls! Things don't just happen on their own.

It has been a very interesting year with a change of venue - so it was Goodbye and Thank you to Maria and family at the Red Lion and Hello to George and staff at the Golden Pheasant at Etton in September. To me it feels as though we have been there for a much longer period and it does feel like 'home'.

It's a thank you to Gary Howson for updating the website and for Steve Abbott to start developing the Facebook page. Yes, we are getting into the social media thing and hope it continues to develop. Watch these spaces and please support them.

Thank you to Steve Abbott for keeping us on the straight and narrow financial wise again though - reporting a slight drop in reserves. Some of this is down to our food bill having increased to make it worthwhile for the Golden Lion to supply food and having to buy prizes for the raffle. The raffle at present doesn't quite cover the cost of the food - but without that income would the pub be open and would our meetings be the same?

As the three 'officers' - 2 joint area organisers and treasurer - stood down it was time for that awkward silent period when nobody dare say anything in case they are 'roped in'. From the floor came the

remark 'If you have a winning formula - then don't change it' and so here beginneth the 13th year of both Paul and myself being your Joint Area Organisers for another 12 months. Thank you for that remark Colin and see you at the next AGM, Mr. Linnell!

Steve Abbott was once again elected to be the Area Treasurer - well done Steve and thank you for agreeing to take on the job again.

Oh - and a big thank you to the ladies who join us regularly - it wouldn't be the same without you. Now if only some of you could weld and spray like Jo? That's my Christmas dinner in the dog then! But it does emphasise the wealth of talent we have amongst us enjoying the sandwiches, chips and conversation.

You'll be sure of a warm welcome at a our **Christmas Meal on Monday the 14th of December** and a substantial menu to choose from. If you would like to join us, and Paul and myself have not made contact, please give either of us a ring to sort things out and get a Menu to you. It's £17.00 for two courses or £20.00 for 3 courses including a postprandial Port, Baileys, tea or coffee. The more the merrier. Ho, Ho, Ho!

We look forward to seeing and welcoming you all again at our next Club night - **the Christmas Meal - on Monday the 14th of December at the Golden Pheasant, 1 Main Road, Etton, Peterborough, PE6 7DA** around 7.30pm (or before) to be seated for 8.00pm. Join in with the raffle, noggins and a good natter and that friendly exchange of experiences.

For those of you whom we have not seen for some time and the January edition of the Courier does not get to you before the festive break, Paul, Steve and myself would like to wish you all a very Happy and Peaceful Christmastide and the chance not only to re-charge the cars battery but also your own too and a very Healthy and Successful 2016 to you.

Thank you for your support and look forward to a raft of ideas from you all.

Regards.

*Doug*

## SCOTLAND CENTRAL WEST

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The November meeting was the first in the winter darkness. We were all inside almost straight away. We had a lot of members there (15). So it was a good opportunity to go over various items that have come up recently. The idea was to table all the subjects so that there was time to think things over before next month. It was quite a lot to take in and we do have time to work it all out. We had the company of Chloe again, running the bar. This was her last gig at Lochinch as she has qualified as a Forensic Biologist and is off to do her CSI magic in a lab in Glasgow. She did manage to set the alarm off so some of us had to stay still to stop the motion sensors triggering, others didn't. So we waited for all to be reset, wished Chloe all the best and headed home. A lot of information has come in regarding next year, including a possible change of venue to the nearby Cartha Rugby Club and a possible change of date to the first Thursday of the Month. These are the most important, but I am sure other issues will be tabled. Please note that this has not been finalised and details will be published here..

The other change is that **TriumFest UK** will NOT be at Donington but at **Santa Pod in Northamptonshire (1, 2, 3 July)**. So no track but a quarter mile Strip! The event is supported by Retro Cars Magazine so should be a great weekend. This will also bring up **Le Mans** which is the following weekend (**8, 9, 10 July**). And will change most people's plans for next July.

The more observant of you will have noticed an Area mention in the Courier for a **Rally Checkpoint in Berwick Upon Tweed**, which was mentioned at Donington briefly, but not finalised. It is now official we will be at the most northernmost Pub in England **The Meadow House on the old A1** (just over the border) for **Midnight on 22nd April**. More details soon. It is proposed to find

## SOMERSET . . . SOUTHERN

### TSSC AREA NEWS



a campsite on the coast for a couple of nights and come back a scenic route on Drive It Day (Sunday 24th) with a possible meet up for those just wanting a run out to meet us.

Other News is that the **Monte Carlo Rally** will be coming through Paisley again in **January (27th)**. There are cars starting from John O' Groats and using Paisley as a checkpoint. (6pm). Again more details when they are available.

I managed to get to the Church Hall autojumble in Lenzie run by the SWVVT. It was a small event but great fun. Other Clubs were there and we have an invitation to visit the Forresterburn Hillclimb near Kirk O' Shotts. So we will get their calendar of events. They did say no Triumphs were competing, so there may be an opportunity there. It was good to catch up with them and buy a few bits and pieces.

I had a surprise trip to the Restoration Show at Stoneleigh. Not planned, but I found some Fiat parts (yes, Fiat), and elected to go and pick them up, taking in the Restoration Show en route. Had a good day (thanks to David for navigating). Show was good and managed to pick up repair panels for Spitfire, hood restorer and wheel bearings etc. Now those of you, who have been to shows with me, will know I buy stuff. I refrained from this, this time round as I knew I had to save space for two Fiat gearboxes. The trip home was via Derby to pick them up from a Fiat fanatic called Gaz. A quick BK Meal on the way home plus fuel and all back safe (21 hrs. and 680 miles).

Our Area has close ties with all the other Scottish Car Clubs so feel free to join their excursions etc. and to bring info to our meetings. Now that winter is on us the Hunter/gatherer instinct is strong (see above). My welder has had such a long break that it does not want to play yet. I'm still making the repair panels anyway. Once it is set up, everything can get welded.

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. If you read earlier then there is a strong possibility one of my cars is going up the Drag Strip.

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. 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 in the Glasgow Area for next year. I think that alternative events would be good. We did get at a number of shows this year as visitors that we could have an Area stand at next year; numbers and weather permitting or if local members are willing to man a pitch/area. All would have to be booked well in advance though.

Dates for 2015.

The event calendar is closed for the year with only major shows down south. Please book yourself in. But please think about what you would like to do next year.

**NEXT MEETING \*\* Notice is hereby given that The Scotland Central and West Area AGM will be held on Wednesday 2nd December 2015 at 8pm. Lochinch has been pre-booked, Pollok Country Park, Glasgow.\*\*** Please come with your thoughts and ideas for the next year and/or your volunteer hat on. (Or AO hat).

All that remains for me to do is wish you all A Very Merry Christmas and A Happy New Year. All The Best for 2016 When It Comes.

Thank You to all Our Area members who have helped and supported the Area throughout 2015.

A great effort, Thank You All. Signing off for the year now.

*Gregor G.*

#### NOTE to ALL:

**If I don't reply to your email  
I Haven't received it!! Bernard Ed.**

**EARLY DEADLINE**  
**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER**  
**PLEASE. DUE TO CHRISTMAS BREAK**

### SOMERSET

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Hi all. A good turn out for the October meet. Those of you who came will know we met in the bar because the room we normally use was hosting a party! At this time of year it's to be expected (something to do with Xmas) I guess!

It was good to see Andy at his first Somerset meet. I hope we didn't frighten him off, and he feels the long drive was worth it and comes again!

Talking of new Somerset members, we would like to welcome Michael Bowles to the Somerset area. We hope to see him at the Fox and Goose sometime soon!

Martin was finalising last minute preparations for the Somerset stand at the Restoration Show (7th-8th Nov). We have 3 rare Triumphs attending, courtesy of Jon and Gail (2000) and Dave (2.5 Pl and Vitesse Estate)! Derek will not be there this year as he feels he needs a rest after being present for the last 14yrs!

There will be a full show report and photo's in the January issue! Not sure if many of you have noticed, but Martins 13/60 has, for sometime, been in need of major surgery on its passenger door. Not just to the lock (slam x 4 or 5 times) but also to the fast rusting skin and bottom frame. Well thanks to Phil (MOT man) he now has a complete replacement door. So can we expect action soon, well most likely in the next year or so. Unless of course Mandy suggests he will be in for 'surgery' unless he does it ASAP!!!

Who knows???

Short and sweet this month, with just a reminder of our next club night:

**December 12th Fox and Goose 8pm as usual!!!**

Cheers for now and we hope you all have a very merry Christmas and a happy New Year

*Martin & Derek*

### SOUTHERN

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Hello to all. We are approaching the end of the show and runs season, October saw the last of them. On Sunday October 4th the "FARNHAM THREE" as we have come to be known in the Hants and Berks club, set out for California Country Park, the starting point for the Annual Autumn Run. This year we had another of our club members attending in the form of Gil and navigator in his stag. After coffee and biscuits and some of us a bacon butty! we set off for our destination Milton Keynes Museum, this was via the country lanes and by roads. Very occasionally we had to cross a main road, not a motorway did we touch! We parked up in the museum grounds, and then we set off exploring. First stop (you have guessed) the tea rooms. The whole set up was excellent; you could not wish for a better destination, something for everybody, all in all a very enjoyable day out.

The following weekend saw Barb and me set off for our annual pilgrimage to "Hastings Week" car show. We drove to Hellingly on Friday staying the night at Barb's sisters. On Saturday morning we completed the journey to Hastings. Although it was a nice sunny day we had the top up because it was very damp after heavy dew the night before. On arrival we were parked up by a marsh, by this time the top had dried out it came down a bit sharper. As usual a good selection of cars with the STADE Car Park brim



## SOUTHERN . . . NORTH STAFFS SUFFOLK

### TSSC AREA NEWS

## Southern Continues

full. We were a bit disappointed at lunch time because the man who produces fish rolls was on holiday, apparently having got his dates mixed up, so it was across the road to the pub that serves one of my favourite beers "Hophead" by Dark Star Brewery. We also enjoyed lunch at the same time. We did the usual run along the front and back, it was pleasing to see the progress that had been made on the Pier since last year. Come the finish of the show it was still bright and sunny so we travelled all the way home with the top down. A nice conclusion of the day. Sunday 25th October saw me in the stag, Mike in his Midget and Dave the Spit 6 aka Uncle Albert in his TR6 off to Hartley Witney for the breakfast meet. A lovely day, sun shining with Mike and myself with our tops down although David had his top up with an excuse!!!! This meet has become very popular with the top field nearly full as well as the hard standing car park always full. We enjoyed a hearty breakfast after which we looked at the cars; saw a number of people we knew since we have been attending this event.

P.s Thanks David for your contribution last month - I knew you could do it. Now who else wants to try? A reward for the best

*Mike*

Our Sunday lunch meeting on the 18th of October was at the Red Lion Fernhurst. This pub is just around the corner from Wendy who had to take "Sparky" the Spitfire the long way round to get there. The car park is very small there but our cars were squeezed in and were getting a lot of attention. Twelve of us sat down for lunch and although it was a bit of a tight fit in the back room we all managed to get served at about the same time. This was one of the nicest meals I've had at our Sunday meets. It was also nice to get to know one of our newer members, Derek and his wife Jackie. We also had guests, Suzie and Guy from the Andover area.

The November regular meeting was busy in the pub, we only had one Triumph in the car park. The photos for the calendar for 2016 have been sent off to Bernie at the TSSC HQ and hopefully we will have them back for the Christmas dinner on Tuesday 1st of December. Failing that or if you are not attending that night I will have copies at the January regular meet.

Please remember to bring your secret Santa presents with you for the Xmas dinner.

**January's Sunday lunch will be at the Fishers Pond, 183 Main Road, Fishers Pond, Eastleigh, Hampshire, SO50 7HG**

**March's Sunday lunch will be at the Hen and Chicken, Upper Froyle, Alton, GU34 4JH**, as for February I will be checking out the Master Robert and the Five bells in Buriton near Petersfield to see which one would be suitable for Sunday lunch.

#### Up and coming events

**December**

**1st Southern area Christmas dinner, Seven Stars,**

**GU32 3PG**

**26th Christmas gatherings at Romsey and Wickham square**  
**January 2016**

**1st New Years Day gathering the Elsted Inn, GU290JT**

**5th Regular Meeting, Seven Stars, GU32 3PG**

**17th Sunday Lunch, the Fishers Pond, SO50**

**February**

**2nd Regular Meeting, Seven Stars, GU32 3PG**

**21st Sunday Lunch. TBC**

**March**

**1st Regular Meeting, Seven Stars, GU32 3PG**

**20th Sunday Lunch. The Hen and Chicken, GU34 4JH**

That just about wraps up 2015, it just leaves me to say thank you to Mike Goolding, our intrepid AO (who has been press ganged to lead us into 2016) Barbara and Auntie Val for doing the raffle each month. To Paul for the Yahoo updates, For Neil organising

the trips out and of course Vanessa who valiantly deciphered Mike's scribbling and to those who helped me out by supply photos and write ups for the news.

And thanks to all those who have supported the club at meetings and rallies. A merry Christmas to all and a Triumphant New Year. Take care

*Mark*

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Here we are another year gone already, Christmas and the New Year just around the corner.

Last month was a quite one for events and just a few of us went on the charity hospice run at the start of November. Which had a good turn out, with around forty plus cars taking part, the fog may have put some off as it was quite thick, and took a long time to clear. We meet in Stone to head for the first stage meeting point at Penkridge where tea & bacon butties were available.

After looking round the cars we set off to Amerton Farm & craft centre, which included a bit of an extra drive as the directions were a little confusing, everyone set off at different times so there was no one to follow, but we got there in the end.

After lunch are next stage was to Chasewater country park, on arrival the sun was shining and it had turned into a lovely day, and some much needed funds were raised.

On leaving just a few miles along the road it was back into the thick fog, so who ever chose the final location must have been blessed for his fund raising efforts.

I'm ashamed to say that I've not touched my Vitesse for 9 months, just to many jobs to do on my list, 50 and not everything is on it, but I have made a start again and removed the windscreen.

I was shocked by how much the frame flexed when trying to push out the screen, don't know if this is normal, but came as a surprise so I hope it doesn't mean the A posts are weak.

**The Christmas meal** will be held on the normal meeting night **Wen 16th Dec**, 7.00 pm for 7.30 pm, and so far we have 16 booked for the night, if you would like to join us please get in touch ASAP.

I would like to thank all who have supported the area over the last year, and wish you all a very Merry Christmas and a Happy New Year.

#### Some events to add to your 2016 diary.

**(Gemini Events)**

**March 27/28th Weston Park**

**May 1st Catton Hall**

**June 19th Trentham Gardens**

**Aug 7th Shugborough Hall**

**Drive it Day 24th April**

**Capesthorpe Hall 29/30th May plus 24th July**

**Tatton Park 4/5th June and 20/21st**

**TriumFest UK Santa Pod 2/3rd July**

**Oswestry Classic & Vintage Rally 16th July**

**MOD Stafford 27th Aug**

**Apedale 28th Aug**

**Northwich Show 29th Aug**

*Dave*

## SUFFOLK

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As you will have noticed, Chris has written the notes for the last couple of months whilst I have not been around and I have decided that he has successfully completed his apprenticeship. Therefore, as I will not be at December's meeting, he will be entrusted with "The Blue Book" in which to record items for the notes. I know he will realise that this a great responsibility and that he will treat it with the solemnity it deserves.

Chris has continued his ambition of cornering the TR market and



## SUSSEX THAMES . . . NORTH WALES



### TSSC AREA NEWS

has bought another jigsaw puzzle in the shape of a dismantled TR5; this is car number 12, beating the previous record holder, Colin, by a significant margin as Colin's fleet is now only 8. The good news about the TR5 is that it comes with a full set of new panels except for the boot and bonnet. The bad news is that it needs all those panels as it is even rustier than normal, in fact it is so bad that in places even the rust has rusted.

Geoff came along and, despite intending to come more often, this has his first visit to the meeting in 2 years. He has a TR7/8, it started out as a 7 but has had a Rover V8 put in it so has morphed into an 8. Hopefully he will not wait so long for the next visit. Brian, who owns a body-shop, has accumulated 4 Stags. He has now joined the TSSC and came along to the meeting. One Stag is on the road with the others being works in progress. Brian was already known to several members as it is he who has done the bodywork and paint on several of Chris's cars.

Good to see you and hopefully you will join the Felixstowe convoy to the club meetings.

Another new Suffolk member is Phil who has recently bought a very nice Jasmine yellow Stag. He has done what many people do when they acquire their first Triumph, joined the TSSC. Phil is also a long-term season-ticket supporter of Ipswich Town. As they were playing at home on Tuesday the score was Ipswich Town 1, Suffolk TSSC nil. See you at future meetings.

Lyall is still repairing his brake fluid damaged paintwork. Currently his main problem is getting paint that is a sufficiently close match to that on the car. The only known place in the Ipswich area that could match paint with a spectrometer is no longer in business.

Meanwhile Russell has pulled the Rover engine from his Stag so as to have the broken manifold studs removed. He could have removed just the heads but, with it being an all alloy engine, feared just ending up with broken head studs as well. He has decided to call in the professionals to fix the studs and the engine is with them now. As many will know, Russell also has a taste for classic Fords. His two cars are at different ends of the spectrum, one being a Ford Pop and the other a Capri RS3100. Recently he took the Capri to a Ford RS show and, in his words, it was quite different to a Triumph show, something along the lines of a lot more bling.

The breaking news was that Lindsey, whilst on holiday in Austria, had fallen down a mountain and ended up in hospital. He really did not have to go to that length to avoid having to fix his thrust washers. And he won't be needing Russell's engine hoist for a while either. Will the Vitesse be ready for Le Mans or will he be going in one of Chris's fleet? Get well soon Lindsey.

**The next meeting is 1st December followed by the 5th January and 2nd February.** So, be at the **Sorrel Horse, Barham** on 1st December at 8:00pm.

*Peter*

## SUSSEX

Tel. 01444 450941

Our meeting on the 4th Nov was well attended. I arrived before 8 and the big table was already full with people. Not bad for a cold and wet November evening!

Many of you remembered your deposits for the **Christmas meal on the 6th December** thanks you. We have 16 people going which is ideal.

I had an email from Colin Robertson apologising for not making the meeting apparently he ran into the back of a Porsche 911 and come of worse with some bumps and scrapes.

The good news was he was not his car! He fell down some steps in a carpark and the Porsche was at the bottom! Hope you get well soon.

Pete brought in the remains of my Stag gearbox that I gave him to rebuild. He was looking sheepish so I know it was not good news. Pete's word were along the lines of "several people have been into the gearbox and had a play." It needed a new main shaft, lay shaft, synchro rings and an output shaft. Not ideal but it could be worse.

The AO's position is coming up for renewal and it looks like Ian Gordon is thinking about it which is good news.

It was interesting about the international going to Santa Pod next year Clive is as keen as mustard to see what time his Spitfire can do and it going to put his new Subaru diff in so he doesn't break anything.

Several people have said they are interested in going and it is a bit closer down south too!

Next meeting is on the **2nd December** and the **Christmas meal on the 6th December** then we are into 2016 and **our first meeting is on the 7th January.**

So I will wish you all the best for Christmas and the new year  
Regards

*Martin*

## EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
PLEASE. DUE TO CHRISTMAS BREAK**

## THAMES

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Well Julie and I have been out visiting some of the pubs we are planning to meet at in the roaming meetings starting next summer. It was a hard strenuous task, but like we suffered like true professionals and opted to have our **New Year's Meal on January the 10th** at the **George Inn, Wraybury**. We hope you can join us, please let me know so we can book places.

**SOCIAL EVENING AT THE FOX & CASTLE - 8TH OCTOBER.**

With the evenings drawing in I have a trip to the Fox & Castle in the dark. Keeping me company tonight I have the pleasure of George B, John P & Doug B. Triumph's in the car park to night were Doug's GT6 Mk3, George's Mk1 Vitesse & my Mk2 Vitesse. Work on our Triumph's has been Doug has been busy sorting out his interior trim fitting seat belt hooks & bonnet seals. I had to charge up my Vitesse battery could be time for a new one maybe? We had a great night putting the world to rights.

**22ND OCTOBER** - Well this is the last of our fortnightly meeting at the Fox & Castle. But come Easter we will be holding a second meeting at different venues each month, so keep an eye out to see if we are coming near to you and pop along for a chat. Tonight went well with George B, Martin F & Graeme C. We had three Triumph's in the car park Martin's Mk2 2000 saloon, George's Mk1 Vitesse & My Mk2 Vitesse. Martin's has started to re lacquer the door capping on his 2000. Another great evening in great company.

Our next meetings at the **FOX & CASTLE are from 8pm in December on the 17th and in January on Sunday the 10th at the GEORGE INN in Wraybury from noon and at the FOX & CASTLE on the 21st.** Please come and join us for a warm welcome or call me on 07773 623807.

*Mickey & Julie*

## NORTH WALES

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Hi, everybody. October started with the Walled Towns Run on Sunday 4th. We met up with Jan and Geoff (Stag) in Llangollen, then travelled on to Denbigh, where the run was starting, and where we also picked up with others of our Chester and Wrexham group. The run took us through some lovely countryside, stopping at Conwy for a coffee break. Beaumaris was an optional part of the route, so we all decided that we would head straight

### North Wales Continues

to Caernarfon, where the run was ending. The weather was lovely, so this enabled roofs to be down. Picnics were enjoyed in the October sunshine, and later in the afternoon the presentations were made. It was then time to make our way back home, so we, together with Jan and Geoff, set off. The journey went well until we reached Betws-y-Coed and hit a long queue of traffic. It took ages to get through the town, this being due to a policeman on traffic control, but eventually we got going again, and stopped at the Berwyn Arms pub on the A5 for an excellent meal. The best way home from there was going "over the tops", so off we set with Jan and Geoff in the lead. It was about 8.00 p.m., and of course dark by that time, so imagine our surprise when, in the middle of nowhere, we came across an A.A. van attending a breakdown:- we wonder who was the most surprised, us or the people who saw two Stags going past up the mountain roads!

Tuesday 6th October was our monthly meeting at the Trevor Arms in Marford. This, once again, was very well attended. M.G. Richard, together with Helena, went over the past months events, then future shows, although not many left now, were discussed. Joyce organised the raffle, which once again had some very interesting prizes. Another great night.

Sunday 11th October was the Annual Threshing Day at Ruthin Market, and we went along in Spitty. Twenty-nine of our group attended this event, and once again the weather was extremely kind, being a bit chilly, but dry. There was a very good display of classic cars, plus trucks, tractors and static engines. Ruthin Market has had a refurbishment since last year, so the main building is bigger and more modern, and the cafe has doubled in size. The meals are still as good as ever, as the same people are running the cafe, and the choice of food, both hot and cold, is wonderful. Another good day was enjoyed, with lots of talk and laughter.

On Saturday 17th October a good number of our Chester and Wrexham group attended the show at Eddig, and this was organised by Laurel, who works there:- she even managed to book



the fine weather! This beautiful house sitting in picturesque grounds is a true gem in the Welsh countryside. The house was nearly lost some years ago due to coalmining in the area causing serious subsidence:- one end sank by 5 feet, and the other end by 3 feet. The last remaining member of the Yorke family was living there at the time, and this must have been very frightening. Eventually the house was handed over to the National Trust, and compensation was paid by the N.C.B. This enabled renovation work to begin, and the rest, as they say, is history. The house and grounds are a beauty to behold, and well worth a visit. Great to see Bob in his GT6, which is looking very smart after the re-spray:- Bob is looking pretty good, too! As M.G. Richard had "wanted" to get on with some decorating, or so we were told, Joyce came along as Brenda's passenger. Another great day, with lovely people.

M.G. Malcolm and Joan organised the OFFAL run for Tuesday 27th October, and thirty-three of us met at Okells Garden Centre

in Tarporley at 11.00 a.m. to take refreshments, plus do a bit of retail therapy, before setting off on a smashing run through Cheshire countryside. We were joined by another Stag owner, Nigel Cross, whose daughter drives a Spitfire, and is a member of the TSSC. We finished the run at the Tollemache Arms in Alraham, Cheshire, where we all settled down for our lunch:- there was a bit of confusion, as the pub had got us booked in for the following day, but the staff handled everything efficiently, and all went smoothly. Even the chef came out from the kitchen at the end of lunchtime, checking if we were all satisfied:- a credit to all concerned. Once again, another great day, with great company.

Saturday 31st October was Julia and Alan's "Curry and Chilli Night", and what a fun time we had. A number came in fancy dress, so you can imagine, there was everything from witches to werewolves (mentioning no names, you know who you are!) Julia and Alan were the perfect hosts, and of course they were both in costume. It was rather scary stuff, you never knew who or what you were going to see next. The food was gorgeous, and the sweets came in all shapes and sizes, including a "brain cake". Donations from the evening are going to Cancer Research.

That's all for now. The season has drawn to a close, but we have next year to look forward to. So, in the meantime, don't forget 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 there is also the meeting at The Plough in St. Asaph on the third Wednesday of the month**, again at 8.00 p.m.:- come along and meet us.

Take care on the winter roads.

Forthcoming events:-  
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.**

**January 2106**

**5th January:- Monthly meeting at the Trevor Arms, Marford.**

**20th January:- Meeting at the Plough Inn, St. Asaph.**

**26th January:- OFFAL.**

Regards,

*Helena and Roger.*

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### DRIVERS SEAT AUTUMN TOUR OCTOBER 17th

This event was organised by Ian Edwards and supported by S. Wales Classic Car owners.

Al & I (TR4A) met up at Nantgarw with Mike (Acclaim), John (Triumph Cortina), Action Man, The Hammer & Mals Per Hour (Red Tardis 13/60), Gwyn & Babs (Dolly) & Tim (Spit 1500). We left at the pre arranged time to travel the few miles to Sainsbury's car park where Martyn & Jack (Clean TR4A) were waiting for us. As Ian had allowed plenty of time for people to congregate we all had a large breakfast in the Sainsbury's cafe FANTASTIC!

As the weather was lovely and sunny all soft (and Surrey) tops were dropped down. Ian then organised all the cars and we followed him into the main street in Pontypridd Town (marshalled by 3 policemen) and we parked up in an orderly fashion, then we moved further into the Town and formed another orderly line. Once again the people of Pontypridd were very friendly and appreciative of our cars, stopping to ask questions and have their photographs taken with our cars. After about ¾ of an hour the convoy of cars headed off to the Rhondda Heritage Park taking a route which allowed us to double back on the one road and wave to each other (we had been looking forward to doing this for months and we weren't disappointed FANTASTIC!). At the Heritage Park some cars had to leave for various reasons, but their involvement for the first stage of the run was greatly appreciated by Ian and he asked the rest of us to pass on his thanks to those who had had to leave.

## TSSC AREA NEWS

After the Heritage Park we travelled to Hirwaun where we parked up for a photo shoot with some of the locals. Next stop was Brecon Town and we took a road over the mountains and passed through some magnificent scenery. At Brecon we parked up on the "Promenade" by the canal and the kind people in the cafe/ice cream cabin cooked up fresh chips for those who wanted them. Our next destination was Built Wells and Ian led us along some great mountain roads FANTASTIC.

Ian had arranged for us to park up in the local Toyota dealership which we did and after a short break we drove the short distance to the Little Chef where Martyn & Jack decided to have a meal, some of us were still full from the breakfast and chips dinner time, but managed to force down a Burger King. Action man asked Martyn if he minded us heading off home as it was nearly 6pm and Martyn would catch us up on the way, Martyn was more than happy with this and the TSSC cars headed off for home. As we were passing through the Brecon Beacons Tim pulled up into a lay bye with his Spitfire belching black smoke from the exhaust. It was all hands to the pumps as Team Triumph swung into action, the problem was soon diagnosed as an electronic ignition failure (the second Lumination optronic system to fail on one of our Area Club Cars this year), but with Help from Al, Action man, and TSSC TR Reg Sec a points system was installed and a grinning Tim was back behind the wheel of his Spitfire FANTASTIC. As we were about to pull away Martyn & Jack caught up with us and all the area cars continued the journey in the failing light towards home. As we continued along the Dolly & Spitfire turned off to Aberdare, The Red Tardis turned off at Pontypridd, The Clean TR4A turned off for Caerphilly and the grubby TR4A had its throttle pedal pushed to the metal along a stretch of private road to hit its customary 100mph FANTASTIC!

As I pulled up outside my house after 160 miles of fun motoring Al made a very fitting comment "Well Bern, what we lacked in miles covered over 10 hours was more than made up for by the amount of stops made and the adventures during the day". "Fantastic" I said!

A big thank you to Ian for organising this complex event . Cheers

**Bern**

### WELSH GET TOGETHER AUGUST 31st

Forty nine faggots, it needed the sacrifice of forty nine faggots (and seven ASDA smart price frozen chickens) to stave off the bad weather and to ensure a dry (and later on sunny) day.

There were 2 meeting times for the day as the show organiser Ian Edwards had asked for volunteers to help marshal the show, so for the earlier meeting time myself, Al & Michelle (13/60 Convertible)travelled to Nantgarw Business park followed by Young Eddie, even younger Mo, Mike The Cake & Emma (modern car as their Triumphs are still under repair) where Rob & Pete (13/60 Shooting Brake), Graham "Tinker" Williams (GT6) and Paul & Barb G (TR6) were waiting for us. At the pre arranged time we headed off to Pontypridd to meet up with Mals & The Hammer (13/60 Tardis) and Action man (Spit MkII) who were waiting for us at the entrance to the show. After a short delay the park gates



were opened and our cars were lined up on "Triumph Avenue". We then took our instructions from Ian and donned with our Hi Vis jackets we headed off for our various "stations". Everything worked out well and all cars were marshalled into place without incident although the sight of Rob doing his Roberto Duran impersonation and running past us shouting "No Mas" (or was it "No Gas") did have us wondering what was going on until we realised

that the cooker had run out of Gas and that "Auntie" Gaynor was on her way with a full gas bottle. Fantastic.

Right on time the rest of S. Wales TSSC arrived, Thumper Watson & Owain (Toledo), Malcolm (1300 FWD), Monmouth Mike & John (Acclaim), Martin & Jack (TR4A), Mike The Bass & Sandra (Spit MKIII), Carl, (Triumph 2000 police car) and Ritchie & Janice (in their van to support the autojumble). We were joined later on by Tony "The Magpie" Pontin (Spit MKIV) who had heard that Ritchie was selling some very shiny stainless steel Triumph heat shields, master cylinder mounts and brake shields. Fantastic.



We had expected to be the second largest contingent there, but we actually outnumbered the Morris Minor club by one car, making us the largest club in attendance FANTASTIC!

Rob kept us well fed during the morning with bacon rolls and the cooker was available all day for members to help themselves to tea & coffee. For lunch we split into several groups to frequent the local chip shops in the town so that there was always someone on hand to look after the cars and to answer any questions.

Tinker Williams had been tinkering with his GT6 and our TR reg sec was able to help get the GT6 running a bit better, Graham had spent a lot of money on "top of the range" HT leads and our reg sec demonstrated how "good" they were by disconnecting 3 of the leads without any further detriment to the running of the engine, 3 of Graham's old HT leads were fitted and the engine ran better and certainly well enough to get him home, a further reminder of what poor quality HT leads are on the market, Graham immediately ordered some handmade leads from our reg sec.

Time passed by very quickly and Ian was always visible to address any issues that might have arisen during the day, but none of any importance did which was testament to Ian's forward planning, he really must be thanked for organising this show, hopefully the first of many and he made a point of thanking all those who turned up to display their cars and also to all the marshals, a nice touch.

After Ian had announced the raffle prize winners and officially closed the show the marshals took up their positions to ensure that all cars were able to exit the showground safely and as TSSC were those marshals we were the last to leave but not before Ian had made the comment that "what we had in numbers had been surpassed by the quality of those who had attended". "Where did he get that from?" said Al!

It had been another great day out with the S. Wales area and it



was especially nice to see Martin and his son Jack join us for the day, also Ritchie & Janice, we hope that they enjoyed themselves and that we see more of them in the future (especially as Martin promised to clean my TR4A at a future show) FANTASTIC!

**Bern**

### GOONER TO THE GNOLL

The faces were grim as Al & I (TR4A) pulled up at the first meeting point at Cardiff Gate Services, even younger Mo & young Eddie (13/60 Saloon) spoke first "can we do it?" Monmouth Mafia John (Acclaim) and Mike (another Acclaim) echoed the question "can we?" Just then Mike The Cake & Emma pulled up in their





## SOUTH WALES . . . WESSEX WEST MIDLANDS

### TSSC AREA NEWS

## South Wales Continues

Spitfire, "what do you think? Can we do it?" they said. "I think we can" said Al, "I know we can" said Bern. The time arrived for us to leave for the next meeting point at Nantgarw and the five Triumph's cruised along the M4 then the A470 in the early morning mist until we arrived at Nantgarw, no other cars arrived so at the pre arranged time we left Nantgarw and cruised along the A470 then onto the A465 to the next meeting point at the McDonalds near Glyn Neath. Tim (Spitfire 1500) and Gwyn (Dolly) were waiting for us in the early autumn sunshine. We all turned to Gwyn "what do you think?" we all asked in unison, "can we do it?" "We can" said Gwyn, "we can finish the game with 11 men!" "FANTASTIC!" Bern said. "But can we win?" said Mike The Cake. Emma stepped in swiftly "you'll have to excuse him, he doesn't know a lot about football". Before tempers could flare Gwyn placed a comforting hand on Mike's shoulder, "we're playing man utd at home, of course we'll win" he said.

The seven cars then left for the Gnoll, the Skewen Classic Car Club had arranged an informal meet as the show that they had organised in August had been the victim of seriously bad weather which had caused the show to be cancelled. When we arrived we were surprised to find that at least a few hundred cars had turned up to support the event, a big round of applause to Skewen Classic Car Club for organising this event at such short notice and also to those who turned up to support it.

There were about 20 auto jumble/car boot stalls in attendance and a very large number of the general public turned to see the cars on show, it was a great day out in the sun in a FANTASTIC setting.

At 2pm we set off for home to make sure that we arrived in time to watch THE ARSENAL, all soft tops down and all the Triumph's running smoothly on all cylinders, I think it was Mo who said "well, what we have lacked in numbers has more than been made up for by our love for THE ARSENAL". "I couldn't have phrased that better myself" said Al.

The perfect day? Not quite, we won by two to many goals.  
FANTASTIC!

*Bern*

## WESSEX

Tel. 01425 475376

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

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

The Bristol Classic was at the Shepton Mallet Show Ground on the 8th November. Trevor, Gary, Alan, Dave and myself are going to go as it will probably be the last event of the year. Also the Christmas dinner is on Saturday 5th December at The Tyrells Ford. Will report on how both of these went, next month! - As for the December monthly meeting I think all agreed to give it a miss, as it falls a bit awkward on New Years Eve! If any of us feel the need, we could just arrange an informal get-together by e-mail, closer to the time, perhaps if fine, a simple run, finishing up at a Public House? Or there is always New Years Day with Classics on the Proms on the West Cliff, behind the BIC, from 11.00 - 1.30 pm. If anyone knows of other events on this day that might be of interest, please let Trevor know! I believe there is a similar event at Basingstoke which Jeremy & Neil went to last year?

Also this is the time of year when we start to think about what we want to do next season? So again any suggestions, don't keep them to yourselves! - Alan at our last meeting explained the options for the Le Mans Classic 24hrs. Thursday 7th July - Monday 11th July. If you are interested in going please let Alan know in good time so that he can make arrangements as this is

a popular event and the ferries do get booked up quite early!

It just remains to wish everybody a happy Christmas and New Year! 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

Christmas is not personally my favourite time of year, with all its hustle and bustle, over time it seems to have become another commercial venture. The weather is foul, nights dark early, I much prefer Spring when the Countryside is waking up and looking forward to another summer and the opportunity to take part in rallies and meetings with my Triumph car. My daughter and two grandchildren live in Australia and Christmas to them is lovely sunshine, weather hot, usually about 30+ degrees, and barbies on the beach. How do you fancy that. Out with your Triumph, a Christmas picnic, turkey sandwiches etc, out in the Countryside. That's for me. Some hope.

Congratulations once again Jason, owner driver of the only Triumph to attend out 1st Tuesday meeting on Tuesday 3rd November 2015, at the Drakes Drum. However 34 hard souls attended the meeting, once again through wet and windy weather, that's one thing you can guarantee for the West Midlands area, come rain or shine, the members always turn up. Well done everyone, give yourselves a pat on the back.

Two important dates were discussed at this meeting. Our 3rd Tuesday of the month meeting, on Tuesday 17th November 2015, at Chamberlains Fish and Chip Restaurant, with 34 places booked. Should be as normal a cracking night with lots of chat amongst members until the food is served when suddenly it becomes very quiet except for the content sighs.

Our Christmas Part being held on Tuesday 15th December 2015 is at the same venue as last year. The Beeches Public House in Thornbridge Avenue, Great Barr, Birmingham B42 2AE. 30 members have booked to attend and like last year a good time should be had by one and all. Do not forget, Christmas Party or Festive hats compulsory. No hat, £2 fine for club funds.

To those people who have booked to attend the Christmas Party, I will be taking full payment for your booked meals at our 1st Tuesday meeting, Tuesday 1st December 2015. Do not miss this meeting I intend to present a grand Xmas Raffle to finish off the year with a bang.

This November report is the only time that I have the opportunity to send my best wishes to everyone so that you get to read it before Christmas. It does not seem right to leave it to the December report which would then mean that you would be reading it in January the next year.

Therefore may I start by thanking everyone in the West Midlands area for their help and support during 2015. I was away twice during the year so my thanks go to Chris Allen for occupying the chair during my absence. Several members took active roles during the year to organise functions and rallies such as Drive it Day and my thanks go to them for putting into the club activities enjoyed by all. A famous saying goes something like this; "Ask not what your club can do for you, rather what you can do for the club".

To all the members of the West Midlands Area and their families both near and far, may I wish you a Very Happy and a Merry Christmas. To the Headquarters Team, Bernie, Angie, Trudi and Garth and all the members of the Committee of Management we send our Festive Best Wishes and thanks for your efforts on behalf of the club, long may they continue. Finally on behalf of the West Midlands Membership it gives me great pleasure to send Fondest Christmas Greetings to all Triumph Car owners and drivers, especially Triumph Sports Six Members. May your plugs never foul up or your tank run dry.

Look forward to seeing a lot of you at the New Year Run, Next Year, January 2016.

*Roger  
the Dodger*

## WIRRAL . . . WEST YORKS



### WIRRAL

Tel. 0151 339 4150

### TSSC AREA NEWS

### WEST YORKS

Tel. 07800 551363

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi everyone. I can't believe its December already, this year has certainly flown by. As you will have read in previous area reports, this is my last month as Wirral AO. I will not be registering the area for 2016, so I'll say again, the position of AO is available if anyone wants to take over. I can't remember exactly when I took on the AO role, but its been at least twenty years, as I remember sitting at my parents house writing the reports by hand, and then posting them. It's been a good twenty years, with plenty of events done over the years, and plenty of fun in Triumphs. However, things change, and although I have still have the GT6 other interests are taking up more of my time, which is why I've decided to step down. I will still be involved with Wirral Triumph Appreciation and as usual, we will be meeting at the "**Cottage Loft**" every 1st Tuesday of the month.

So I'd just like to say thank you for all the support the area has had during my time as AO.

Onto this month, the only upcoming event is the **Christmas dinner on Sat 12th December**, menu selections should have been made by now, if not please get in touch with Carole ASAP.

That's it for this month, so I'll just say Happy Christmas & New Year and take care.

Cheers.

*Andy*

### EARLY DEADLINE

FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
PLEASE. DUE TO CHRISTMAS BREAK

Notts TSSC and Derwent Valley's

# New Year Run Sunday 10th January 2016

Meet at Sainsburys car park Ripley (Postcode DE5 3QP) from 10am for a 10:30am start.

All makes of classic cars and modern cars welcome.

This year's fancy dress theme is **'Beach Party'** so dress ready to **PARTY**.  
Why not decorate your cars too?



**Entry Fee is only £4 per car.**

All proceeds go to **'Cystic Fibrosis'** our chosen charity for 2016.

Sunday Carvery Lunch is available at the end of the run.

Only £7 for adults and £5.50 for children.

For more information contact:

Nigel Hill – 07976 163 006

Adrian Hadfield – 07837 110 325

Colin Wright – 01773 531 580 or [colin@derwentvalley-tssc.org.uk](mailto:colin@derwentvalley-tssc.org.uk)





# **27<sup>th</sup>** **Isle Of Wight** **Triumph Weekend**

**May Bank Holiday 2016**

**Friday April 29th to Monday May 2nd**

**Appuldurcombe Gardens Holiday Park, Wroxall**

**[www.appuldurcombegardens.co.uk](http://www.appuldurcombegardens.co.uk)**

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

**[tssciorw@hotmail.com](mailto:tssciorw@hotmail.com) or call**

**Elaine on 07842 249591 or Tracy on 07754 751672**

## **Derwent Valley 's** **Peak Run 2016**







## Northants Area

proudly present our...

# CAMPING WEEKEND

incorporating the

## STANDARD TRIUMPH RALLY

Friday 3<sup>rd</sup> June – Sunday 5<sup>th</sup> June 2016  
At Wicksteed Park, Kettering, Northants



Friday – Welcome  
Saturday – Local Run Out  
Saturday Night – Big BBQ and Games  
Sunday – Standard Triumph Rally

This year's Saturday fancy dress theme will be....

## PIRATES....AAARGH!

Camping £20 per pitch per night  
Barbecue £5 per adult (under 12's £2.50)



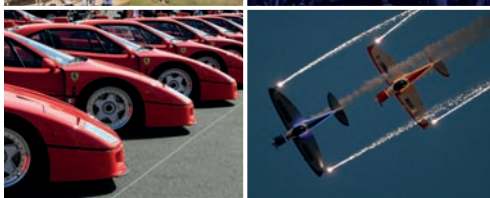
For a booking form please email:  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)  
or pick one up at our Monthly Meet.



Look forward to seeing you there!

Be part of the  
**World's Biggest**  
Classic Motor Racing Festival

**SilverstoneClassic**  
29 | 30 | 31 JULY 2016



**Car Club Members Package:**  
**2 adult admission tickets & a vehicle display pass from only £42**

- Be part of the infield car club displays which are now over 120 clubs strong
- Have your car on show in your car club's dedicated area
- Watch over 1,000 cars from across 80 years of racing competing in more than 20 races over the weekend
- Live music concerts on Friday and Saturday night
- Track parades, passenger ride activities and drag strip demos every day
- Fun family weekend including aerial displays, giant wheel, vintage fun fair and much more
- Retail village with automobilia, parts and accessories
- Weekend tickets, hospitality and camping provide excellent value for money



Use the official club booking code:

**SCC16010**

'Early Bird' ticket savings end 31st March

Ticket Hotline: **0871 231 0849** Calls cost 10p per minute plus network charges

Tickets & Info at

**www.silverstoneclassic.com**

Official Partners



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The Daily Telegraph



The club discount code gives two tickets for the price of one plus one infield pass for a club car on the TSSC display. An additional early bird discount is available until 31 March. Also we will have a parade lap of the circuit during one of the Saturday racing intervals for the GT6 and the 2Litre Vitesse to mark their 50th anniversary. For further information contact Nigel Hawes on **07879491778** (after 6pm weekdays) or email **nigeljohnhawes@gmail.com**