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The Courier

The Official Monthly Magazine of THE TRIUMPH SPORTS SIX CLUB NO.427 VOI 37. JANUARY 2016 Price £3.50 Free to Club Members.

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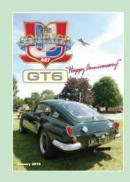
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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2016





GT6 ANNIVERSARY YEAR! PICTURE BY

PICTURE BY

JAMES FAULKNER

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2016 EVENT INFORMATION TO TRUDI AT CLUB H.Q. e-mail: trudi@tssc.org.uk

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

January 2016

SUN 10 JANUARY 2016

TSSC NOTTS AND DERWENT VALLEY'S NEW YEAR RUN BEACH PARTY THEME CONTACT NIGEL HILL 07976 163006 ADRIAN HADFIELD 07837 110325 COLIN WRIGHT 01773 531580

April 2016

FRI SAT SUN 22 23 24 APRIL 2016
TSSC 5 POINT TOUR
OF GREAT BRITAIN
CONTACT CHRIS GUNBY
07843 435190
chrisgunby@btinternet.com

FRI SAT SUN MON 29 30 1 2 MAY 2016

27TH ISLE OF WIGHT TRIUMPH WEEKEND APPULDURCOMBE GARDENS tssciow@hotmail.com OR CALL ELAINE ON 07842 249591 OR TRACY ON 07754 751672

May 2016

FRI SAT SUN MON 13 14 15 16 MAY 2016
TSSC TRIP TO LAON HISTORIQUE
25TH ANNIVERSARY TOUR
CONTACT QUOTING TSSC
SCENIC & CONTINENTAL CAR
TOURS 01732 879153

June 2016

FRI SAT SUN 17 18 19 JUNE 2016 TSSC DERWENT VALLEY'S 28TH PEAK RUN WEEKEND CONTACT KIM AND PAUL DALE 01335 345784

FRI SAT SUN 17 18 19 JUNE 2016
TR7 BULLET RUN
TRIUMPH TEST ROUTE TOUR
CONTACT www.trdrivers.com

FRI SAT SUN 1 2 3 JUNE 2016
TSSC NORTHANTS
CAMPING WEEKEND INC
STANDARD TRIUMPH RALLY
PIRATES THEME
WICKSTEED PARK NORTHANTS

BOOKING E-MAIL nigeljohnhawes@gmail.com

July 2016

SAT SUN 2/3 JULY 2016
TRIUMFEST UK
SANTA POD RACEWAY
EARLY BIRD DISCOUNT BOOKINGS
UNTIL JAN 324

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FRI SAT SUN 8/9/10 JULY 2016
LE MANS CLASSIC
TSSC AT TERTRE ROUGE
PRIORITY BOOKINGS
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August 2016

FRI SAT SUN 5 6 7 AUGUST 2016
TSSC LEICS & RUTLAND
31ST SUNSHINE RALLY
RUTLAND CARAVAN & CAMPING
SITE GREETHAM LE15 7FN
CONTACT NEIL 07530 307371
JOHN 07799 804415
DAVE 07774 276564

CLASSIC CAR SHOWS (CLUB INVITED)

February 2016

SUN 21 MARCH 2015
TRIUMPH & MG SPARES DAY
STONELEIGH PARK
www.mgandtriumphsparesday.co.uk/

May 2016

SUN 15 MAY2016
CHILTERN HILLS RALLY
WEEDON PARK
BUCKS, HP22 4NN
www.chilternhillsrally.org.uk

July 2016

FRI SAT SUN 29 30 31 JULY 2016
SILVERSTONE CLASSIC
EARLY BIRD BOOKINGS END
31 MARCH
QUOTE SCC16010
www.silverstoneclassic.com/buytickets

4 CoM men

Happy New Year Everyone!

t's 2016 and thirty two years since the last Triumph rolled off of the production line, in that thirty two years a lot has happened and various clubs and associations have been set up to cater for the vehicles we love.

As with everything in life things change and evolve some times for the better some times not, since becoming Chairman of the TSSC at the last AGM I have tried my hardest to listen to all of you and your comments on how we can move our Club forward and make it a better place.

The thing that I hear time and time again is that we all need to work together and our members cannot understand why ALL the Standard Triumph clubs do not do more with each other.

Earlier this year I attended my first Standard Triumph forum meeting, this is a forum for all the Standard Triumph clubs to get together and do exactly what I thought our members want, how wrong was I?

After inviting ALL the other Standard Triumph Clubs to our TriumFest UK event at Santa Pod in 2016 it has become very obvious to both myself and the TSSC board that this is not what every other Triumph Club wants to do, well they do, as long as it is not anything to do with the TSSC.

From communications between the Clubs I have tried my hardest to move our relationship forward only to be knocked back.

So I ask you, all the membership of the TSSC, to support us at our events both home and abroad and if someone says why don't we all work together you now know the answer!

This year is going to be fantastic with one of our busiest event calendars for years, Classic Le Mans and Spa will satisfy our racing interests abroad as well as Silverstone Classic back home.

Then we have the Laon Historique 25th Anniversary

BY CHRIS GUNBY

TSSC CHAIRMAN



to get us back driving around the continent and the Five Point Tour and the Bullet Run for english roads.

TriumFest UK at Santa Pod with the Retro Show will be one of the high lights of the



season I have no doubt, this is before we look at any of the local shows and events organised by your areas.

Looking forward to meeting you all out and about at events in 2016

So get the car out of the garage and come and be part of what owning a classic Triumph is all about.

Driving it !!!

Do More with Your Triumph!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC ANNUAL GENERAL MEETING 2016

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 10th April 2016 at TSSC HQ Sunderland Court in Lubenham.**

Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to myself (General Secretary) to be received by **1st February 2016.** Any item received after this date will be regarded as null and void.

Questions for the Agenda

Any questions also need to be with myself (General Secretary) by **1st February 2016** to be guaranteed an answer at the meeting. Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

General Issues

General issues can, of course, be raised at anytime through myself (General Secretary), for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Road Show, to be held in the morning prior to the AGM; please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented as a result of these informal meetings.

Council of Management Elections

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors).

The Council meets five times per year at HQ in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club management e.g. Business planning, Finance, Tech Support.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact detail on page 3 of the Courier). The deadline for nominations is **1st February** by which time a signed nomination form and paragraph describing what you can bring to the Club need to be submitted. (the nomination form requires a proposer and seconder who are Club members

Any enquiries regarding any of the above should be addressed directly to me; my details are at the

beginning of The Courier (page 3).

TSSC General Secretary

International Liaison Secretaries

We are pleased to report that **Jo & Dave Beardsley** have agreed to jointly take up the role of International Liaison Secretaries.

Jo and Dave have a long history with more than 30 years with our Club. Both have been Area Organisers in the past and subsequently went on run the TSSC International Concours at Stafford for several years.

Dave was the founding Herald 13/60 Register Secretary, TSSC Member of the Year in 1995 and TSSC Race Champion in 1997, all with Jo's support – so they know the Club and what it means to be a member very well.

Having lived overseas for 12 years they have been, and still are, members of several overseas Triumph Clubs and have first-hand experience of

being an international TSSC member.

In the recent past, they have been active in arranging a Triumph display at the Australian Grand Prix in Melbourne and are currently busy starting the 2016 arrangements.

After a period of absence from the pages of the Courier, International Liaison articles will resume

next month.

In the meantime, we would like to welcome them to their latest role in the TSSC – we know that they'll do great job.

BernardCourier Editor

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JANUARY - OPEN AS USUAL

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FEBRUARY - OPEN AS USUAL MONDAY - FRIDAY - 9.00 AM - 5.00 PM

WONDAT - THIDAT - 5.00 AW - 5.00 TW

The Club Shop will be attending the following Show

International Triumph & MG Show & Spares Day - Stoneleigh NAC Sunday 21st February 2016

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

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 Forshaws Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.

or email: gensec@tssc.org.uk

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

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ice

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HERALD 948 -1200 -1250 Register



e-mail. herald@tssc.org.uk Colin Lindsay All that glitters

mentioned a while ago Back in the preInternet days of the early 1990s
I was walking through a local Sunday market when the Triumph radar picked up on a couple of items on a stall quite some distance away; the stallholder was happy to take £15 for the lot but admitted he had no idea what the parts were off. When I revealed they were chrome headlamp cowlings, headlamps, and hacking boules.

headlamps and backing bowls off a Triumph Herald he admitted that, had he known that, he could have asked a lot more. He could have, too - they were almost mint and today adorn my 1200 Estate. Sadly these too have gone sparkly over the years. Cowlings were always hard to find in good condition and when I bought a pair of NOS boxed items off eBay a few years back, for the amazing sum of £29, I have to admit that I succumbed to immediate offers from desperate owners of concours-potential Heralds and sold them for a tidy profit the same day. I have sometimes regretted it since, as almost every Herald that passes through my garage has had heavily damaged, faded and pitted cowls that no amount of polishing will ever fix. There's an armadillo-like pile of cowls in my garage roofspace, the good, the bad and the unuseable all mixed together, awaiting some magic process that will bring them



back as new.

The problem is the base metal – Mazak – which was invented as Zamak in America in the 1930s and licenced for production in Britain by Morris Ashby Castings in a slightly different form, hence the different name. It is a mix of alloy metals, mostly zinc, and while it does not rust, minute



impurities lead to pitting over a long time.

It has been used on the Herald headlamp cowls, boot hinaes. bonnet and door handles all of which show the very same woodlike worm decay - even the interior

HERALD 948 -1200 -1250 Register



door-pull handles. This rear horseshoe trim illustrates the commonly-visible damage. I suppose it was never intended to last forty years. While these parts can be repaired to a certain extent, reputable rechroming companies are reluctant to take on the job as they cannot guarantee the longevity of the finish as opposed to solid metal parts.

The very best chroming processes involve initial plating with copper and nickel before the final chromium covering, which itself is of an absolutely microscopic thickness far thinner than paint. Sadly I believe that the ladies in my canteen apply the same principle to the gravy. Good chrome plating is very corrosion resistant, which is why the only



parts that remain of long-dumped cars that I have come across have been the bumpers, mirrors and spotlights; these of course being chromed metal and not Mazak.

However: corner cutting often leads to poor quality metal items with the cheapest chromeplating available finding their way onto the



market, as in this pair of 'new' rear overriders, fitted straight out of the box to a stalled restoration project ten years ago. The chrome has flaked, cracked and practically dissolved, and the amazing thing is that this car has never left the garage in all that time. A friend once pointed out that a set of newly remanufactured Spitfire bumpers may have looked shiny on the seller's stall, but the chrome was so poor that you couldn't make out your reflection. By contrast, a pair of front overriders that I had chromed a few years back to show class by a mainland company are still like new.

During the Second World War chemicals were hard to come by and many cars of the period had formerly chromed parts painted.



I've also seen this done on Heralds to cover damage or rust to overriders, and to justify an

amazingly high price by a hopeful seller who claimed body-coloured overriders were an optional extra back in the day.

I can remember an attempt from some years back to have headlamp cowls remade in fibreglass which was then chromed, but they disappeared off the scene very quickly. If anyone has any of these versions I'd like to hear more about them and how they stood the test of time. Until now the only option has been the occasional NOS eBay find at an accordingly high price.



Hero of the hour then must be member **Bob Rowland** who has single-handedly taken on to have the late headlamp cowlings



remanufactured, and not in any kind of half-

measure either. Bob has gone for cast brass as the base component which when chromed and fitted should be indistinguishable from the originals... except for the lack of pitting of course. Bob's wife has used the process for remanufacture of missing handles etc on antiques and from the photographs I've seen so far – Bob has kindly given me permission to use some from his Facebook page – they are turning out superbly. At present there is an initial manufacturing run of 12 later model cowls to gauge interest, but Bob is planning more, and

with the intention of making a quantity of early cowls if there proves to be a demand for these in parallel to the later items.

If you're in doubt as to which you require, check the underside of your cowl; early cars have 'long peak' versions with the later cars being shorter and more rounded; the underside cutout is clearly visible in the cowling on the



left. Personally I'm just grateful for any, early or late, that don't look like a dartboard.

Contact Bob through eBay; his user name is **blobsvan**, or **'Triumph Valuations'** on Facebook.

I have already ordered a pair for my 1200 convertible. I will of course post photos of the finished article on my car, and I'd hope Bob gets the support he deserves for this excellent venture. Maybe just too late for Christmas, but does the wife really need chocolates and flowers for Valentine's Day? She did ask for something shiny, after all... surprise her this year!

Colin

Welcome to

New & Returning MEMBERS

Welcome to all these members, who joined or

returned to the Club in November

Lancs

Leics

Middx



TRIUMPH
SPORTS SIX
CLUB

David Cook **Beds Berks** Philip Langdon Paul Cook **Berks** Graham Lockwood Cambs Richard East Cambs Mark Kilgallon Cheshire Stephen Troop Cheshire Neil Gibson Cheshire **Marvin Cairnes** Cleveland **James Bellis** Clwydd Cumbria Gary Powell Martin Corfield Cumbria **Andrew Cairns** Derbys Peter Gulliford Devon Michael Halliday Devon Ray Nicholls Devon Witherington **Dorset** Susan Chester Essex **Iason Smiles** Essex Joan Williams Glos Peter & Mandy Harwood Glos Jeffrey Rimes Glos **Rob Warner** Glos Michael Speck Glos Martin Biggs Hants Lloyd Muggins Herts Grahame Walker Herts Ioe Cullane Ireland Derek Wood Isle Of Wight

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Graham Mountford Chaz Scholefield Steven Calver Steven Moorcroft Ian Kinning Roy Lacey Ray Wharton Adrian Ouinn Chris Howard Keiran Wynard Andy Green **Paul Seaton** Karim Khan Will Fawcett Adrian Lester Duncan Staniland **Andrew Mccarthy** Ramsay Black **Dr Tim Evans** John Harley-Yeadon **Deane Mcskimming Terry Norton Andrew Harris** Peter Hewson Keth Worrall Andrew Booth

Middx Norfolk Norfolk **Notts** Renfrewshire **Shrops Staffs Staffs** Surrey Surrey Sussex East Sussex West Sussex West Tyne & Wear **Wales South** Wales South Wales South Warks West Mids West Mids West Mids West Mids Wilts **Yorks East** Yorks North Yorks West

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

HERALD13/60 Register



e-mail.

herald 1360@tssc.org.uk

Phil Willson



1966 and all that

ast month I reported that I was re-reading "Triumph Cars. The Complete Story", 2nd edition, 1988, by Graham Robson and Richard

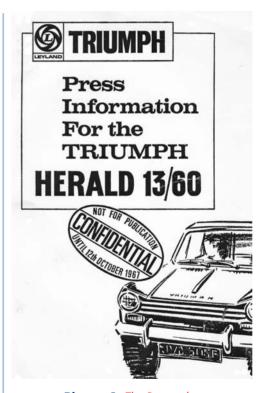
Langworth. Well, according to that tome, something of significance to our cars happened 50 years ago this month.

January 1966 saw the first of the 'Ajax' front wheel drive Triumph 1300 cars reach the showrooms. This was the very first time that the 1296cc engine that was to be used in the 13/60 became commercially available. The 1300 had been announced in October 1965 but showroom stock was not ready until 3 months later.

In fact, 1300 engines in highly tuned form had seen previous use in 'works' Spitfires but a tamed version was needed for production cars for which the new 8-port cylinder head was designed. The twin carb version of the engine came along in 1967 with the introduction of the Mk3 Spitfire and the 1300TC.

The 1300 did not take the world by storm partly because it was quite expensive. The Herald, even in 1200 form continued to outsell it, but the numbers were beginning to tail off. The 13/60 was announced in October 1967 and, with its improved comfort and performance, sales picked up again.

Last August **Chris Allen** sent me a copy of the press release for the 13/60. The first part is a potted history of the Herald by the company chairman, Sir Donald Stokes, which I reproduce here. It's an interesting document



Picture 1: The Press release

to read because it reflects the (justified) confidence in the Company at the time and also their ideas on safety features, which seem rather primitive to us now. This confidence in the future, of course, was all too soon derailed by the disaster that was BLMC/Austin Rover/Rover. What might have been, eh?

I will publish more of the press document next month.

THE TRIUMPH HERALD STORY by SIR DONALD STOKES

When Standard-Triumph became part of the Leyland Motor Corporation in 1961 the Triumph Herald had already made a great reputation for itself as one of the most revolutionary family cars on the international market. Its appeal was as a light car with all-round independent suspension, a robust chassis frame (to which body panels were bolted giving swift and cheap replacement of body panels), light controls and the greatest parking capability of any conventional car in the world.

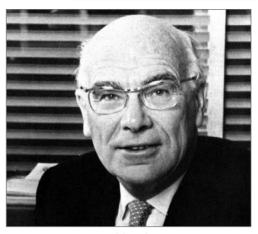
Although at the time we from Leyland were comparative innocents in the sophisticated world of the private motor car, the concept of the Herald appealed to our engineering thinking and we recognised that here was a formula which would appeal readily to the more discriminating top 10% of the small family car market in many countries of the world. We therefore backed its success financially and were able to reduce the price because of the economies effected by belonging to a large automobile group.

In 1965 the question arose as to whether after six years of production we had any plans to change this car. We thought not and made a pledge then that the Herald would have a complete production life of at least 10 years. This captured the confidence of our customers, ensuring them of a well-proven product with the most stable re-sale value of any small car on the British Market. We said that the formula would continue unchanged except that, of course, we would constantly incorporate improvements to the benefit of our customers.

This we have done and the Triumph Herald 1200 saloon - our best selling model to date - will continue in production until the public tires of it and this seems a long way off yet.

The new range of Heralds replaces the Herald 12/50 saloon, the 1200 convertible and estate car and incorporates an elegantly styled new front end by Michelotti, the more powerful engine of the 1300, a new facia panel and more room in the rear seats.

By the time these new models come on to the



Picture 2: Sir Donald Stokes

British market we will have made nearly half a million Heralds - the most successful car the Company has ever produced and it is interestina to note in these days when the cost of living increases almost monthly that the pre-tax price of the new saloon (£568) is not only a mere £15 more than its predecessor but is also only £75 more than when the very basic first version of the car was introduced in 1959. Since that time the value of the pound, my economic experts tell me, has fallen by some 27% which means that if we had introduced the new model eight years ago it would have cost in real terms only £415, £80 less than the original model, a great tribute to the economies which Standard-Triumph have been able to effect through the use of automation and more sophisticated production methods.

We believe that the Herald formula of light and easy control coupled with unrivalled manoeuvrability is as valid today as it was in 1959, and on these points many of its more recently introduced competitors are still a long way behind.

The car is not only a best seller in Great Britain but is currently being assembled in countries as varied as Belgium, Australia, Portugal, New Zealand, Peru and India. The basic simplicity of its design lends itself to overseas assembly and quick and easy maintenance.

One of the most reassuring aspects of my job

is the constant stream of letters I have had from Herald owners who have heen involved in accidents, and attribute their escape from serious iniury or even death to the construction of the car. Surgeons and safety experts of all kinds have proclaimed it as



one of the safest cars on the roads. It is easy to forget in these days when car safety has at last become fashionable with the politicians that the Herald was the pioneer in this field.

We had, and still have, collapsible steering, a crushable and padded facia and a rigid chassis long before safety was a saleable commodity in fact.

Since Triumph have become part of Leyland we have developed an extremely young and dynamic team at Coventry including at the head George Turnbull, who has been able to establish higher standards of quality and reliability than ever before in the history of the Company, and Harry Webster who has been responsible for the design of such world beating cars as the Triumph 2000 and the Triumph 1300.

They have many more surprises up their sleeves for the future, which we think will carry the Company to the forefront of the automobile world, but we are sure that at the same time we must retain the loyalty of the clientele which continues to invest its money in the solid and reliable virtues of the Triumph Herald.

Doners Stoke

DONALD STOKES

Picture 3: Shawn Daniel's 13/60 at the NEC

I hope you all attended the NEC Classic Car Show in November. The TSSC display had a good cross-section of cars on display which included a beautiful 13/60 convertible. The Vitesse bumpers confused a few people but the car certainly looked great.



Picture 4: Sir Stirling Moss OBE inspects
Dennis Bensons GT6 Convertible

I wasn't officially working on the Club stand but helped out a few times during Saturday. I was there when **Sir Stirling Moss** did his



tour of inspection and also had a catch-up chat with **Fuzz Townsend** later in the day – not about cars, but buses!! I also had the privilege of showing **Brian Culceth**, former Triumph Works Rally Driver, around the exhibits.

Phil



VITESSE Register



e-mail. vitesse@tssc.org.uk

Dave Rumens

'Spark'ling Feedback



Thinks must eat less next year, well yes I say that every year! Roll on the next season and Spring. This month we have an email from member **Steven George.**

"Good afternoon Dave, I was going to email you last month following your piece in the October edition, but typically never got round to it. Then I added my two-pence worth to a thread on the club forum about ignition systems and **Pete Lewis** (Herts and Beds

suggested

that I forwarded an expanded version to yourself as possible material for a future edition. (Thanks Pete, you were right - Dave.) I wouldn't normally be so arrogant as to think it would be particularly interesting but as a former editor of a motor club magazine I know how difficult it can be to fill page space. So, my first offering relates to your October piece regarding changes to late Mk2 cars. My Mk2

was registered in June 1970 and remained with her first owner and subsequently his estate until 2008. Her second owner carried an extensive documented restoration which did not involve replacing any major body panels or sections and I have receipts for all parts and work involved (except for the very poor respray). As such I am confident that the entire front tub section is original and has the later wider spaced wiper boxes fitted but has clearly



never had the steering column lock. (This matches other feedback that the wide spaced wipers were introduced in 1970 and the steering lock 1971 – Dave.)

The next part is as Pete suggested, expanded and amended, due to errors when originally writing, and changes on the car since. The original thread related to Powerspark Ignition systems and I originally posted a brief reply

VITESSE Register

regarding having failed to get an Accuspark system to work on the Vitesse as I couldn't retard the distributor sufficiently. I finished by saying that Lumenition and/or MSD CDI was my choice as quality is never cheap.

A few weeks later an MSD 6A system and Blaster Coil came up on Ebay and I managed to win the auction and save myself much more than I paid for it. I fitted it the next weekend, about a three hour job all told, although I ran all the cables in the factory cable clips to begin with but subsequently rerouted them in their own separate loom. Picture 1.

MSD 6 series boxes are quite big and need to be firmly fitted, although they can be fitted in any position except upside down, the ideal is horizontally. The only place with room under the bonnet of my Vitesse is between the battery



and the A post support, this is a good location as it is close to the fuse box and the earth strap location. Picture 2.

The 6A unit requires a permanent power feed and an earth connection, from my chosen location both these wires can be kept short and run in a single loom. The unit also requires an ignition switched positive supply to arm and



disarm it, I could have split this wire out of the units loom and run it to the switched terminals on the fuse box, Picture 3, but it comes fitted with a male spade connector to connect to the original coil supply wire and I chose to use this and run this lead and the units coil feed and negative wires together up to the coil. At the coil the original power feed is disconnected from the coil and attached to the MSD wire. The only wires attached to the coil are those from the MSD unit, these are connected to the coil posts with self locking nuts but have a double snap connector inline to allow quick disconnection and by fitting the original spade



terminals to the MSD coil reverting to standard ignition can be achieved in a matter of seconds should the unit fail at any time. Picture 4.

I ran all these wires along with the MSD trigger signal wire in a single loom along the underside of the battery tray area lip and then on the top of the engine bay side valences and up to the coil which I mounted in the normal location on the block.

The signal input wire simply runs to the points spade terminal on the distributor and again can

have a male spade terminal to attach to the original wire at the coil end for ease of restoration. I chose to split this wire out of the loom and run it to the distributor by the shortest route. I also used a female connector and removed the original lead for safe keepina in the tool kit in case I ever need to revert. MSD units can be triggered by conventional contact breaker points, OE electronic ignition and after market electronic ignitions mostly without any additional parts the unit also has a tachometer output for coil pulse reading tachs.

Ultimately I intend to replace the points with a Lumenition Optronic set up but until I have rebuilt and tuned my Strombergs and then set the timing for best performance I chose to use the points as the trigger. In this operating condition you can remove the condenser as the voltage across the points is in micro volts but MSD recommend retaining it in case a fault means you need to change back on the roadside. Standard points gap (0.015") and static timing (currently 13 degrees BTDC) are retained but plug gap is suggested to be 0.050" to 0.060" on compression ratios below 10.5 to 1. I currently I have set mine at 0.050. One essential alteration is that plug leads must be two or three core design for the system to work without the EMP (Electro Magnetic Pulse) from the leads interfering with the systems own electronics and of course your radio. I went for a set from Powerspark and although a little generous in length these look nice and were an improvement in themselves before I added the MSD. I have used MSD systems before, both on race engines in the UK and tuned V8s in the US and to my mind the system offers several advantages. Firstly when used with an MSD coil it delivers a much more powerful spark at all engine speeds and loads, some American tuners state that this can be up to 80% more powerful and certainly the fitting instructions carry a prominent health warning regarding holding plug leads (this is an American product don't forget). However the main feature is in the name, "Multiple Spark Discharae". Below 3000 RPM the unit delivers a series of multiple sparks at each plug across a 20 degree arc of crankshaft rotation.

In my original post I quoted an American web 18

site stating that this was distributor rotation but MSD themselves are clear that it is crank rotation.

Obviously the number of sparks decreases with RPM as the time for the crank to turn through that arc gets shorter. The unit also electronically varies dwell anale and switches on with the first points signal to protect the coil from over heating if the ignition is switched on without engine start for some reason. The reality of this system is that what it effectively delivers is not a number of individual sparks ie. # # # # but one long powerful spark as in ##### at a time, at lower engine speeds when combustion may not be optimum due to less than optimum mixture in the cylinder. It is therefore particularly suited to tuned engines and multiple carb set ups but also works well on engines restricted by emission controls.

Does it work? Well my Strombergs really do need a rebuild but with new points and condenser and the Powerspark leads would idle, roughly, at 800 RPM. First shot with the MSD and tick over rose to 1200, I turned the throttle stops back and she now idles at 750 RPM as smooth as silk. No flat spots through the range, no hesitations, nice brown plugs and sounds glorious through the Canley SS straight through Exhaust. Yes I think it works and it looks nice under the bonnet. I shall add the Lumenition over the winter but will carry points and condenser in the tool kit just in case after an experience years ago.

Ever tried to get an optical sensor for Lumenition on a Saturday afternoon in Barnet? Hope this is some value Dave".

Steve George

Thanks Steve for useful feedback and an interesting article. The MSD system stores energy and then uses it to increase the power in the spark. A number of years ago a company called Sparkrite produced a similar stored energy ignition unit. In my own experience these systems do improve the engine running.

That's it for now see you all next month. Safe Winter Driving & Keep Running On All Six

Dave



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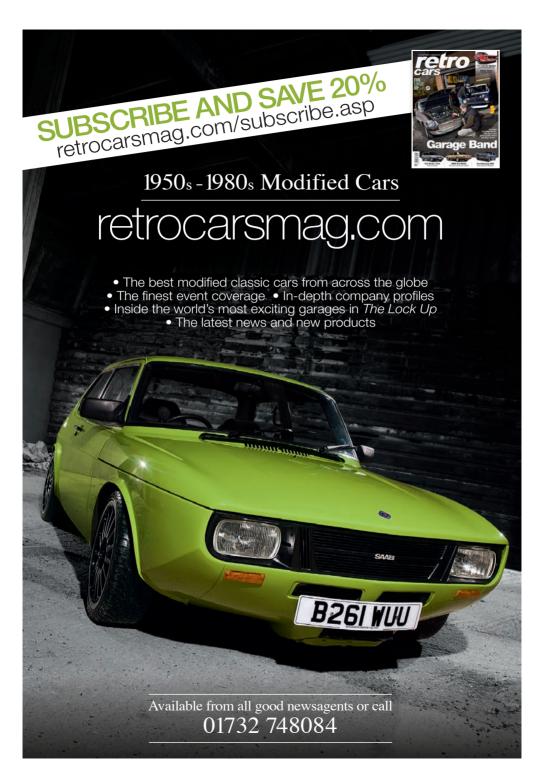
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Trevor Collett



Use it or Lose it

New Year beckons, time to think about the shows and events comina up that need our classic cars. Of course, we primarily own and drive our cars for our own pleasure, and we must take every opportunity to experience that pleasure, but, equally, we have an absolute duty to take our cars to as many shows and events as possible - for the pleasure of our fellow man. woman and child.

I've always regarded driving my interesting cars as a service to the

community. Looking back over 2015 I had a pretty good Triumph-driving year; although I'm not one for keeping detailed mileage records

I'm sure I clocked more miles in my two roadworthy Triumphs than I have for many a year.

Back in April, to celebrate Drive It Day, Jackie and I drove the Herald to the Haynes Museum in Somerset to meet with a couple of hundred other Triumphs, mainly from the far west; a round trip for us of about 230 miles. In July we again pointed our Herald toward the setting sun and kept going even



further west to join the TSSC Devon Area boys and girls at the excellent classic car show at Powderham Castle near Exeter; which is about



180 miles from our house in Surrey.

That's nearly 600 miles clocked up for just two events; and over the summer we also attended our traditional round of car shows around Surrey and Sussex. You've probably noticed a

bias towards using my Herald over my Moss Malvern, and you are right – we do tend to pick the Herald for any extended trip we make

The reason for this is not due to any fear that the Moss is not capable of successfully completing a long trip – it is more than capable, it is, after all, an extremely well built and well maintained machine (modesty forbids... ha, ha). However, the Moss does have one or two disadvantages compared with the Herald – the reduced

luggage space can be compensated for; well, I can compensate, Jackie would find it harder naturally! (Just in case anyone missed it – that exclamation point indicates that I don't actually subscribe to the gender stereotype that has the female of the species being incapable of "travelling light", but...)

There is a more insurmountable drawback (can

something be "more insurmountable"? Surely it's either insurmountable or it's not?) – the roof, or rather, the lack of roof. It's all about a very sophisticated risk assessment analysis – the longer the drive the more chance of rain. As all drivers of convertible cars know, roof down in the rain is not a problem, so long as you keep moving. The tricky bit, at least it is in the

highly regulated south of England, is to plot a route that avoids red traffic lights.

Notwithstanding zero weather protection, I do

make regular, if not extensive, use of the Moss too; sometimes I also exercise the option to draft in Jackie or daughter Abby to drive and get the Herald and the Moss to the same show.



Actually 2015 was the first year Abby drove the Herald – I don't think it unreasonable for her to prove her aptitude for taking the helm of a classic, near concours Triumph Herald by driving her own cars for a mere 10 years without a single accident.

Back to the "insurmountable" question – of course the problem of no roof is actually quite



The Moss (sans roof) at Cranleigh

"surmountable" – the Moss had a very effective roof for the first 10/15 years of its life, until the

vinyl and stitches deteriorated to the point of unserviceability, and a half way competent trimmer could knock up a new one any time. One day.

Anyway, my point is that my Triumph cars caused me and those close to me considerable pleasure during 2015 and we're looking forward to repeating, or even increasing, the pleasure in 2016. And, just within these two pages, there's a chance I might have a third classic Triumph to chose to take out – oh yes, the end is getting close.



Herald based Rod at Bushey show

ragged around the edges. The roof profile was what first caught my attention and I thought that looks familiar and then looking at the engine bay and body side panels confirmed it.

1930s-style, Herald Hot Rod stepside pick-up anyone?"

It's great what people can do with a Triumph Herald isn't it? The Herald doesn't often get turned into this style of motor car but I have come across another – the black car. Unfortunately I know nothing more

about either of these cars than we can see from these photos – anyone out there know more?

Trevor

I'm hoping that my brief resume of my Triumph outings will add to the incentives you've all got to take your Triumphs out and about this year.

And when you are out and about I want you to look out for any Triumph-based cars or specials you come across, capture their image and send on to me. Andy Payne did just such last summer – he was at a car show in Bushey, Hertfordshire when he came across a car he knew I'd be interested in: this is what he said about it. "This is certainly a one-off, if a little





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GT6 Mk I - II - III Register



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Andy Cook

GT6 racer MTD 511G

appy New year to all our GT6 owners out there. This year is designated as the

50th anniversary year of the GT6 so a bit of a milestone and worthy of raising a glass. Although as mentioned before, it's debatable



asking if anyone had any details of a GT6 racer that his father (Tom Smith) used to own, with registration number **MTD 511G**.

I immediately recognised the car as it had previously been owned by a friend

which year to designate the anniversary, the first pre-production cars were built in 1965 and the UK launch wasn't until February 1967. I'm however OK with 1966 as that is when the first cars ready for launch would have rolled off the production line at Canley, any excuse to celebrate!

History unfolds from a GT6 racer MTD 511G.

I read with interest a request for more information regarding a GT6 racer on the GT6 area of the Club Triumph forum recently. A guy called **Dan Smith** was

of mine, **Matt Hollingsworth.** Matt owned the car in the late 80s/early 90s and raced it in the TSSC racing championships in 1989 and 1990. I went to see him race it a few times, including a sad round of the championships in 1990 at

GT6 Mk I - II - III Register

I knew a bit about the car so I replied to Dan's post with some information on the car with pictures.

I also knew that Matt had purchased the car from a guy called Hugh Davis who had previously used it competitively for Sprints and Hillclimbs.



Photos 1, 2, 3 and 4 Matt crashes MTD 511G into the tyre wall at Lyddon Hill, 1990.

Lyddon Hill circuit where Matt had a crash into the tyre wall and seriously damaged the car.

One thing about the crash was that it happened really close to where I was spectating along with some of Matts other TSSC friends and I got some action sequence photos of the car's eventual demise.







Photos 5, 6 & 7 MTD 511G in action at Mallory Park in 1989

It was a pretty well sorted car, a MK1/MK2 hybrid with a 2.5 injected 6 pot Triumph engine. One mod I remember was that the overdrive gearbox had been changed to operate on all 4 forward gears rather than just 3rd and 4th, I think this had been done to make it more useful on tight hill climb circuits with rapid gear changes under power. I posted some pictures of Matt racing the car at a Mallory Park round of the TSSC race championships in 1989. Back then it was finished in red with a large "whale tail" type spoiler on the back.

Matt resprayed the car in Triumph Valencia Blue with a Red "go faster" stripe for the 1990 season and had fitted a new fibreglass bonnet just before his crash at Lyddon which was yet to be painted.

I also contacted Matt via facebook and pointed him in the direction of the thread on the forum, oh the wonders of modern technology!

Here is an extract from the reply that

Matt then posted on the forum:-

"I sold it in 1990 in the damaged state to a guy in Leeds (Chris I think) who was going to Classic rally it. I sold it after the big crash that Andy has so kindly posted pics of.

The car was built and raced by Hugh Davis, featured in Classic & Sportscar in 1988 in the GT6 article, and I then bought it. I raced it in 1989 in red and white, but got fed up with it being "Hugh's car" so I took the whale tail off, and painted it valencia blue with the red stripe just so it was different to before. Best race was the one at Mallory pictured, 2nd in class I think.

Lydden I got it wrong as the pics show, over reacted to back end step out. I haven't raced since.

I would absolutely love to see the car again. It was a real hybrid. Mk1 but with all Mk2 back end, lowering block on the diff, TR5 spec engine with PI, overdrive box, plastic windows, race fuel cell, and fibreglass bulkheads to the rear, rollcage etc etc."



due to illness and sold the car on to someone in North Yorkshire who raced Spitfires. I've no details of who this was so



if "Mr Spitfire Racer" from North Yorkshire who purchased MTD511G is reading this please contact me so I can complete the story! Here are some pictures of the car when owned by **Tom Smith.**

III CATH

Photo 8 and 9 Here are a couple of pictures from the feature in Classic and Sportscar from 1988 when it was owned by Hugh Davis

To complete the story, Dan's father Tom ended up with the car a few years after Matt and used it in Hill Climbs later in 1997 and 98.

He was then unable to continue racing



Photo 10 and 11 MTD511G being restored in the mid 90s

GT6 Mk I - II - III Register



Photo 12 MTD 511G in action driven by Tom Smith at Harewood Hill Climb 97/98



Photos 13, 14, 15, 16, 17 & 18 More pictures of MTD511G when owned by Tom















Photo 19 & 20 MTD511G with Tom's other road going GT6 which was a regular visitor to TSSC shows in the 90s. If anyone knows if MTD511G is still in one piece or even better still in use, please let me know, it would be great to know the history up to the present day.

From the Archives

To finish this month, here are some

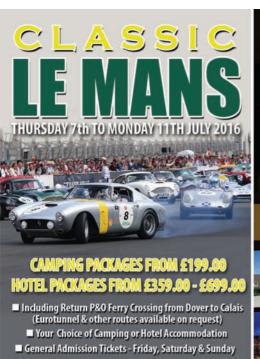


pictures from Leon Guyot's collection featuring MTD511G racing at Goodwood back in April 1984. Presumably this would have been when Hugh Davis owned it and it's before the "whale tail" spoiler was



fitted. Photos 21, 22 23







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SPITFIRE I - II - III Register



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Suzie Singleton



2016, Already?

016. What? Where did that come from? It's true what they say about time going more quickly as you get older, that must make me ancient as this last year seems to have galloped past. Not only has the year gone

galloped past. Not only has the year gone quickly, how on earth have we got this far through the 21st century already?

Oh well, tempus fugit and all that, back to the Spitfires! We had a note from **Graham Holt** a couple

of months ago who was having a problem with a recalcitrant bonnet catch. I thought I'd share the story:

"I was in touch with you some years ago about this car which was dumped in a quarry, and I was having difficulty getting a log book back. Did get one after a sympathetic police inspection!... and much work done. However, my son now works in the South.... only place where there's jobs... so completion has dragged on and on, with more faults being found and delaying/putting me off.

Not much done this year... Now another problem it seems...

Hope you have some suggestions...

Drove my Mk3 Spit... 1970... out of the garage on the starter motor so someone could get to the electric meter board for some extra

wiring. Drove it back in, disconnected live battery terminal, then closed bonnet to check clearance for garage door closure... but now can't open the passenger side of bonnet!... so can't remove battery to recharge! The catch handle seems to go up and down, but something's still caught. In its current position, access to the side is limited due to the amount of junk in the garage... Help!!

I've managed to remove the lower small central bolt holding the catch, but the two either side of the catch loosened, then started



turning with no access to the nut inside to stop this. May have to angle grind these 2 bolt heads off, but will that allow the catch to come away and the bonnet to open? Needless to say, I don't want to damage the paintwork too much or bend anything by levering/crow bar

SPITFIRE I - II - III Register

work. If I mask up the bolt areas, I could probably angle grind off the bolt heads with not too much damage...

Any advice would be gratefully received!! The car is a very... very!... long term resurrection project, which I was thinking of advertising

on the website soon for a winter project for someone, as I think I'm getting too old to scramble in and out of a Spit these days!... so another set back I could do without!

[Suzie note: Not sure if Graham is still thinking of passing the car on after owning it for so long but if anyone is seriously interested please let me know and I can put you in touch with him]

Guy commented: I have had this myself, usually the bonnet catch comes up but not the whole way, I have found by getting it to this

stage and then hitting the wing by the catch with my hand has released it, also sometimes pushing down on the bonnet top can get it to release. Other ideas, you might be able to drill the fixing bolts out without damaging the paintwork, or you might be able to cut off the plate that the two bolts holding the fixing bracket to the bulkhead from inside the footwell."

Graham had considered this: "If I get the 3 little bolts out... one's out already and the others loosened... so may have to angle grind heads off... but then will the catch be free?... ie. will it go through the hole in the bonnet?

I've tried the bashing and shoving down techniques, but think this bonnet's really stiff as it's had some plate welded in for repair. Perhaps I haven't sworn at it enough! You know how if you go back to a job after leaving it awhile...and the gear box just slides in, or whatever... Just maybe... fingers crossed. Will have another go tomorrow or Monday, as I'm tiling the bathroom at the moment..."

Luckily there was a positive outcome to this story: "My comment on leaving a job, then

coming back to it proved prophetic. Walked up to the car and bounced my fat backside on the offending corner... and it came straight open!!! I had tried this before emailing you with no result. Perhaps as Guy suggested, the

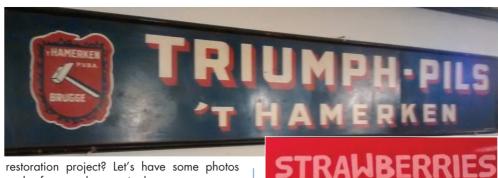


fact that I'd managed to get the lower central little bolt out, and got a couple of turns on the ones either side of the catch... before the nut jammed... provided sufficient slack to let the catch slide off. Anyway the gas boiler servicing was enabled! Thanks for the suggestions... and moral support!

I enclose/attach a couple of photos of the car. One in as found condition in a quarry near Skipton, and the other in its current gunmetal paint. There is a fast back hardtop with similar painted boot lid too, but thanks to lack of photo cataloguing couldn't find that photo. This must be heading for record length resurrection, as I got the car in about 1988, I think."

It's amazing to think that the sad shell at the bottom of the quarry is now looking so much better, and all praise to Graham who believed in the car enough to tackle the project and rescue the car all these years ago. Good to hear the project is still ongoing, and that he hasn't given up on it. Let's hope it can hit the road before too much longer.

Ok, there's a challenge for this new year – does anyone have a longer running Spitfire



restoration project? Let's have some photos and a few words to go in these pages.

And don't forget to send me your pictures of all things Triumph. Keith Lister spotted this "sign for Triumph beer that I spotted on a tour of the last remaining brewery in Bruges."



And finally, in the depths of winter I thought I'd try to look forward to the summer strawberries and cream. mmmmm.

Suzie





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Rear wing front repair panel	
All chassis outriggers/side rails/boot extn £2	
Herald/Vitesse Body Mounting Kit	£32.50
Herald/Vitesse Body Mounting Kit	£118.50
Rear overriders 703708/9	£60.00
Rear overriders 703708/9	27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	
Door hinges 607824£2	
Boot hinges	43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinvl inc zip out window	£175.00
Hoods vinyl inc zip out window	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
$ \begin{array}{lll} \hbox{Caliper repair kit inc pistons type 14} \\ \hbox{Caliper repair kit inc pistons type 16P/16PB.} . \end{array} $	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 14	£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	29.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Syncro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	
Recon Exchange Diff	. £350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly.	£170.00
$\label{eq:herald-vitesse} \textit{Herald-Vitesse} \ \textit{non} \ \textit{rotoflex} \ \textit{drive} \ \textit{shaft} \ldots \ldots$	
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	
Herald new alternative distributor (exchange)	£59.00

NUTS BODY

Vitesse Delco distributor cap GDC109 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
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
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 retaining strap TKC131
Petrol tank sender TKC3408 £35.50
Rear lamp assembly R/H TKC232 £95.00
Recon TR7 (exchange) distributor £95.00
TR7 distributor cap
Gearbox 4 speed (exchange) £350.00
Recon steering rack (exchange) £60.00 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) RKC509. £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
Uprated 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

£35.00
£140.00
£80.00
£11.50
£400.00
£320.00
£20.00
£22.50
£22.50
£160.00
£110.00
£56.00
£28.50
. £13.50 set
£110.00
£148.00
£15.50
£35.00
£85.00
£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

SPITFIRE MK | & || & |||

	17.00
Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	
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	5 £49.50
Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover .	£37.50

Recon Exchange Diff£350.00	Early/late rear drive shaft £69.50
Recon Exchange Diff (NCW&P) £450.00	Recon exchange drive shaft assembly £170.00
Recon exchange brake caliper type 12 £46.00	Rear shock absorber GSA385 £18.00
Recon exchange brake caliper type 14 £41.00	Rear leaf spring 159640 £95.00
Original head gasket GEG314 £9.00	Recon exchange brake caliper type 14 £41.00 Brake disc 208715 £13.50
Distributor cap £6.00	Brake disc 208715 Drilled/Grooved £42.50 pair
Front valance support bracket 712567/8£6.00	Caliper repair kit inc pistons type 14£20.50
SPITFIRE MK IV & 1500	Handbrake front cable 121766 £5.00
SPITFINE WIK IV & 1500	Handbrake cable end fork 104749 £3.00
Bonnet stay 613045/613751 £19.50 pair	Rear wheel brake cylinder -7 dia GWC1110 £12.50
Front wings 909663/4 PAT £60.00	Rear brake lever 123135
Front wheel arch outer 909351/2 £49.50	Clutch slave cylinder GSY103. £35.00
Front wheel arch inner 909797/8 £55.00	Clutch kit GCK160 £77.50
Headlamp support panel assembly 818871/2 £49.00	New distributor 1500 (exchange) £59.00
Front quarter valance 815391/2 £92.50 Door skins £70.00	Recon distributor 1500 (exchange)£47.50
Sills non original. 903097/8. £55.00	Distributor cap Mk IV£6.00
Sills O.E. 903097/8 £82.50	HT lead set£8.00
Sill reinforcement panel 806634/5 £8.50	Recon starter motor (exchange)
Inner sill 806638/9£28.50	Universal joint with grease nipple £9.50
Front sill end plate 706422/3 £9.00	Dash top cover 815281£40.00
Half floor (deep pressing) 908900 £150.00	Seat cover set, brown houndstooth material £115.00
'A' post lower filler panel 706288/9 £24.00 Bonnet hinge pivot box RKC362/3 £49.50	Gearbox tunnel retaining plate 608383£1.80
Chassis front gusset 218526/7 £19.50	Wheel arch to bulkhead seal 613666 £3.00
Bonnet hinge tube L/H-R/H 911107/8 £60.00	Hoods original I.C.I. material inc zip window £220.00
Rear wing non O.E£172.50	Hoods vinyl inc zip window £175.00 Inertia seat belts less warning light wire £65.00 pair
Rear wing front repair panel £25.00	Inertia seat belts less warring light wife £70.00 pair
Rear wing rear repair panel £28.00	Inertia seat belts less warning light wire Red £60.00 pair
Rear lamp panel 716182£215.00	y y
Rear valance 908970 £99.50 Boot floor £160.00	GT6
Boot lid 911327	311.5
Rear inner wheel arch 725563/4£170.00	Bonnet assembly Mk II 908116 less tubes £1,100.00
Rear outer wheel arch 909661/2£99.50	Bonnet assembly Mk III 913766£1,200.00
Windscreen aperture drip channels £18.00 pair	Front wings Mk II 908113/4 £115.00
Hard top rear screen seal 911040 £49.50	Front wings MK I 907154/5£105.00
H/ top seal roof/ door glass 716183/4 £8.00 Door hinges 607824 £21.00	R/H front overrider Mk I 710717 £42.50 Boot floor carpet Mk I/II 810841 £35.00
Exterior door handle (black) YKC2837 LH only . £85.00	Main carpet early Mk III new tan 819813 £32.50
Window regulator 911271/2 £82.50	Main carpet late Mk III new tan 822633 £27.50
Window regulator glazing channel £75.00	Dash veneer set Mk III 820073£160.00
Front outriggers 209398/9	Steering lock 216449/UKC2719 £85.00
S/steel tread plate finishers £32.50 pair	Recon Steering Rack (exchange) £60.00
Oil pump TKC 1974 (exchange) £32.50	Seat belts £65.00 pair Recon (exchange) water pump GWP201 £29.50
Water pump 216939/GWP128 (exchange) £29.50 Radiator support cradle TKC 1761 £16.00	Manifold banjo bolt 145155 £9.00
Late type water pump (viscous) UKC774 £40.00	Fibreglass Gearbox Tunnel Cover £37.50
Oil filter GFE119/150. £5.00	Gearbox (exchange) £350.00
Heater valve 724021£18.00	Recon exchange D Type O/D£320.00
Front wheel bearing kit GHK1021£16.50	Clutch kit£80.00
Front wishbone bushes 119451 (set of 8)£10.50	Front suspension vertical link £108.00
Front shock absorber GSA364 £20.00 Front suspension vertical link £108.00	Front shock absorbers £20.00 Track rod ends £9.50
Front suspension top ball joint GSJ155 £9.00	Rotoflex coupling 152273 £35.00
Stub axle UKC697. £28.50	Rotoflex bush kit inc tubes £16.50
Recon steering rack exchange £60.00	Brake shoe Mk I/II/III rotoflex GBS750 £17.00
Track rod end GSJ158 £9.50	Brake shoe non rotoflex GBS746 £20.00
Steering joint 142140/FAM1718 £22.50	Front side/flasher lamp assembly 155416 £20.50
Steering lock 216449/UKC2719 £85.00	Delco distributor cap
Fibreglass Gearbox Tunnel Cover £37.50 Gearbox exchange £350.00	HT lead set£12.50
	TOURIDU AAAA/A E DI/AEAA

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	
Rear centre bumper (estate) for insert 917813.	
Rear quarter bumper (saloon) plain 910158/9 .	
Rear quarter bumper (estate) 923444 LH	
Rear bumper moulding (saloon) 824479	
Interior door knob 615888	
Dash veneer set 2000TC/2500TC - ZKC1552 .	
Dash veneer set 2000TC/2500TC - 730397	
Interior grab handle ZKC 701/711	
Boot carpet 728551	
Late Mk I 2000 steering wheel 307493	
Recon power steering rack (exchange)	
Recon manual steering rack (exchange)	
Gearbox (exchange)	
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	
Rear shock absorber	
Recon exchange brake caliper	
Brake shoes Mk I (axle set)	
Brake shoes Mk II (axle set) GBS803	
Rear wheel cylinder GWC1205	
•	217.50
DOLOMITE RANGE	
	25 00 pair
Toledo Static Seat Belts O.E	
Toledo Static Seat Belts O.E	18.50 pair
Toledo Static Seat Belts O.E	18.50 pair £37.50
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 . £105.00
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 . £105.00 £28.50
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £105.00 £28.50 £37.50
Toledo Static Seat Belts O.E	48.50 pair £37.50 £52.50 . £105.00 £28.50 £37.50 £25.00
Toledo Static Seat Belts O.E	48.50 pair £37.50 £52.50 . £105.00 £28.50 £37.50 £25.00 £45.00
Toledo Static Seat Belts O.E	48.50 pair £37.50 £52.50 . £105.00 £28.50 £37.50 £25.00 £45.00 £59.00
Toledo Static Seat Belts O.E	48.50 pair . £37.50 . £52.50 . £105.00 . £28.50 . £37.50 . £25.00 . £45.00 . £45.00 . £47.50
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £105.00 £28.50 £37.50 £25.00 £45.00 £45.00 £47.50 £160.00
Toledo Static Seat Belts O.E	48.50 pair . £37.50 . £52.50 . £105.00 . £28.50 . £37.50 . £25.00 . £45.00 . £45.00 . £47.50 . £160.00 . £8.00
Toledo Static Seat Belts O.E	#8.50 pair £37.50 £52.50 £105.00 £28.50 £27.50 £25.00 £45.00 £59.00 £47.50 £460.00 £8.00 £8.00
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £105.00 £28.50 £37.50 £25.00 £45.00 £47.50 £47.50 £160.00 £8.00 £59.50 £12.00
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £105.00 £28.50 £37.50 £25.00 £45.00 £47.50 £160.00 £47.50 £120.00 £47.50 £8.00 £47.50 £59.50 £12.00 £47.50 £12.00 £47.50
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £105.00 £28.50 £27.50 £25.00 £45.00 £47.50 £47.50 £8.00 £59.50 £59.50 £12.00
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £105.00 £28.50 £37.50 £25.00 £45.00 £47.50 £47.50 £59.50 £12.00 £47.50 £12.00 £47.50
Toledo Static Seat Belts O.E	18.50 pair £37.50 £52.50 £52.50 £37.50 £28.50 £37.50 £25.00 £45.00 £47.50 £47.50 £160.00 £59.50 £12.00 £47.50 £12.00 £47.50 £12.00 £47.50 £12.00 £47.50 £35.00 £35.00 £350.00
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Toledo Static Seat Belts O.E. 25: Front underrider XKC 83/84. 24 Rear lamp assembly 1300 F.W.D. 211874. 25 Dolomite Rear lamp assembly R/H TKC938. 41 Head lamp assembly 1300/1500 Dolo (square) Headlamp bowl 1300/1500 Dolo (square) Headlamp bowl 1300/1500 Dolo (Square) Rear screen rubber 913937. 30 Boot floor carpet 1300 F.W.D. 617831. 30 Becon windscreen wiper motor (exchange). 30 Dolomite 1300/1500 new exchange distributor. 30 Dolomite 91300/1500 recon exch distributor early/late Set of HT leads 18.50. 30 Set of Sprint H.T. leads. 32 Set of HT leads 18.50. 30 Set of HT leads 18.50. 30 Distributor cap 1300/1500 GDC136. 30 Distributor cap 1300/1500 GDC136. 30 Distributor cap 1300/1500 FET19/150. 30 Service exch oil pump 18/50 - Sprint 215573. 3 Sprint gearbox (exchange) Sprint clutch kit. 30 Gearbox exchange 1300/1500/150/18/50.	18.50 pair£37.50£37.50£37.50£105.00£28.50£37.50£25.00£45.00£45.00£47.50£12.00£8.00£25.00£25.00£25.00£25.00£25.00£25.00£35.00£350.00£350.00£350.00£350.00£350.00
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Toledo Static Seat Belts O.E	88.50 pair . £37.50 . £25.50 . £105.00 . £28.50 . £25.00 . £47.50 . £45.00 . £47.50 . £59.00 . £47.50 . £59.00 . £47.50 . £59.00 . £47.50 . £59.50 . £12.00 . £47.50 . £59.50 . £12.00 . £350.00 . £350.00 . £350.00 . £350.00 . £350.00 . £37.50 . £7.50
Toledo Static Seat Belts O.E	18.50 pair£37.50£25.50£25.50£25.50£25.50£25.50£25.50£25.50£25.50£45.50£25.50£45.50£47.50£25.50£25.50£25.50£25.50£25.50£25.50£3
Toledo Static Seat Belts O.E	88.50 pair . £37.50 . £25.50 . £105.00 . £28.50 . £25.00 . £47.50 . £47.50 . £59.50 . £59.50 . £59.50 . £59.50 . £59.50 . £47.50 . £59.50 . £47.50 . £47.50 . £47.50 . £47.50 . £47.50 . £47.50 . £47.50 . £57.50 . £35.00 . £350.00 . £350.00 . £350.00 . £350.00 . £350.00 . £350.00 . £7550
Toledo Static Seat Belts O.E	88.50 pair . £37.50 . £52.50 . £105.00 . £105.00 . £28.50 . £28.50 . £25.00 . £59.00 . £47.50 . £160.00 . £8.00 . £25.00 . £4.75 . £160.00 . £350.00 . £47.50 . £12.00 . £350.00

Lower steering column joint FAM1718 £22.50

Front/Rear shock absorber (Dolo). £22.50

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Front lower ball joint GSJ135/RH £65.00

Anti-roll bar mount bracket 154868.....£7.50

Anti-roll bar mount bracket 153669. £12.00

Dolo recon exchange caliper. £41.00

Brake pads Dolo/Toledo £10.00

Brake pads Sprint £12.50

Dolo 1500/18-50 brake shoes GBS746 £20.00

Dolo 1500/18-50 wheel cylinder GWC1502 £15.00

Sprint wheel cylinder GWC1121 £15.00

Tank sender 1500HL/1850HL/Sprint 215652 £27.50

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TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....

Mk II headlamp panel 575894/ZKC1972

Mk II rear lamp panel 910509.....

Mk I front panel (nose cone) 903258

Mk II bonnet 910507.

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Recon exchange J Type O/D Mk IV . . .

Recon exchange J Type O/D 1500...

Recon Exchange Diff (NCW&P)

Rear wheel bearing kit GHK1029

Recon Exchange Diff

At the time of going to press we can supply most gearboxes, steering rack and diffs for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.

Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000. Manufacturers Part No. used for reference only





£300.00

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£190.00

£145.00

BOND EQUIPE Register



e-mail. guy@bondequipe.org

Guy Singleton



2016? yes 2016!

ow - How have we got to 2016? It only seems like yesterday when it

was January 2015, it does seem as one gets older the years go by more quickly.

Anyway Happy New Year to you all, let's hope it will be a good one with some fine weather and some good shows and events to enjoy. Things are looking good as we are already looking forward to the 5 Point Tour in April, what better way of celebrating Drive It Day than by driving half way round the country? Then SEM, then Laon, then TriumFest UK and hopefully a lot more.

which he found it on the following website http://rallyemontecarlo1964.unblog.fr/category/non-classe/, with thanks to his wife – a professional photographer – who has managed to improve the image – the car is definitely red!

Jeroen has made a start on repairing the White 2+2 shown in last month's article, and says that he has found a lot of rot under the rear seat and in the rear wheel arches, so that is going to keep him busy for a while, but it is good to see the cars being repaired and restored.

The repairs/restoration thought above brings me on to my next topic, I have heard of 2 Convertible Equipes requiring restoration, they are in Cornwall, and at least one has most of the steel repair panels needed, if you are feeling bored and up for a challenge, please contact me and I can put you in touch with the owner who has realised that he is not

going to have time to do them and it is time to let someone else take up the baton.

Now for a nice ebay oddity, a few



First, as a follow up from last month's article, I received a better photo of the Monte Carlo car from **Jeroen Noordman**, 38



months ago I

saw a tax disc from an Equipe for sale, and contacted the seller for some information, he told me

Registration number: JFC 304F

✗ Untaxed	мот
Tax due: 01 March 1990	

If you have taxed, made a SORN or had a MOT it can take up to 5 days for these details to be shown above. If you have a valid paper MoT certificate this is proof that the vehicle has been tested.

Vehicle details		
Vehicle make :	BOND	
Date of first registration :	03 March 1968	
Cylinder capacity (cc):	1296cc	
CO2Emissions:	Not available	
Fuel type:	PETROL	
Vehicle status :	Not taxed	
Vehicle colour:	BLUE	

Hi there.

I was a member in the late 80's and 90's and had a few of these fine cars. Lam certain that it was registered with the club at that time - it was a pale blue GT4s and was sold to someone in Tiptree Essex in late 89/90.

I have photos and used it as my wedding car, happy days Regards

Tim

The registration number is/was JFC 304F, so we checked to see if it was still registered with the DVLA, it is, but as a three wheeler. It has not been taxed since 1990, so does anyone still have a 3 wheel Equipe sitting in their

The car was not on my records – but they only go back to 1993, so if it was in the Club before then I do not have any record of it.

Finally a thought I had the other day, I bought



BOND EQUIPE Register

my first Equipe, a 1965 4s, FAX 59C in 1977, at that stage it was 12 years old, but it was an old car. In the two years I had it, it - or maybe I - went through 3 engines, some welding and a re-spray.

The worrying thought is that the car was newer than my everyday Volvo is now - modern cars may not have the character of the classics but in general build quality and rust proofing has come on leaps and bounds.



I've changed a bit over the years too – but no, I don't still have that hat, nor the car or that long brown hair!.



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



e-mail.

tr4-tr6@tssc.org.uk Bernard Littlewood



Overdrive Gearbox Conversion

Part 1

y 4A did not have an overdrive gearbox when I

bought it, Overdrive was one of the things that I "sacrificed" from my must have list when I was looking to buy a 4A due to the scarcity of cars within my budget at the time. I knew that once I had a TR4A I could always retro fit an overdrive gearbox and the money that I had acquired partially through selling my totally rebuilt Spitfire (which was the first "it's

your Triumph" feature in Triumph World magazine) would be squandered on a new kitchen or bathroom if I took too long to find an acceptable TR4A. I think that most of us have been there once or twice!

At the TR International in Malvern 2010 I bought a reconditioned gear box with a J type overdrive for a bargain price of £750 (you can double that price these days) and below is the description of the installation.

From notes (which I have tried to convert into a script that makes sense) that I made at the time I have included the approximate time that each stage took, the work was carried out in my garage using tools that are readily available and that are found in most domestic garages. I will also add the dates on which the work was carried out.

I know that the methods that I used are not always as the workshop manual would



Gearbox Removed

endorse, but they worked for me and we all have our own ideas and ways of working which is more often than not dictated by the environment in which we have to carry out the work on our cars.

One of the things that surprised me was the fact that the J type overdrive gearbox was the same overall length as my standard four speed gearbox, which meant that I could use my existing prop shaft.

13/09/2010

First to be removed were the seats, carpets, radio, H support, gear lever & gear box cover in readiness for the over drive conversion.

I then fitted my original TR4A gearlever to the overdrive gearbox to ensure that it was the correct type as the new gearbox came without a gear lever, it was.

1.75 hours

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

14/09/2010

I bought a Hamer car lift a few years ago and have found it a great aid when working on my cars, I therefore lifted the TR so that the door bottoms were about waist height.

I then removed the speedo cable from the

gearbox, the exhaust centre pipe, starter motor, clutch slave cylinder and clutch inspection cover and the lower bell housing to engine bolts from underneath the car.

I then used a trolley jack (placed on a steel bridging piece across the lift's tracks) with wooden blocks to support the rear of the engine and placed a plank of wood across the car lift tracks with blocks to support the gear box.

From inside the car I disconnected the gearbox from the prop shaft and removed the rest of the bell housing to engine bolts/studs.

From under the car I levered the gear box backwards while my friend Veg (not a miss spelling, but when we used to go out pubbing he would usually have to sit in my kitchen for a few hours with various packs of frozen vegetables on the black eyes he had accumulated) pulled the gearbox clear of the engine from inside the car.

I then lifted the gear box from the car. The new aearbox did not come with the clutch actuating

shaft, fork or cover for the input shaft bearing, these had to be taken off the old gear box. On inspection of the old gear box it could be seen that the clutch fork had been welded to the shaft meaning that the assembly could not be removed, (this is a known weak point on TR's as the tapered bolt

can come loose and cause the hole in the shaft to elongate or even fall out, thus losing clutch action), I checked to see if the parts were available new and as they were I ordered them. An alternative would have been to hacksaw through the shaft to enable removal and then grind through the welds to release the fork. I would have then had to have made a new



New Connectors & Cables

shaft. The cover from the input shaft bearing was removed and bolted to the new gear box. As I now had to wait for the parts I was not able to immediately fit the new gear box (a shame as my friend was going back to France, where he is known as Lesgume, the next day) I started to make and fit the over drive electrical circuit using a relay and installing the over drive switch and steering column cowl that I had bought.

5 hours

16/09/2010

The new cross shaft, fork, spring and tapered bolt arrived early afternoon. The hole in the



cross shaft had to be taper reamed out to get the correct fit of the tapered bolt, being a former Toolmaker came in handy as I still posses taper reamers among my toolmaking equipment. After that I installed the cross shaft assembly and after bolting a new clutch to the flywheel, using a clutch aligning tool and installing a new thrust bearing, lifted the gearbox into the car. I tried to fit the new rear gearbox mount to the gearbox, but I had to drill out the holes and remove some metal to get it to fit, I then had to cut about 5mm from each side of the car's gear box rear mount locating member to allow the gearbox mounting bracket to fit properly and then I had to open up the holes with a slightly larger drill so that the mounting bolts could be fitted.

I then manoeuvred the gearbox into position with it supported from underneath by the wood across the lift's tracks, aligned it by eye and slid it into position, with a few light taps on the bell housing with my hide mallet while twisting the output flange with the gears engaged it slipped into place. I then installed a number of bell housing to engine nuts and bolts.

4 hours

NOTE – the bell housing must have a slightly thicker wall than the original as I could not get a socket on some of the bolt heads, I had to use an open ended spanner! To be continued!

NEIL'S TR4

I bumped into Neil at the St. Fagan's show back in July 2015 and he very kindly allowed me to take some images of his absolutely pristine TR4. I asked him to send me some details of his car and he took the time to e mail me the following script, so thank you Neil and no doubt our paths will cross again soon.

"Bernard,

Yes I purchased the car in 2006 and progressed with the build. The strangest item uncovered during restoration were wood blocks between the axle and leaf springs which look as though they had been there for many years, needless to say these are not on the car now. In general the car is for Summer Use Only but has sometimes been caught out due to the unpredictable weather. I take it to a number of regional shows plus some runs and it has been both the bride and grooms car at several weddings. Since retirement I am running about 1000 miles a year.

Hope this is enough".

Neil





Paul Hunt of PowerTrack

It's always nice when you stumble across a company that you haven't used before and even though your order is of no great monetary value you receive excellent customer service. This happened to me when I couldn't find seals for the brake cylinders on my Vignale (I don't like changing seals, I much prefer to change the whole unit, but I had up to this point been unable to procure any). Paul Hunt went out of his way to ensure that he could supply me with 3 seals that would have cost £12 including P&P. I then asked without expecting a positive reply if he knew of any brake and/or clutch master cylinders, "we have new ones in stock" he said, pushing my luck I asked about wheel cylinders and a clutch slave cylinder "yes, all

new and on the shelf" was the reply. What a result and with the very helpful attitude and service I just had to give them a mention. So if there are any other members out there struggling to find hydraulic parts for their more obscure Triumph, get in touch with Paul, like me you may have a nice surprise!

Neil's Engine Bay

PowerTrack Ltd Tel/fax: (01753) 842680 International: +0044 1753 842680 www.powertrackbrakes.co.uk - Worldwide suppliers of obsolete AP Lockheed, Lucas Girling and Dunlop Brake/Clutch Components -British Cars and Commercial vehicles 1930-1980

Whether 6 cylinders or 4 a TR is more (especially with overdrive)

Bern



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Commercial & Household Insurance

TR7/8 Register



e-mail: tr7-8@tssc.org.uk Paul Lewis



Bullet Run Changes

nother year over and what a busy time, the months were just full of things to do with our cars. I am still trying to get ahead of all the work

I have to do and have been planning the last details of the "Bullet Run" in June. We have had to change the dates due to hotel availability, so the new dates for the run are 17-19 June 2016. http://www.trdrivers.com/ is the

link to the booking portal but the blurb for the event is as follows:

The Bullet Run is now finalised and bookings are open. Just £25 will reserve you, your car and one passenger on this unique driving extravaganza through some of the roads of the old Standard-Triumph test route culminating in the location of the famous photos of Tony Lee piloting the disguised Bullet/TR7 prototypes.

Avon which will act as the base for the weekend. Rooms can be booked for £78 double/£68 single if staying two nights, £88 double/£78 single for just one night. Book for the two though because we plan a group outing to the local hostelry on the Friday evening and on the Saturday evening will have our own room where we will have a sumptuous buffet repast after which we are planning to book a former Triumph VIP guest speaker. We'll keep you posted. Contact the





We have reserved rooms at the Ettington Chase Hotel, Ettington near Stratford-Upon-

hotel on 01789 740000 and book using the code 'TRDC Drivers Club' to get the special room rates.

Saturday buffet meal will be just £15 per person so probably best to grab that at the same time as a room.

Sunday will feature another drive: this time to the Midland Air Museum - home of the Vulcan bomber - where we have arranged for all our cars to be parked on the airfield itself where we will form part

of the day's exhibits. Entry to the museum has been pre-arranged as part of the cost of entry

TR7/8 Register

for the Bullet Run and includes admittance for two people. On-site cafe restaurant has also been reserved, prices to be arranged.

Leading on **Mike Crewes** has kindly sent in an interesting article:

The Edinburgh Trial

Some of you may be aware from my occasional articles that we have a number of Triumphs competing in Long Distance Reliability Trials. Back



in October a number of us drove to the Peek District to take part in The Edinburgh Trial. We were mostly TR7s. Jane and John Hicks are still campaigning their original convertible and I am now getting to grips with my new car, Brian Shore his doing well in his V8 and Ian Lee has rejoined us in his Triumph Sixpence; a rare trials car. We are usually joined by Simon Hendra in his TR7 and Jane, Simon and I compete as a team, Forever 21, but Simon was missing this time.

Some of the modifications we have added

to our cars are as follows: Sprint engine (Mike Warnes also has Megasquirt electronic fuel injection and a supercharger), uprated LT77 aearboxes from Sherpas and Range Rovers, harder and packed front springs, rear air suspension and wheels with full 14" profile open tread tyres. Many of us also have hydraulic handbrakes as well to help get off restarts in the sections. The cars sit very high (about 6

inches higher than standard) and carry two spare wheels on the boot lid – very 'Back to the Future'!

So what happened on the Edinburgh?

Jane's car overheated in the gueue on the A30 at Bodmin, but this was a faulty fan, which we gerry rigged and carried on. The rest of the run up from Cornwall was uneventful The start was around 3am and off we set. sections were mostly dry and very grippy, which is unusual for this trial. known as 'the hard one'. By the halfway breakfast stop we were all doing well and in the medals. where we all stayed,

except me. I broke another propshaft on Excelsior, which was a big shame, this car



repairing it regularly, Mike Warnes is in his nth incarnation of his car, which is highly modified,



climbs extremely well. After the trial we refitted a spare propshaft (thanks Brian) and found that through our modifications the diff is no longer pointing towards the gearbox, so we can fix that and stop the problem. As for everyone else; Jane got our first Gold, very well done, this was followed by another Gold medal from Brian, a Silver from Mike Warnes – bad luck not getting away from the restart on Incline and

a Bronze medal for lan. If I can just finish a trial I might get a medal too!

Now we're all looking forward to The Exeter Trial (the cold one) in January.

Mike Crewes

Well thanks again for all your support over the past year.

Paul



PRACTICAL CLASSICS ON SALE NOW



In this issue...

Team PC attempts to save and rejuvinate their battered and beaten Triumph 'MX5' Dolomite in time for an epic 1500 mile trip around the Lake District in the middle of winter. Will they succeed? Plus, Nigel Clarke updates us on his leaky TR6 with some great advice!





Area Showtime



e-mail. courier@tssc.org.uk Bern Robinson



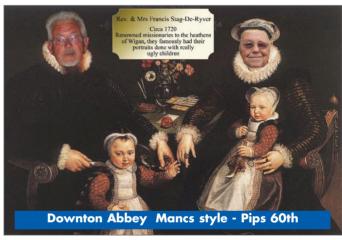
All Show Reports to the Editor please

Manchester Area - 15 years

By Pip & Frank, Manchester Area

o clebrate the end of an Era for us we thought what could be better than a trip through the Manchester Area Archives and so in picture format here is a selection of all the good times had by the area and ourselves!

Manchester Area -Motto: Drunk & Debauchery In A Field!!!







Pip & Frank's 15 Years



Bumble explains Angry Birds to love child



Rock Weekend at the Peak Weekend



Drunk & Debauchery at Manclins









Getting into the Groove at Stafford



Spitfire's Fly Again!!!









SPORTS SIX

CLUB

eve from Coventry then to Berwick upon Tweed, Down to Lowestoft Ness, Across & Down to Lizard in Cornwall Saturday OVERNIGHT HOTEL STOP

Sunday Finish Back at TSSC Headquarters

TSSC 5 Point Tour 2016

You MUST Be a Current TSSC Member to Participate in this Tour

We now have more than enough of a response to make this happen. The idea behind the tour is to get ALL of us working together on Drive it Day Weekend 2016 to have a fantastic time. Friday 22nd April 2016 early evening meet at The Bulls Head, Meridan, near Coventry for a 6.30pm Start at the centre point of England.

Drive north to the Meadows in Berwick upon Tweed the most Northerly point in England, the TSSC Scottish Central & West area have already volunteered to run this check point arriving approximately 12 midnight.

Then turn around and head for Lowestoft Ness near Lowestoft, Suffolk, the most Easterly point in England for approximately 8am (any volunteers to run this checkpoint?).

Turn left and head for the Lizard in Cornwall arriving approximately 7pm this is the most Southerly point in England.

An over night stop in a hotel will see us all refreshed and good for Sunday which is the official Drive it day 2016 which will see us start at Lands End the most Westerly point of England for 9am and then make our way up to TSSC HQ in Lubenham for the finish around 4.30pm having travelled around 1500 miles over the weekend.

This is NOT a race, it is not timed, it is an opportunity for us all to be out on the road enjoying our cars at the same time.

We understand some people do not want to be doing ALL the tour, you are welcome to be doing one section, two sections or all of it.

How about areas doing a section or all of it together?, we are hoping this is to be a very Social weekend, NOT a hard core driving experience that other Triumph clubs do well.

The TSSC want all our members to be out using YOUR Triumphs. The Official entry forms is printed on the reverse of this flyer.

Entry fee will be £50 per car for the whole tour, the more people in the car the cheaper it gets. The cost of the hotel will be in addition to the entry fee.

Any questions, please ask, you can contact me, Chris, on 07843 435190 or email me at: chrisgunby@btinternet.com

The Booking Form is over the page!

Chris Gunby TSSC Chairman



5 Point Tour Booking Form

> Fri. 22nd to Sun. 24th April 2016

A Tour of England starting Friday
eve from Coventry then to Berwick
upon Tweed, Down to Lowestoft Ness,
Across & Down to Lizard in Cornwall
Saturday OVERNIGHT HOTEL STOP
Sunday Finish Back at TSSC Headquarters

TSSC 5 Point Tour 2016

You MUST Be a Current TSSC Member to Participate in this Tour
NOTE: A SAT NAV IS REQUIRED TO COMPLETE THE TOUR
DATE Membership No/
WHOLE TOUR £50.00 JUST ONE SECTION £12.50
CAR REG NUMBER.
Do you require Saturday Night Hotel Accommodation?
Number of People? How Many Rooms?
Rooms approximately £60 for 2 persons
NAME (MR. MRS. MISS. MS.)
ADDRESS
POST CODE Daytime Tel No
E-Mail
Please Make Cheques payable to TSSC Ltd and Return Form to 5 POINT TOUR, Triumph Sports Six Club, Sunderland Court, Main Street, Lubenham, Market Harborough. LE16 9TF BOOKING FORM ALSO ONLINE AT WWW.tssc.org.uk More Details: Chris Gunby 07843 435190
CARD No///////
EXPIRY DATE//
VALID FROM//
SVN NO/ (Last 3 digits above Signature)
NAME ON CREDIT CARD



CLUB SHOP NEWS

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

by Garth Jupp

Seeing is BELIEVING

As we are well into that time of year where we end up peering through the windscreens of our classics if we venture out in them, we have introduced two new products that should help with wintery conditions.



First up is Smartscreen

Smartscreen is a variable intermittent windscreen wiper controller that can set a variable wipe delay of between three and thirty seconds; without the need for additional switches or knobs. By using the vehicle's existing wiper control switch or stalk the unit may be programmed with the desired delay, the normal speed and second speed wiper functions are not affected.

Smartscreen fits all vehicles with self-parking wipers, positive or negative earth.

Smartscreen is simple to fit and comes with step by step instructions. Normally DIY fitting takes half an hour.

Smartscreen is hidden from view so you do not change the appearance of your interior. The cost for this useful little accessory is £31.95 Inc. VAT and 0.5kg P+P

Secondly we have - Heat N Wash



Heat N Wash is a brilliantly simple idea that transforms a conventional cold screen wash into an extremely effective heated screen wash system.

In winter banish frozen screen problems and iced up washer jets, in the summer it is great for making it a breeze to clean all those pesky bugs and insects of your screen.

Really quick and easy to fit, the kit comes with full fitting instructions and fitting clamps to obviate excessive coolant loss when you cut the heater feed hose to fit the unit.

These cost £30 Inc. VAT and P+P is 0.5kg
Finally don't forget for this time of year we can
supply 4Life coolant, CTEK battery conditioners

to keep your Triumph ready to go at a m o m e n t's notice, and silicone hose sets with a l i f e t i m e guarantee and brand new high



quality batteries which we can also deliver to your house or place of work.

LE MANS CLASSIC YOUR FIRST TIME?

From Jane Rowley Gloucester AO



month we have had pleasure in opening our 'ticket office' for bookings. The details of prices & configurations of tickets and for the

first time ferry crossings are available within this Courier, on the web site or on the Facebook page so don't delay get your booking in today.

But what if you have not been before and are tempted, but apprehensive, enticed, but hesitant I have attended many of them and haven't seen all of it yet, or lost the buzz of the atmosphere and excitement of taking your Triumph abroad and the whole Classic 24 hour racing 'gig' It is awesome, but don't take my word for it, here is a few words from a first timer on our trip in 2014.....

It was mentioned several times that I was a Le Mans virgin and I wondered what was in store. I don't think anything can prepare you for what it actually is.

I grew up many years ago (!), and the race was always spoken of with respect and awe. It is a bit like the Grand National of the motor circuit, forever original, and I had heard of the legends that had evolved, both car and human.

A wander towards the track revealed iconic features, the track smooth and poetic, the surroundings rugged (more rugby than football),

Le Mans Classic - First Time?



the stands fluttering worn flags of colour and Nations, and the paddocks grumbling with engines, mechanics, drivers and It was unbelievable.

My jaw dropped open and I was hooked. I found myself gravitating towards the track, engaging in the stories that were unfolding (number 12, two tone green Talbot, crazy driver.....WOW can he drive and YES, he WON! We watched him on his first lap get out just after the Dunlop bridge, open the bonnet, fiddle for approximately ten minutes,

then literally charge for the next 45.....and everything and everyone screamed as he crossed the line).

There was a bronze/brown Jaguar, and I then perfectly understood the phrase 'racing line' through the bends down near our campsite – his driving had a rhythm of its own. It was patiently explained that each phase race would evidence the progression of each era. And then the night driving, which had its own unique feel on top of that. Breathtaking, addictive and mesmeric.

This all with friends, new ones



rough beauty, all in a Health and Safety nightmare ~ brilliant! Thank God for the chaos that still exists and makes this unique place dangerous different dearees) both on and off the circuit, and for allowing a complete ianoramus to stand and touch, listen.

smell and experience what this incredible race and its fanatics live for and perpetuate.



and old – with their own beautiful cars!

Alternatively you can hang out in the TSSC beer

tent, sampling our infamous hospitality with a stunning view of the Dunlop bridge and all that appears through it and there is always



someone there to talk to......Don't think about it any more, just book the tickets and get the Triumph serviced.....

....You will LOVE it!







Enthusiasts Bookings Open Now!

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

Celebrate the GT6 (Bred at Le Mans) 50th Anniversary!

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- initial 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 Accomodation & Le Mans Entry
- Option Package 3. Triumph Trip to Dordogne After Le Mans Classic

Booking forms available NOW, Overpage or:

TSSC Website www.tssc.org.uk or by E-mail at. info@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

or simply phone the Club Office on 01858 434424



Triumph Sports Six Club Office Use

Le Mans Classic 2016 Booking Form

Please fill in all the high	lighted fields clearly in	BLOCK CA	PITALS	XLS form
Name				
Email Address				
Day time phone number				
If TSSC Members insert Mem	bership Number/s			
	F-3			
Non-members of the TS	SC may book from 16/	12/2015	*1	
Page 1 ENTRY - CAN	IPING - HOTEL ANI	TOUR OF	PTIONS	
Item		Cost	No. required	Total (GBP)
CLASSIC LEMANS 2016 AT T	etre Rouge			
Entry ticket only (Per person	16 and over)	£58		
Entry + Paddock		083		
Entry + Paddock + Open Gran	ndstand	£112		
Entry + Paddock + Covered G	randstand	£140		
Camping (Member Discount 9	215 per Pitch)	£150		
Camping (Non Member)		£165		
Gazebo/marquee ticket (max	size 3mx3m)	£150		
Classic car parking (Please Ir	ndicate)	Free		
Modern Car Parking		£43		
Circuit Laps (Classic cars on	ly)	£160		
LeMans Organisers Picnic Ba		£70		
NB - FERRY AND HOTEL BO			ICTION WITH TICKET	BOOKINGS
Model Make and Year of Car	required for all Hotel and F	erry bookings		
Car Make & Model		Reg. No.		
HOTEL BOOKINGS CLASSIC	LEMANS 2016 - Ibis Style	Le Mans Gare	Sud (B&B Included)	
1 Double room for 2 persons 7t		£1,148		
1 Twin room for 2 person 7th-1	1th (4 nights) July	£1,148		
1 Single room for 1 person 7th-		£899		
TSSC Post Tour to Dordogne			(B&B plus Dinner Inc	cluded)
1 Double room for 2 persons 11		8993		
1 Twin room for 2 person 11th-	17th (6 nights) July	8993		
1 Single room for 1 person 11th	-17th (6 nights) July	£699		
Page 1 SUB TOTAL				

Page 2 - FERRY BOOKING OPTIONS

Item		Cost	No. Required	TOTAL (GDP)
FERRY BOOKING OPTIC	ONS in conjuction with Camping	or Hotel book		
P&O Dover/Calais under 5	day return	£95		
P&O Dover/Calais Over 5	day return	£110		
P&O Hull/Zeebrugge Ove		£135		
P&O Hull/Zeebrugge Ove	rnight Over 5 day return	£160		
Plus Cabins				
Inside 2 Berth (with Bunks	No window)	£185		
Outside 2 Berth (Bunks &		£220		
Inside 4 Berth (Low Beds	No window)	£185		
Outside 4 Berth Low Beds	& Window)	£220		
Eurotunnel Folkestone/Ca	lais Under 5 day return	£135		
Eurotunnel Folkestone/Ca	lais Over 5 day return	£145		
BRITTANY FERRIES OUTB	OUND SAILINGS 22.00pm Compuls	sory sailing for (Caen/20.15pm compulso	ory for St Malo
Please Note that all Brittan	y Ferry Bookings are Non Refundal	ble/Non Transfe	rable & Times given are	Compulsory
Portsmouth to Caen 6th Ju	uly 2016 Overnight car+2 persons	£185	T	
	n July 2016 Overnight car+2 person			
	n for overnight sailing - Cabins can		Pecerved ceating @ C5	ner nerson each way
			Theserved seating @ 25	per person each way
	bin - 2 x Upper & 2 x Lower Beds	289		
The second liverage was a second liverage with the second liverage was a second live	abin - 2 x Upper & 2 x Lower Beds	£99		
Brittany Ferries Daytime			ļ	
Portsmouth to Caen 7th Ju		£119		
Portsmouth to Cherbourg		£149		
	OUND SAILINGS - All Sailings f		x Persons	
St Malo to Portsmouth 11t		£119		
Cherbourg to Portsmouth		£149		
	July 2016 16.30pm sailing	£185 £79	+	-
	1th July 2016 17.15pm Sailing			-
Royal Mail Delivery (UK	· · · · · · · · · · · · · · · · · · ·	£10		
Multiple Bookings Delive	ery Charge UK	£12		
Airsure Delivery (Europe	ean Zone)	£14		
Page 2 SUB TOTAL				
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For Further Enquiries regarding your Booking Please contact us By email/Phone or Fax Tel: +44 (0)1858 434424 Fax: +44 (0)1858 431936 info@tssc.org.uk

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

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- 3. A Camping ticket admits the car to campsite and circuit so you will not need to book parking. Camping, Ferry and Hotel Options are only available to those booking Club Entry tickets with us, we cannot offer camping or Ferry/Hotel options on their own. If you are not camping with us, you will need to book the appropriate Car Parking ticket (classic or modern). Classic parking is within the circuit but modern parking is off-circuit. Car Parking for the Ibis Style Le Mans Gare Sud is NOT on site but right over the road at the Secure train station Car Park (this is payable locally by the Clients). Please note that All Ferry and Hotel Packages are operated by Scenic & Continental Car Tours on behalf of TSSC and are bound by S&CCT terms of booking (these are available on request)
- 4. In previous years some have placed a tent and a gazebo on a single camping pitch, which unreasonably restricts the space available to other campers. If you wish to pitch a gazebo or marquee, please book an additional space (see Gazebo/Marquee ticket on front of booking form). Gazebos should be no larger than 3x3 metres. If you wish to have a larger gazebo or marquee, or for Group bookings please contact the organisers.
- 5. The charge for special delivery is mandatory because we only receive the tickets from the organisers shortly before the event. We therefore cannot risk the tickets being delayed in transit to you in the normal postal service. Please select as appropriate for UK or Overseas delivery.
- 6. Exchange rate fluctuation between Sterling and the Euro is a significant problem. You will have noticed that some prices for 2016 are higher than 2014. This has been caused mainly by inflation in costs from the French event organisers. The TSSC has done everything possible to minimise the increase in costs but we have to reserve the right to apply a mandatory currency surcharge at any time before the event as follows. If the value of Sterling as quoted in the NatWest commercial currency sell rate falls below €1.26, a 5% surcharge will be applied. If the value of Sterling falls below €1.21, a further 5% surcharge will be applied. Failure to pay the surcharge will be deemed to be cancellation (please see Note 7). The Currency surcharge will not apply to delivery charges.
- 7. Payment is due at the time of booking. In the event that you need to cancel, refunds will only be given at the discretion of the TSSC. If you do need to cancel, please advise us as soon as possible as we may be able to resell your tickets, in which case a 10% handling charge would apply. In the unlikely event of cancellation by the French organisers, the TSSC will refund all money recovered from the organisers.
- 8. At the time of opening for bookings, the organisers in France have only given an estimate of camping costs. In order to avoid further delay in opening for bookings, we have priced camping on this estimate. If the confirmed cost of camping turns out to be substantially higher, we reserve the right to apply a surcharge of no more than 10% on the cost of camping only.
- 9. A system of Booking Priorities is being used. The first Two weeks after opening for bookings are exclusively for TSSC members. After Two weeks we will start to take bookings from Allcomers. Since the number of camping places is limited to 320, we expect to sell out very quickly. To ensure your place, you may find it advantageous to join the TSSC.



Join us on this 25th Anniversary Tour to the Laon Historique

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!!

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

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



Spitfire Handling Problems

I was interested to read Steve Payne's "Coil-over" article in issue 423 and if nothing else, it revealed yet another way of trying to make a Spitfire go fast around a corner and not doing an opposite lock correction as shown in photo 1 of Steve's treatise. Early in Steve's piece, he observes that "back in the 1960's the Triumph Herald and the Spitfire were considered as pretty sophisticated with their all independent suspension". Within the company

itself, it's not untrue to say the vast majority of staff in the Engineering Division and Production Division regarded the set-up as little more than a disaster. What's more, they said so. However the Sales Division was hell bent on offering a full range of cars with four wheel independent suspension and were ably supported by Harry Webster, the then Director of Engineering and Alick Dick, the CEO.

Alright, in its early days, the Herald wasn't exactly a ball of fire in the performance stakes by today's standards but many had the greatest misgivings when the 1600 Vitesse entered production. Here was a car with essentially the same rear end set up, nominal adjustments to suspension settings all round and a much heavier engine. Then the Vitesse was further 'extended' to 2 litres and in the hands of an inexperienced driver on a wet road with cross ply tyres was something of a nightmare. In its own way, the Spitfire wasn't too far 62

behind and many found to their cost that overenthusiasm in a Spitfire could result in a very nasty fright and possibly some badly bent panel work.



Some years after the euphoria that followed the launch of Herald and its Vitesse derivative, the Sales Department started to become ever more critical of the original rear end suspension set-up on Spitfire. There was enormous pressure being piled on by importers in export markets - especially the States and Canada, who maintained with some justification perhaps, that the handling on the Austin Healey Sprite and MG Midget was far more predictable - even in the days of the Spridgets quarter elliptic rear springs.

I'm afraid Harry Webster began to find himself being pilloried by his own colleagues.

My good friend and Standard-Triumph contemporary, Paul Richardson, has often mentioned Ray Henderson in many of his articles in 'Courier'. Ray was a gentle soul, quiet in disposition, a raconteur and a consummate hands-on engineer. Ray could take an engineering concept and turn it into reality. In

READERS WRITE

his final years he told me on more than one occasion - and I know he told Paul as well, about the day Harry Webster came into his workplace in Experimental.

According to Ray, Mr Webster was almost apoplectic with rage having just emerged from a Board Meeting at which all those present had slammed into him about the disappointing handling qualities of Heralds and Herald derivative cars. Ray was therefore instructed in no uncertain terms to stop whatever he was doing and put all his attention into a Spitfire that had just come into the Department from production. "Just make sure that whatever you do to it, the bloody thing will go round corners without breaking away."

"Do I have a clean sheet to do what I feel is necessary, Sir?" Ray enquired.

" You do," Harry Webster replied - "and you've got a maximum of a month!"

With that he stumped off.

Within the month, Ray had ripped out the rear suspension, reinforced and substantially modified the rear part of the chassis and boot floor and fitted a TR4 beam axle with half elliptics and telescopic dampers. Taking it out on a number of proving runs to satisfy himself the car was fully tweaked to his satisfaction, Ray then told Harry Webster the car was ready for him to take out himself.

The story further goes that Harry Webster took a whole day out and disappeared with the car into the Welsh Marches where there were some 'interesting' roads - and he put the car through its paces.

The next morning, he returned the car to Ray who naturally asked if his boss felt it was an improvement?

"I don't want to see that thing ever again," was the reply. "It's the most perfect handling Spitfire I've ever driven. You can do utterly stupid things with it and it behaves perfectly. In fact it's even better than the new Sprite I drove the other day with the revised half-elliptics." Nodding towards the car he'd just driven to work he said, "I want that car in the crusher within the day. If anyone else drives it - and especially from Sales or Production, or I'll be in big trouble!"

Ray tried to find out more but was left with the statement that Webster and his team had to come up with a far better handling car without incurring even moderate cost and allowing the company to still promote a full range of vehicles with independent suspension on all four wheels.

I asked Ray how the problem was overcome. "Well, they never really overcame it. Soon afterwards the Vitesse and GT6 got lower wishbones and rotoflex driveshaft couplings but those caused problems. Then someone had the bright idea of a swing spring and I suppose both were improvements in their own ways but in my opinion that transverse cart spring arrangement was an abortion from the word go and the company should never have put it into production".

John Mcartney

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SHELSLEY WALSH HILLCLIMB

THE VIEW FROM THE PADDOCK!

by Paul Robinson

ast year the Standard Triumph Marque Day was held at Shelsley Walsh, the legendary hill climb venue run by the Midland Automobile Club, on the 18th July. I have not been to a Standard Triumph Marque Day in quite a few years, and having long wanted to compete at Shelsley and with TriumFest the week before, it was too good an opportunity to miss.

On Friday 10th July Jacqui and I, along with our 1972 Spitfire MkIV, embarked on the Belfast-Liverpool ferry for the start of our ten day adventure. We got into Birkenhead around 6.00 p.m. and drove across to Donington. We reached our hotel, the Days Inn Donington checked in and started to unpack the car. The next morning, bright and early, we head for Donington race track and TriumFest where we had a very enjoyable time including a few laps of the heritage loop.

Sunday afternoon saw us say farewell to TriumFest and head

down to Gloucester to stay with my brother Colm for a few days before heading up to Shelsley on Friday 17th. As we had plenty of time to travel up to Worcester we decided to take a look at Shelsley Walsh before going to our Bed & Breakfast a few miles away. Although I have read plenty of articles and seen a few films about Shelsley Walsh I was still surprised when I saw it for the first time. The venue is beautiful and the paddock and various buildings associated with the hill climb blend in with the surrounding countryside very

well. I also took the opportunity to walk the hill itself and, for those who have not, I can confirm that (a) it is very steep and (b) the view from the top over the Malvern hills on a clear summers' day is magnificent. Back at the paddock the MAC shop was open and I took the opportunity to buy a badge for my overalls plus one of the T-shirts produced for that weekend's event with all the names of the competitors on the back—and , yes, I did check that it included Paul Robinson and my 1972 Triumph Spitfire.



Pic 1: - Le Mans Jaguar on display at the courtyard entrance.

Saturday morning saw us back at Shelsley Walsh at around 8.00 a.m. to get set up for the days' hill climb. There were around 190 cars entered, which is almost twice as many as I am used to, but the organising club know what they are doing and it did not take too long to go through scrutineering, sign on and find out what batches I would be in for the two practice runs. There were three other Triumphs competing, a TR6, A TR7 and a TR8. While wandering

Shelsey Walsh Paddock View

around the paddock I struck up a conversation with one of the marshals who gave me some very helpful tips about the course including how to take the S bends near the top.

Meanwhile the field next door was filling up with cars of all sorts including lots of Triumphs. Jacqui and I quickly spotted the TSSC Cumbria Area flags and the HQ club stand. Jigsaw racing had brought along three Le Mans Spitfires and were scheduled to do a demonstration run later. However I still had to get my two practice runs in - going to see all the Triumphs would have to wait.

When the time came for my first practice everything went very well right up until I reached the start line at which point the marshal called over an official who looked at my open face helmet and declared that I had to wear goggles. Thankfully I had a pair with me and, that sorted, I was able to do my first practice. It's a steep hill and after a slow launch from the start line the Spitfire steadily made its way up the track to the top. After a ten minute or so wait all the cars in our practice batch returned to the paddock.



Pic 2: Spitfire on the start line.

First practice over I was feeling a bit more relaxed and had time for a look around. Jacqui reported that the field was filling up with classic cars of all descriptions and together we headed towards the courtyard to see the two Le Mans cars on display (Jaguar and Porsche) and whatever else was going on. After a guick look round some of the nearby stalls it was back to the car for the second practice. Goggles on, there were no problems at the start line but not far up the hill I was red flagged (some problem on the track rather than anythina I did). At this point on the course it is possible to return to the paddock which would have allowed me another run but I misunderstood the marshal's instructions which led to a polite but firm telling off. Second practice over I headed back to the paddock and had more time to look around. I was able to watch some of the demonstration runs (including Jigsaw racing) and have a better look at the cars on display beside the paddock including an American 1905 steam powered racing car called 'Whistling Billy'. By this time there were a lot more members of the public about and back at the car there was a constant stream of people wanting to ask about the Spitfire or just have a chat.

These included **Chris Gunby**, **Angie Hill**, from Club HQ, various Cumbria area members

and a gentleman who did not give his name but assured me that he read all my articles in the Courier!

When it came to lunch time I could be confident that I would have time for a good look at the cars and stands in the field nearby. There were some amazing cars and we wandered right up to the top. Near the top was the Jigsaw racing stand and I had good (and very envious) look at the as well as talking to **Mark Field** and one of the drivers. I do use parts from Jigsaw on my Spitfire and Mark kindly gave me a Jigsaw Racing

badge for my overalls. On the way back down the hill we called by the TSSC stand as well as stopping at the one of the stands to buy some lunch. Then it was back down to the paddock and prepare for the official timed runs.



Picture 3: I really really want one

190 cars are a lot to organise but eventually it was time for my first official timed run. The crowds of spectators were huge but to be honest, strapped into the car with helmet and gloves on, my focus was very much on making

a good start off the line when the lights turned green and finding the best line into the corners so as to shave off those precious fractions of a second. With my helmet on and the engine flat out it's pretty much impossible to hear what the commentators were saying but Jacqui it assures me something like - here comes Paul Robinson in the Triumph Spitfire, absolutely flat to the floor,

making his way steadily up the hill. All in all a pretty good way to describe what was happening. All credit to the car which didn't miss a beat, showed no signs of overheating and handled the corners (including the s bends near the top) extremely well. On each of the runs so far I found myself backing of the throttle just before the S bends and I was sure that it was unnecessary. For the last timed run I was determined to try and take the s bends flat out.

Once at the top there was again a short wait before all the cars in the same batch returned to the paddock.

The Midland Automobile Club has been running events at Shelsley for 100 years and are both very friendly and very efficient but even so it takes a long time to get 190 plus cars up a hill so I knew I would have a long wait for the second and final run. However by that time our daughter Dawn and her boyfriend Alex had arrived so I had a chance to talk to them, watch the biplane

doing stunts overhead and just enjoy all that was going on around me. When the time came for my final timed run conditions were perfect, I made a good launch from the start line and, determined not to back off this time, headed up the hill to the S bends.



Pic 4: On my way up the hill.

Everything was going well, I picked my line and then almost at the last moment I lifted my right foot slightly before pushing the pedal flat to the floor. Must try harder! There was a slightly longer wait at the top this time to allow some of the demonstration runs and then it was back to the paddock. There were still plenty of cars left to go up the hill but I could now relax. We had booked dinner that evening in the

Shelsey Walsh Paddock View

restaurant in the courtyard so we could just relax and let all the traffic clear before heading back to our B&B.



Pic 5: The 'S' bend

Just before we left I was approached by the marshal I had spoken to the night before. He asked how I had got on, if I had enjoyed myself and where we had travelled from.



Pic 6: Meeting one of my heroes

When I explained that we have driven over from Belfast to compete and have thoroughly enjoyed ourselves he thanked me for supporting their event and gave me a Shelsley Walsh Marshals Club cloth badge. I was very touched by this and thanked him profusely – it is now on my helmet bag.

Although the Standard Triumph Marque day

was on the Saturday only, I was entered for the hill climb on both Saturday and Sunday so

Jacqui and I were back at Shelslev Walsh on Sunday at 8.00 again for another go! There was a lot of low cloud and some light rain and the course was damp for my first practice run. However as the mornina wore on the clouds cleared and the temperature increased. By lunchtime it was absolutely beautiful and Jacqui was enjoying soaking up the rays at every opportunity.

There were less cars

entered on Sunday compared to the day before which made the paddock a lot less hectic plus I now had a much better idea of how the event operated and how much time I had between runs.

> **Derek Bell** was one of the guests on the Sunday and there was the opportunity to buy a copy of his biography and, courtesy of Peter James Insurance, get it signed by the man himself.

> As luck would have it I came across Derek in the courtyard when I was just wandering around between practice runs and he very kindly agreed to sign my programme and allow Jacqui took a

photograph of us together.

My second practice run was on a perfectly dry course and went well. My times were improving. I had plenty of time to have a sort look at the various stands over lunchtime but it would be touch and go whether I would have time to queue up for the Derek Bell book before I would have to make my first official timed run. However I decided to risk it, bought a

copy of his book and joined the queue to get it signed. I also had my helmet with me and, when we eventually reached the front of the queue, Derek Bell recognised me (I think his exact words were 'you again!') and very kindly signed both the book and my helmet! I'm just a big kid really.



Pic 7: The TR6

Then it was quickly back to the car and head around to the start line for my first official timed run of the day. Conditions were perfect, I made a fairly good launch from the start line and tried to shave a few precious tenths of seconds of my previous times. At the top of the hill there was time for a quick chat with the other drivers and take it the glorious view over the surrounding countryside. Then it was back down the hill to the paddock and a long wait

for the second and final timed run. However while there were plenty of people to talk to, and I was happy to sit in the shade, I found I could not really relax. The owner of a Porsche 911 came over for a chat. He introduced himself, asked if I was the driver from Belfast, and then explained that he and his wife were originally from Northern Ireland and had moved over to Cornwall in the early 1970s! We had a very enjoyable chat and it stopped me constantly fretting about when the next run would be, how could I improve my launch at the start,

could I keep the speed up going into the corners, so many things running through my

mind. The driver of a TR6 also came over for a chat and invited me to take part in the TR Register championship, an offer which I would gladly accept if I didn't live on the other side of the Irish sea.

By the time the various demonstration runs and other activities were completed it was almost five o'clock when I joined the queue for the start line and my final timed run. It was around this time that another Spitfire joined the proceedings, only this one was from the Battle of Britain Memorial flight. It made a very impressive sight framed against a clear blue sky. My last timed run went very well but I still could not helping backing off slightly before going into the S bends; some habits are hard to change. Once at the top of the hill, parked beside the other cars in my class, I could feel myself starting to relax, and unwind.

We had done it - Shelsley Walsh, one of the most famous hill climbs in the world. 190 cars on the Saturday, 150 plus on the Sunday, many fabulous machines and one 1972 Spitfire MkIV! One last drive down the hill to the paddock and then we were able to pack up. Its' competition numbers and beam breaker removed the Spitfire was changed back into our everyday transport before we bid farewell to Shelsley and headed off through the Worcestershire countryside on a beautiful summers evening in search of somewhere to dine. Life, sometimes, can be very good indeed.



Pic 9: The 'OTHER' Spitfire at Shelsley Walsh!

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RECONDITIONED (uprated) radiators as per www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts. Direct prices: Herald/ Spitfire £120 (full-width fenquire); 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.

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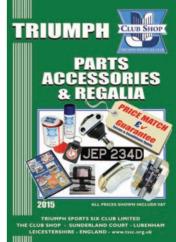
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All magazine material must be received BEFORE 8th of each month prior to the

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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 event of problems arising after acting on advice given

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

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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 lancy 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



REA DIRECTO

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

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

IF AREA DIRECTORY

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

Area Area Organiser/s Meet at On the

SCOTTISH AREAS

CENTRAL & WEST Gregor Graham: 0141 952 4624 **NORTH EAST** Danny Stroud: 01224 742315

Lochinch Sports Club - GLASGOW G41 4SN 1st Thurs, 7.30pm Various - see report in Area news Last Thurs, Eves. or www.brmmbrmm.com/grampiantr.bb

HERN AREAS NORT

CHESHIRE Henry Jones: 01625 425845 **CUMBRIA** Roy Ross: 01229 474077

MANCHESTER Wayne & Anne Ash: 07402 948380

Mark & Lorraine Kilaallon: 07954 784342 **NORTH EAST** Deryck Beadling: 07939 068976

Geoff Dent: 07773 440201 LIVERPOOL Alex Cain: 0151 222 2366 LANCASHIRE Kevin Makin: 07980 604021

Dennis Petty: 07951 727747 WIRRAL Andy Todd: 0151 339 4150 **NORTH YORKS** Richard Briscoe: 0776 6354449 Alistair Banks: 01302 771628 **SOUTH YORKS**

WEST YORKS Victor Thompson: 01484 541185 Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ 1st Thurs.8.30pm Advertised in Cumbria News & Website Last Sun. 12 midday

The Boundary Inn, AUDENSHAW M34 5HD 1st Tues. 8pm.

The Dunn Cow, Primrose Hill. 1st Sun. **BOURMOOR DH5 6DY.** 8.30pm.

Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL 1st Tues. 8pm. Canberra Club (BAE systems) Balderstone BB2 7LF Last Tues, 8pm.

Cottage Loaf - THURSTASTON 1st Tues. Eves. The White Swan - DEIGHTON YORK YO19 6HA 2nd Mon. 7.45pm The Crown - Barnburgh, DONCASTER DN5 7JQ 1st & 3rd Tues Eves Drighlington Cricket Club DRIGHLINGTON, BD11 1JU 2nd Tues, 8pm.

MIDLAND AREAS

COVENTRY **DERWENT VALLEY**

Phil Smith: 02476 457487 Bob Meller: 0777 357 8282 Roger Buck: 07970 619149

Neil Spencer: 07530 307371

LEICESTER & RUTLAND LINCOLNSHIRE

Simon Oliver: 07841 450715 Carl Wright: 07534 331830 Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006

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David Embery: 01952 371783 Simon Morgan: 07786 806189 David Woodward: 07939 603061

WEST MIDLANDS Roger Haywood: 07969 024999 Chris Allen: 07505 110922

WORCESTER Vicky Kitchen: 01527 894125 The Bull & Butcher - CORLEY MOOR CV7 8AQ 1st Tues, 7.30pm. Smalley Common Ex- Servicemans Club - ILKESTON DE7 6FY 1st Tues. 8.30pm.

Beedles Lake Golf Centre - EAST GOSTCOTE LET 3WQ 2nd Tues 7.30.pm Swan Holme - Doddington Rd LINCOLN LN6 3RX 1st Wed. 8.00pm.

The Nags Head - WOODBOROUGH NG14 6DD 2nd Mon 7.30pm

Overstone Manor - SYWELL, NN6 0BB 2nd Weds. 8.30pm. The Golden Pheasant. Main Rd - ETTON. PE6 7DA. 2nd Mon. 8pm.

The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 01952 581391

George & Dragon - MEAFORD Nr STONE ST15 0PX Drakes Drum GREAT BARR BIRMINGHAM B44 8TR

1st Tues. 7.30pm. May to Sept New Venue being sought - Contact AO's 3rd Tues. 7.30pm. Pear Tree - LOWER SMITE Worcs WR3 8SY 1st Mon. 7.30pm

WELSH AREAS

Roger & Helena Hill **NORTH WALES** 01691 600215

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

EASTERN AREAS

CAMBRIDGE Kevin Rochfort: 07764 324345 **ESSEX** Allan & Janet Jannaway: 01375 672072 M25 EAST John Hill: 07938 526324 (Venue Swaps Monthly)

NORFOLK Mike Carroll: 01502 476699

SUFFOLK Colin Wake: 01206 250360 The Plough - FEN DITTON. CB5 8SX. "Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ

The Good Intent - HORNCHURCH The Wharf - DARTFORD

The Cellar House, NORWICH, NR47BA, Sorrel Horse - Barham IPSWICH, IP6 OPG 1st Mon. 8pm. 2nd Sun. 12 Noon 4th Sun. 12 Noon April to October 2nd Mon. 8pm.

3rd Wed. 7.30pm.

Last Wed 8pm.

1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND Laurence Cochrane: 07577 210100

Nortel Social & Athletic Club - NEWTOWNABBEY 1st Wed. 8pm.

SOUTH EAST AREAS

EAST BERKS Mark Smith: 07989 104324 **SOUTH BUCKS** Carl Swanson: 07823 771811 **CANTERBURY** Phil Rogers: 01304 831576 Alan Fulbrook: 07795 096394 **HANTS & BERKS HERTS & BEDS** Peter Lewis: 01582 750943 ISLE OF WIGHT Elaine Hawkins: 07842 249591

Tracy Cleaver: 07754 751672

WEST KENT Colin Robertson: 07810 102525 **NEWBURY** Dave Rumens: 01635 868640 Mary Rumens: 01635 868640

SOUTHERN Mike Gooldina: 01252 722432 Clifford Darby: 07900 657176 **SURREY** lan Gordon: 01273 813691 **SUSSEX**

THAMES

The Shire Horse - Nr MAIDENHEAD on A4 2nd Tues. 8pm. The Squirrel - PENN St. BUCKS, HP7 OPX 3rd Wed. Eves. The Duke of Cumberland - BARHAM CT4 6 NX. 1st Thurs. 8pm. The Crooked Billet -(A30) HOOK, RG27 9EH 1st Tues. 8pm.

The Crown, High Rd.Shillington, HITCHIN SG4 3LP 4th Mon. 8pm Various - See report in Area News Call for details

Cock Horse - B245 HILDENBOROUGH TN11 8NH Last Tues. 8pm

Berkshire Arms - Bath Rd MIDGHAM RG7 5UX 2nd & 4th Wed. Eves. 7.30pm

The Seven Stars - STROUD GU32 3PG 1st Tues, 7.30 - 8pm. Wellhouse Inn - Chipstead Lane, MUGSWELL, CR5 3SQ, Last Wed, 8pm. The Laughing Fish. ISFIELD, East Sussex TN22 5XB 1st Weds. 8pm. Mickey & Julie Hazell: 07773 623807 Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB 3rd Thurs. 8pm.

2nd Thurs. 8pm

3rd Weds, 8pm

1st Mon. Eves.

2nd Thurs. 8.pm

3rd Wed. Eves.

1st Sun, Lun

SOUTH WESTERN AREAS

ANDOVER Guy & Suzie Singleton: 01672 514241

AVON June Wrighton: 01454 327059 CORNWAIL Mike Crewes: 01872 573763 Sue & John Franklin: 01548 821348 **DEVON**

NORTH DEVON Darren Groves: 07806 351499 **DORSET SOUTH** Robin Nicholls: 07920 549474

GLOUCESTER Jane Rowley: 07802 171227 Derek Giles: 01934 515376 SOMERSET Martin Hughes: 07760 384236

WESSEX Trevor Carlyle: 01425 475376

The Plough GRATELEY SP11 8JR The Bruce Arms MARLBOROUGH SN9 5LR The Wishing Well - CODRINGTON BS37 6RY Hawkins Arms - ZELAH, TR4 9HU The Star Inn - LIVERTON TQ12 6EZ

Ring A.O. Details

Crealock Arms - BIDDEFORD, EX39 5HN 1st Thurs. 7.30pm Red Lion - WINFRITH DT2 8LE Last Mon. 7.30pm The Swan - COOMBE HILL 3rd Mon. 8pm. The Fox & Goose - BRENT KNOLL TA9 4HH 2nd Tues 8.00pm

Tyrrells Ford, Avon, Christchurch, BH23 7BQ. Last Thurs. 8pm

OVERSEAS Contacts

AUSTRALIA Eric Mariner 03 97878010 **BELGIUM** Stefan Vandendiik: 370000 32 12 23 34 76

CANADA David Stock: DENMARK Jens Konrad: 0045 86 85 19 98

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TSSC AREA NEWS

AREA LIAISON OFFICERS

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



Hope you all had happy Christmas and here's to 2016 It was great to see a lot attend the headquarters Christmas get together. As the new year begins again it's not long before spring arrives! Big thank you to all staff making the day a success, one not to be missed in December.

We have now got a couple of sets of club promotion packs which contain banners, power flags and bunting also Angie is supplying Couriers and membership forms if they wish to register, for use for your events. All you have to do is contact us via phone or email to book in when you require them, and we post them out to you. But you must take care with them as they are for all our benefits and to have the use of, to make your area stand out even more. A reminder to those areas who have Not registered please do so ASAP as you will not have public liability insurance (it is very important guys you register or the AO becomes personally liable for any mishaps) give us a shout if you are having problems, we know it's difficult getting volunteers, some areas who have registered have more than one person running their area.

You can join Notts and Derwent area for New year run on the 10th January 2016 start at 10am at Sainsburys car park Ripley, stunning views through Derbyshire to finish for a pub lunch. See courier for details or contact Adrian, Nigel or Derwent's Roger Buck.

Book on for the **Five point tour in April** and also there are some cracking events throughout the year with great discounts to you and your members.

Here's to another great year driving our wonderful cars.

Nigel & Di

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

Meetings Cover Swindon/North Wilts area

Another new year just beginning, can anyone tell us where the last one went?

By now we will have had our area festive meal, exchanging a variety of naff, interesting and fun gifts, stuffed ourselves with turkey and had enough Christmas pud to sink a battleship, and probably already be breaking most of our New Year's resolutions. Just make sure that one of your resolutions is to come along to some of our meetings, particularly if you haven't been for a while - or at all - and meet up with a friendly group of people with a range of club cars between them and a great deal of collective knowledge. Or even just for a pleasant evening out.

At present we still plan to hold our first meeting of the month at The Plough Inn, Grately, as long as we can, allowing for the fact

that the pub is due to be changing hands so we may, at quite short notice, need to find an alternate venue. If we do hear anything between the Courier publication date and our meeting night on the second Thursday of the month we'll put a message out on the yahoo group http://groups.yahoo.com/group/TriumphSouth/ but if in doubt do give us a call to check.

Our third Wednesday meetings are generally quieter, with less people attending, but the pub is going to try to push the idea of a 'classic car evening' a bit more so we hope to have aficionados of other marques joining us occasionally. Do please pass the word to other clubs you may be a member of that all will be welcome.

Next meetings:

Thursday 14th January - The Plough, Grateley, SP11 8JR Wednesday 20th January - The Bruce Arms, Easton Royal, SN9 5LR

Guy & Suzie

AVON

Tel. 01454 327059

Hope you all had a good Christmas and New year. A report on the Christmas meal and panto will follow next month - the December deadline means I am writing this the week before our meal but I am sure I can confidently say a big thank you to Tyler for organising it for us.

I have sent off our first booking of the year - Coleford on Easter Monday. Only a provisional booking but if accepted will need to give details of cars attending by end of January. Have applied for 10 car spaces but it will be first come first booked. Usual £2.50 charge with booking.

This does not mean I automatically become AO - still open to offers. After all 2015 was not a shining example having missed several meetings and area news reports!!

I was interested to see a picture of my police herald at Goodwood in the November news, but just to clarify it was on duty with the other police cars there and did several runs over the weekend fully signed and two tones going! There is also a new model of the Herald panda car based on my car on the market which appears to have gone global - the model is available in Germany, China, UK etc. Have asked Father Christmas for one this year, but have the satisfaction of knowing I own the original and best! Unfortunately I do not get any royalties for any sold.

See you all on 4th January

June

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

Hi. Well, depending on when you read this, I hope you had a great festive time, and may I wish you and yours a happy and healthy 2016.

To go back to go forward as we do, it was a limited number of people that turned up to the Harte and Magpie meet in November! Fortunately, one of the attendees was in his Rolls Royce, so Dan parked his next to it, and neither fitted in the car park space. The South Bucks monthly meet by contrast was well attended! Paul, Liz and the sheep, Robin, Dan Simon and I had a great evening learning that Paul is building a very large garage, and the bids of storage space were heading his way! Robin has sold his Honda motorbike and now has a Triumph. So, the only South Bucks member with Triumphs of different number of wheels!

It was decided that we would go to The Squirrel for the South Bucks Christmas dinner. We then had the options of dinner and paid our deposits. We met again on the 5th December to enjoy it! Thank you to all that attended, Paul and Liz (no sheep) Robin (no Ted), Dan, Melvin, Simon and Tracey, Rob and Sophia and Vincent, my wife Kate, one of my sons Harry and I. It was a great evening, with a good dinner and great company.

Again, depending on when you read this, there is the New Years Day classic meet at Brooklands, Weybridge, Surrey. It becomes

AREA ORGANISERS REGISTRATION FORM 2016

It is a requirment 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.

1	Membership Number: /
as Elected Area Organiser wish to REGISTER	
with the Triumph Sports Six Club for 2016.	
My address is:	
117 4001 633 13.	
Postal code:Telephone Number	er
e-mail address:	
Signed:	
Area Meeting Venue:	
7.00.7.000.8,70.000	
Meeting Day/Time:	
Organiser Confirmed by:	
I Membersl	•
has been elected b	•
to be our Area Organiser for 2016. Signed	
Organiser Confirmed by:	
I Membersl	
has been elected by (area)	
to be our Area Organiser for 2016. Signed	
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.

- I. 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.
- 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.
 - Remember as an elected TSSC Officer you are an Ambassador of the whole TSSC and should act accordingly.
 - 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. NG 16 6EF.

e-mail: alo@tssc.org.uk

SOUTH BUCKS . . . CANTERBURY CHESHIRE



South Bucks Continues

bigger every year so can become a challenge to get in and park!

Jan 12 ACE CAFE classic car night.

Jan 20 South Bucks monthly meet, The Squirrel, Penn Street Village,

HAPPY 2016 – Do more with your Triumph!! Take care.

Carl

CANTERBURY Tel. 07810 438074

e-mail: philrogers002@gmail.com www.canterbury-triumphs.org.uk

We were a select group at the December meet with many members sending apologies for perfectly valid reasons. Peter H has had an operation on his foot and just to show you how immobile he is, he can't even play Golf! We all wish you well for a speedy recovery, Peter.

Phil S (ex The Stag) was there with his very presentable 2.5i estate which passed its MOT on the third attempt.

Well done Phil and, of course Ray P who accomplished all the welding feats necessary.

Terry and Maureen were present and were deep in discussion with Annette who is still struggling with her shattered knee.

Charles and Emma were excited about their impending trip to India. I'm afraid we're partly responsible for this as we had waxed lypical in the past about the wonderful time we had had there several years ago. Sorry Charles!

Paul and Dianne have a mystery leak somewhere in the gearbox region of their Gentry and have had dramas a) locating the leak and b) finding the correct oil seal. The trouble is the engine is a Suzuki unit and dealers want a registration number before they can suggest a part number. They're completely stumped when Paul tells them it's a kit car and he has no idea of the number of the donor vehicle. Anyway, the engine and gearbox are coming out and the saga will, no doubt, continue.

Steve B has now got his Stag running well after having some duff plug leads which led to no spark on three cylinders and consequent serious flooding. These leads came from a reputable supplier and it just shows how variable is the quality of the spares available to us. The replacement set were fine, however, so all is well.

Ray P has his TR7 with the stupidly big engine running well. The only issue now is finding the funds to put sufficient fuel in it to cover any distance!

Derek \acute{H} was present and had forms with him to enable the changeover of signatures on cheques, about which you were advised last month.

I had the black Stag out last week and, despite a damp garage, it started easily and ran well.

Must admit I did enjoy it in the brief gap between the storms Barney and Desmond! The image shows it in all its glory at last year's Chatham show.



No one has admitted to doing any work on their car this winter, so can I repeat my request that you let me know if you intend any fettling so we can all share in your successes and/or setbacks.

I have e mailed everyone regarding the Christmas dinner and I have to report that the response has been less than overwhelming this year. If you would like to attend on the 16th. January, then drop me an email or give me a ring. If you didn't get the invitation, again, let me know and I'll sort it out. We will be at The

TSSC AREA NEWS

Jackdaw again this year and the menu looks very tempting. On the subject of e mails, I have let everyone know about the Chatham Dockyard show on the 27th. March 2016 and you should have received the application form and covering letter. They are asking for a minimum donation of £5 this year which is well worth it when you consider what there is to see and do there. Please let me know if you intend going and let me know if you require any further information.

All that remains is for me to wish each and every member a very Happy Christmas and a prosperous and healthy New Year.

All the best

Phil R

CHESHIRE Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com e-mail: cheshire@tssc.org.uk

Happy New Year! May the New Year bring you Happiness, Good Health and Prosperity.

One member at least made it to the NEC bash, and reported that it was very crowded (just like last year, I guess) and that he had an interesting conversation with one of our club's officials. There were details of this conversation, but they seem to have ended up in my write-only memory.

There's not a great deal of change to any of our vehicles or projects. The man from Crewe reports very little, apart from front suspension rubber seals (track rod end, top ballpoint and trunnion) disintegrating while the car is still in the garage being assembled. I think I'll hang on to the dirty but serviceable bits that came with some front suspension bits. Do I recall the threat of a blast cabinet?

Ham, there's quite a few bits wouldn't mind a decent blast! I can also report that the quality of the felt seal that Triumph use to stop wheel bearing grease escaping onto the brakes has diminished over the years, using metal more suited to a baked bean can (0.5mm) instead of the original thickness (1.5mm).

Hark the Herald has moved to new storage, in the company of several Jowetts and an MGB. He appears to have been put away in this new facility with the interior light (the dashboard one) left on. After a week, and with a battery I believed to be on its last legs, I expected starting to be impossible, but he started easily first time. So I heartily recommend the LED festoon I put into this light – basically because the incandescent festoon gets stunningly hot if left on for any time, threatening to burn a hand that goes near and/or melt the dashboard.

You just have to put up with a somewhat blue light, which the trade call 'daylight' or 'cool'. Note that the Head Office of Cast Iron World are not permitted to use the storage for Head Office Cast Iron, so the Secretary can rest assured that more garden ornaments should not materialise.

And so to our meeting. When I sent the usual email out, it just looked like it was going to rain a bit in the evening. But as darkness fell the wind got stronger and stronger and the rain got heavier and heavier. Parts of the Silk Road were flooded, requiring evasive action to avoid potential damage. We got soaked on the short dash from car to pub! So there was no great surprise that only a few of us managed to attend. Even those who usually turn up in Triumphs (from Leek and Crewe) had come in more modern machinery.

It's hard to judge the reaction to Santa Pod at this stage. It's more or less double the distance that Donington is, and the Heritage Loop there doesn't have any challenging corners. I mentioned that the only photo I have of Heap the Vitesse was taken at Santa Pod in early 1978 (I think), but as it was in the car park (a field) it's hard to tell. The sound from a proper V8 dragster is absolutely awesome, as I recall.

I have found some slides of the drag racing on that occasion, so



CHESHIRE . . . CORNWALL COVENTRY . . . DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Cheshire Continues

I may bore you all at the January meeting!

I shall start on the task of creating an event list in the near future. When there's a reasonable amount of content, it'll appear on the TSSC web site

Our next meeting is on Thursday 7th January at the Cock and Pheasant, which should allow enough time for any excess of New Year Celebration to have dissipated. Normal winter rules apply, 8:30 or so at the Chock and Peasant. Perhaps I may try and bribe the elves for more clement weather.

Henry

CORNWALL

Tel. 01872 573763

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

Sorry, but there is no report this month, we have no Area Organiser.

2016 JANUARY

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

Sunday 24th Lunch at Victoria Inn, Perranuthnoe, (near Marazion) 12:30pm - Mike Crewes FEBRUARY

Thursday11th Meeting at The Hawkins Arms, Zelah, 8pm onwards

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

COVENTRY Tel. 02476 457487 e-mail: phillyncovtssc@yahoo.co.uk

Hi Everyone. The "Smiffy Spitty" was out with the hood down on Sunday 8th November for the Heart of England meet at the Griff in Bedworth, it was a chilly overcast day but the rain held off which allowed a reasonable turn out of about 25 vehicles coming and going while we enjoyed a good noggin and natter with our normal sect.

Wednesday the 11th, Phil was in hospital having a long awaited Hernia operation, (beat you to it Steve) all went well and he was out that evening and thanks to Steve and Sharon we were able to take part in the Dalos Day Run on Sunday the 15th all be it in a Dagenham dustbin as passengers, poor old "Smiffy Spitty" had to stay at home on it's own.

No! joking aside Steve and Sharon picked us up in their Escort Cabriolet, many thanks again Steve and Sharon.

The Dalos Day Run was devised by Keith and Trish and as normal on Dalos Day the weather held for us enabling us to have the roof down for the run, there were 11 of us in 5 cars, Richard and Shirley joining us for their first and hopefully not last Dalos Day.

The route was excellent taking us through too many to mention villages of Leicestershire before concluding at the Mill on the Soar near Sharnford for an excellent meal.

Well done Keith & Trish. Tuesday 1st December was our monthly meet at the Bull & Butcher which incorporated our Xmas



Fayre Meal, a great evening with 18 sitting down for an excellent meal, thanks to all those in festive dress it does help create a seasonal atmosphere and many thanks to Ann and the staff at the Bull & Butcher for a terrific meal and excellent service.

Well another year comes to an end so keep your eye on the forthcoming events as we start to plan for 2016.

Here's to a Triumphant new year

Phil & Lyn

Forthcoming Events :-

Stop Press!

MVPS New years day run will start from Tesco,Cliffordbridge Road 10.30-11.00am concluding at the Smithy Arms Church Lawford.

Tuesday 5th January our monthly meeting at the Bull & Butcher, Corley Moor 7.30pm.

Sunday 10th January HoE meet at the Griff from 11.00 am Sunday 17th January Dalos Day Run being planned by Rikk & Jeanette details to follow. Must know numbers Wednesday 13th.

DERWENT VALLEY Tel. 07813 397731

www.derwentvalley-tssc.org.uk e-mail: bob@derwentvalley-tssc.org.uk

First of all, hello and Happy New Year! I hope you all had a good Christmas. I am the new AO for Derwent Valley and am looking forward to the challenge which I know will be fun, as the dynamic duo of Colin and Roger are alongside me.

As I write we have just had our December meet which despite being a little down on usual numbers was still a lively affair. Maybe the fact it was the 1st of the month caught a few out. That said, a good night was had by all with our "Everyone's a winner mystery raffle" and a Christmas quiz hosted by myself that was a bit on the tricky side. The quiz was won by the youngsters (and Nigel), well done!

This was followed by a healthy selection of chips, pizza and spicy chicken wings which went down well (and quickly).

So, assuming you get this in time, coming up in January:-Derwent Valley meet on 5th January at Smalley Common

Ex Serviceman's Club DE7 6FY, all are welcome Notts and Derwent Valley New Year's run, 10th January, organised by our friends in Notts Area. Please see website or Facebook for details

Further ahead, we have announced our dates and theme for the Peak Run. It is 17th – 19th June and the theme for the Saturday is the 1940's with a run in the Derbyshire Peak District on the Sunday. As is the Derwent Valley way, it'll be busy and fun so get it in your diaries. Keep your eyes on our website http://peakrun.weebly.com for further details.

Last of all, I would like to thank Richard Malin as the outgoing AO, and for all the support we have had from the members over the last year.

See you in 2016

Bob

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk e-mail: sueandjohn@tssc-devon.org.uk https://www.facebook.com/groups/134271493433942/

DID YOU FIND IT? The annual membership windscreen Disk was included in the wrapping of this month's magazine. Have a search in the bin if you missed it!

As we begin to look forward to the end of Winter and make plans for our cars for the year, we can recall the brilliant events we attended last year. Our Club Nights continued at the Star Inn at Liverton, and the November one once again saw a packed house. Despite the weather there were Triumphs out to play, and it was great to see Colin come up from Cornwall to join us. John and I were 'elect-

DEVON NORTH ESSEX

Area News Review

ed' to remain as Area Organisers again, so thanks for your confidence in what we are doing with the Area.

We were well represented at the annual Inter Triumph Club Skittles at the Waie Inn at Zeal Monachorum. Organised by Claire and Stephen, over 40 of us met at this great venue. We had three teams, TSSC, SOC and the Dolomite Club, with the first and last supplemented by a couple of extras from SOC. After 3 ends, the SOC and TSSC teams were level on 287 pins, with the Dolomite team close behind on 282. John was our high scorer, playing off against the SOC high scorer, Sue, not me but Sue Oxenbury. Sue scored a massive 17 and that ensured that the trophy remains with the SOC once again. However, young Robbie (7) was the highest scorer of the three youngsters playing, beating Alice and Matthew who were on 18 compared to his 26, so he took home a trophy too. It was a lovely day, finishing off with a really good lunch, and Claire has promised to organise another one in November 2016.

There is so much to look forward to this year, the new 5 Point Tour on the weekend of Drive It Day in April, when the tour will be coming through Devon on the Saturday en route to the Lizard for the overnight stop and, on the Sunday morning the cars will come back through Devon, probably taking the A30 and Atlantic Highway to Barnstaple before heading off to Lubenham via the Link Road and onwards. If you would like to join in part of the route, please register online at www.tssc.org.uk or get more details from the Club Chairman, Chris Gunby on 07843 435190.

The all-new TriumFest UK meeting this year moves to a really exciting venue SANTA POD RACEWAY on 2 and 3 July, when it will be held at the 2016 Santa Pod Retro Show. Lots of Devon members have said they are going – why not join us? Special Early Bird prices until the end of January, at only £18 per person including camping from the Friday, so get booking!

42 of us sat down to the usual splendid Christmas meal at the Dartmoor Lodge at Ashburton. So good we have already provisionally booked for December 2016. Fantastic raffle with prizes given by so many, and we decided on the



night to donate the proceeds of £105 to Devon Air Ambulance.

First off, on 1 January, we wish SAM TRELEAVEN all the best on his 17th birthday – all ready to drive that Mk1 Spitfire now Sam.

Our first Club meeting is on Sunday 3 January, when we will meet at noon at Exeter Services for a short run to the Smugglers Inn on the Dawlish road. Always a fantastic carvery and once again thanks to Jackie & Allan for organising this one. The pub is always very busy so make sure you have let us know you are coming along.

The North Devon meeting at Littleham is on Thursday 7th and Club Night back at the Star is on Wednesday 20 January. Plans for the year include a joint meeting with North Devon area in April; joining in with the TSSC 5 Point Tour from the Cornwall border on 24 April (Drive it Day); our annual trip to the Isle of Wight in May, our weekend at Martock has changed to the beginning of June; Trains & Triumphs on 12 June; TriumFest UK at Santa Pod at the beginning of July and of course Powderham Show the week after. That's just a taste of what is planned so come and join us.

If we don't have your email address, we cannot keep in touch with you with any last minute updates.

Looking forward to another terrific year with a great Club.

DEVON DIARY

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

Thursday 7 January North Devon Meeting at the Crealock Arms Littleham EX39 5HN

Wednesday 20 January Club Night at the Star Inn

TSSC AREA NEWS

Liverton TQ12 6EZ
Sunday 7 February South Devon run to
Sportsmans Arms Capton
Sue & John

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

This month we have two reports into one due to our November meeting being a week later than normal, so too late for the print date for the Courier magazine.

Both November & December meetings were very similar in size of the turn out and the number of Triumph's in the car park. November saw nine of us at the meeting and just one Triumph and December eight of us and one Triumph again, the bad weather meaning those that attended deciding to arrive in their daily drivers, though my excuse for November was that the alternator on my Herald had decided to cook itself a few days earlier.

November brought out two first time visitors to the meeting, TSSC members Roger Browning who was the only one to arrive in a Triumph, Roger has just got his Spiffire back on the road. Another first timer Peter Gulliford who has recently acquired a Dolomite Sprint that is in need of some work, it seems Peter has quite a car collection to keep him busy.

Other TSSC members present were Alan Brace with his wife Janet, Andy Luckhurst basking in the glory of getting his project TR4 engine running for the first time in many years. Andy had experienced a few nervy moments trying to coax the TR4 into life, but after working through the issues methodically it fired up and ran well, congratulations Andy. Mike Hadley also attended, making the long trip up from Brixham and Malcolm Huxtable the slightly shorter one from West Yelland. The final attendee being SOC member Geoff Wheeler.

The weather for the December meeting was particularly rough, so I was expecting a low turnout, but a few of the hardier regulars did venture out. I was the only one in their Triumph, my Herald is subject to everything the North Devon weather can throw at it, but can understand why others leave theirs at home.

Alan & Janet Brace were first to arrive along with their son and had already got their food order in before I turned up. Next to arrive was Andy Luckhurst, no more progress on his TR4 to tell us about, but has plans to get some time on the car over the festive period. SOC member Simon Whenmouth joined us, albeit a little flustered as he'd lost his wallet containing a wad of cash & credits cards a couple of hours earlier. I can sympathise here as I had recently lost both keys to my outgoing daily driver, which I'm trying to sell. The good news for Simon is that he found his wallet the following morning, the bad news for me is I have a £260 bill from Mercedes for a new key! SOC member Geoff Wheeler was also there.

By the time you read this the Christmas & New Year festivities will likely have finished, so I do hope everyone had a great time and that you received a few Triumph related presents.

Date of next meeting: Thursday 7th January 2016.

Darren

ESSEX Tel. 01375 672072 www.//sites.google.com/site/tsscessexarea/

Happy new year to every one, may it bring you the parts you want. Only a few months left of winter tinkering and the good weather should be here. My list of winter jobs keeps getting longer. I either need to win the lottery or give up work, but I have cut my work load down. I had to give in and the Stag as mentioned last month has now gone to a new home in Kent where it should get the TLC I did not have the time to give it. I am also starting to plan next year's



ESSEX HERTS & BEDS...ISLE OF WIGHT

TSSC AREA NEWS

Essex Continues Continues

events list, if any Essex member has anything they would like to see on the list please give me a call.

My office - due to family commitments (grandkids) I haven't had much time this month but did manage to get the master cylinder are on Tallulah painted, starting to go back together. Kiki's clutch has come out in sympathy, got to the yard to pick her up to use at the weekend and the clutch pedal went down to the floor after a quick check there was no fluid?? Scrounged some from the owner of the yard and with his help did a guick bleed to get her home, now to trace the problem. I have also been trying to fit some modern seats in her, had some adaptor plates made up, passenger seat went in fine and looks and feels good but driver's seat won't go in as it's a different seat frame (I know I should have checked both) have sourced some on the Toledo forum, the power of the internet is a wonderful thing when used to help people and I am now waiting for the postman to call.

Out and about - Club day - first club meeting at our new venue went very well, we had 10 Triumphs and 29 people, lots of nattering and food and drink consumed, a bit of early Christmas shopping in the garden centre, some tinkering in the car park and then some more coffee drinking. We think they like us. Well the takings must have been good.

Spitfires 5. Toledo 3. Vitesse 2 and some plastic cars

Rochester Christmas market not strictly a car event but a good Club day out we had 8 modern cars and 16 people, the Triumphs did not want to play for various reasons this weekend. We started the day in our usual way by taking over a coffee shop in the high street as he opened. Chance to have a coffee cake and a natter before we all headed out, I think we spent a happy half hour. Then some shopping in the high street doing the book shops and nick knack shops before moving on to the Christmas market up in the grounds of the castle to get lots of goodies for

Janet and I went for the food stalls and got some nice cheese and herbs for making dips, gave them a go at teatime. Some of us had chestnuts, yummy, hot choc, and more coffee with cake. But the bags seemed full of other stuff as well. Some were actually Christmas presents. Everyone bumped into everyone else from time to time for another natter and to see what we had purchased. At lunch time a few drifted away, others had lunch in Rochester and by mid afternoon we had all departed for pastures new. Some of us headed out for more Christmas shopping at a well known shopping centre on the way home. A good day was had by all this is a regular yearly event that is getting bigger and bigger, will the coffee shop manage next year?

Up and coming

January

Sun 3rd Whitewebbs new year run out garden centres and lunch

Sun 10th CLUB DAY Passing Thyme, View garden centre, A1245, , SS11 8SJ

Sun 24th Breakfast Run Venue to be confirmed **February**

Sun 14th CLUB DAY Passing Thyme, View garden centre, A1245, , SS11 8SJ

Sun 21st MG & Triumph spares day Stoneleigh - possibly a weekend away for those who fancy it.

Allan & Janet

IMPORTANT NOTE

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

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

Here's to a Happy New Year from Herts and Beds Area for you all through the 2016 season. We held our local area AGM at the November Pub meeting and had 29 members attend and there being no new contenders for any position to run the area we had a vote and all the current members are willing to continue for 2016

That's, Pete Lewis as AO, Alan Gower as Treasurer, with committee being Barry Huffer, Ray Peet, John Cartwright, Pete and Stuart Saunders, Christine Anthony, Jo and Derek Ewer and Geoff Brace. Might seem a lot but all have a task for the year it spreads the load off my shoulders and helps provide a varied year of events, things don't happen for free and not without much significant effort.

The accounts are very healthy even after the purchase of two new professional grade pop up gazebo and the 6.5kw generator. The most we have ever spent. But raffles and donations for snacks has replenished a fair bit towards costs.

Jo has worked hard at her surprise Raffle prizes but during the new year will be moving away from the area so we will be on the search for a new raffle mistress/master. She's a hard act to follow and will be sadly missed (well by Me).

All those on my e mail circulation will be getting our print at home business card meeting dates and our annual calendar of members cars to show our supported events, you can print at home as many as the smallest room will take.

We had 20 names in for the Trip to HQ on Dec 6th Open day and later off to the Foxton locks for a Late afternoon meal. So even if not all were in a Triumph we had good support for this outing Our first Run out for 2016 will be The Blow The Cobwebs Run

to Ely planned for March details to follow. Best wishes for the New Year.

ISLE OF WIGHT

e-mail: tssciow@hotmail.com www.facebook.com/groups/786750551371248/

Sorry Everyone... but Elaine & Tracey were doing there jobs and sent in a report last month! I just missed putting it in - Apologies. and here it is. Bern, Courier ed.

We would like to say thank you for all the support we have had from Island members over the past year, we have visited some lovely places and enjoyed spending time with some fantastic like minded petrol heads.

If you fancy joining us in 2016 for any runs and you are not receiving your email invitation, drop us a line at tssciow@hot mail.com and we will send you details.

October's brunch run was to the Little Gloster in Gunard and will definitely be kept on the brunch run venue list, the food, setting and company was amazing. Last month's Christmas run was for lunch out at the Buddle Inn, in Niton on Sunday 13 December with a later start time of 11.30 meeting in Newport.

If you are interested in going to Le Mans Classic in July next year, then let us know as a few of us are making the trip.

Talking of next year, the dates for the TSSC Isle of Wight Triumph Weekend are Friday 29 April to Monday 2 May, caravans are booked and plans are starting to come together, if anybody wants to get involved please let us know.

We have thoroughly enjoyed being Area Organisers this year and hope you feel the same, if so then with your vote we would be more than happy to carry on next year.

Wishing you all a very Merry New Year, enjoy your celebrations and see you in 2016.

Brunch Run Dates for 2016 as follows

Sunday 31 January Sunday 28 February Sunday 20 March Sunday 24 April Sunday 22 May Sunday 26 June Sunday 24 July Sunday 21 August Sunday 25 September Sunday

WEST KENT LANCASHIRE . . . LEICS & RUTLAND



16 October Sunday 20 November Sunday 18 December Isle of Wight TSSC Car Club Weekend 2016:

29 April - 2 May

Happy Motoring

Tracy & Elaine

Colin

WEST KENT

Tel. Colin 07810 102525 Tel. Del 01732 743747

e-mail: colin@tssc-westkent.org www.tssc-westkent.org

Another month and my arm is still sling'd up so not that much news. Did get to the NEC and what a cracking spot for the TSSC Club stand. Right by the entrance. Enough interesting stands to justify the journey with good auto-jumble and restoration stands. Much appreciated lift to the meeting last week where we had 8 in attendance. Pete made a very welcome return, this time with friend Kevin with I think a very tidy Spitfire bit dark to see better. So thanks to Anne, Jim, John, Colin and Del for making up the numbers. Well I'm setup for another year as AO with some good sports and social ideas for 2016.

The first thing on the agenda is the New Year meal. This is at the George and Dragon Westerham. Meet there on the 29th Jan so a Friday from 7pm ish. Very informal but I'd like to book numbers nearer the date in case they're busy, so please let me know if you can make it. There are a couple of shows in the spring which are more interesting than the static field events so please let me know if you're interested as I have forms. But the main event in the spring is Drive it Day on the 24th April. Definitely happening so please pop in your diary now. I'm looking at options but there will be 2 routes planed, iffy weather route so out to a country house for soup and hot chocolate, or nice weather route for beach with fish & chips. Else all dates below. And please check the website for all dates and updates. And a note to all Kent members where Hildenborough is tricky for the monthly meetings. You're always welcome to join us for runs and shows, just email me to sav hello.

Friday 29th Jan, club meal Westerham
Weekend 27th and/or 28th March, Chatham Dockyard so
very full day with so much to see.
Saturday 2nd April, Detling showground, undercover so
weatherproof and lots of sideshows.
Sunday 24th April, Drive it Day.

LANCASHIRE Tel. 07980 604021 07951 727747

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Happy new year to all of you all,

Our area don't have a meeting in December as it fall's between Christmas and New Year.

November's meeting was well attended at the Canberra Club where we discussed our Llandudno weekend (Friday March 18th to Sunday 20th) There are quite a few of us and Pilling car club making the trip but if you want to join us (it's never too late) drop me a line.

Dennis and myself will be joint AO's again this year, no other candidates came forward!!!. And I'll be drawing up an events planner that I will email out as well as printing copies for our first meeting of the year – Last Tuesday of the month 8pm.

So we wish you all the best for the coming year and hope to see you at a meeting or event.

Kevin

TSSC AREA NEWS

LEICS & RUTLAND Tel. 07530 307371

Hi all. First of all many apologies for no area news for the last 3 months but in my defence one of them was typed up with accom-







panying photos but......well I don't know what happened to it!
Bernie didn't get it and when I checked it wasn't in any of my mail
boxes so maybe I need to increase the tablet dose.

Well the season of merriment is all but over now (bah humbug!) so now we can get down to the serious business of final preparations for our cars, that are now another year older, and look forward to the events that we are going to attend in 2016. OK so maybe the enthusiasm has not quite kicked in yet as you sit in your favourite armchair by the fire looking out at the dismal weather but take heart! The days are getting longer and golden rays of sunshine on long summer days are just around the corner.

Some of our members are grafting away with major renovations. Andy Muschialli has pretty well completed the rolling chassis of his Vitesse and it looks the business!

Still the bodywork to sort out but this is not major, more of a prep and respray and bolt it back on.

Chris Edmonds GT6 has been undergoing a major body refurb which sounds a strange thing to say given how good the car was when he stripped it but when a car is so good all the little imperfections show up more so Chris has decided to bring it back to as good as new. I look forward to seeing it.

Chris Bates is sorting out a few cooling issues with his Vitesse but this is just ironing out niggles after a major rebuild last year. Bob has had a nightmare getting his Spitty 1500 to run properly

due to carb problems but it must be getting close because he has stopped threatening to end it all now!

Dave Smith has threatened to clean AND polish his TR7 over the winter but we all think this may be a bit too adventurous for Dave all in one go!

John Muschialli has threatened to go a week WITHOUT polishing his car but this also seems unlikely.

John Edwards has recently bought a 180bhp TR6 Pi engine from me to put in a Spitfire!!! I nearly said no to the sale!

I have more or less finished the Dolly 1300 now though I do intend to change the dashboard to the HL type but not got around to it yet. All the relevant bits are in my garage so its moving up the list of jobs to do.



LEICS & RUTLAND LINCOLNSHIRE . . . MANCHESTER

TSSC AREA NEWS

Leics & Rutland Continues

My latest fleet member, a 2500S has had a few drive train niggles sorted, including a pair of new CV joint drive shafts from the club. Anyone with an IRS Triumph who is considering these should go ahead and do it. I was the first member to buy these from the club and I have given Garth some feedback. I also replaced the rear springs and shocks as it was a bit low in the bum but all is good now. This car is to replace my Stag that I have had for 9 years as I think it's time to move on. The Stag has been my chariot on many European trips and has served me very well indeed. It is actually the most reliable Triumph I have ever owned which seems to blow a hole in the theory about Stags being unreliable but I spent a lot on it to get it as good as it is and it is admired everywhere it goes, especially by the ladies who love the Magenta colour. It has been a pleasure to own and won many prizes over the years.

I will also be selling my low mileage Mk2 2000 that took me a long time to get running right. It is a very lovely car now and drives like a dream but I can't justify having a 2000 and a 2500S, especially when there is a part rebuilt Pi in the garage! It will be a bit of a sad year for me as I have 7 cars and need to sell 3 or 4 of them, or get a divorce! No I am not under pressure from Wendy but she will be relieved when they go. So will the bank manager.

Going back to the 2500S for a moment, when I agreed to buy the car from an elderly gent he said that I had to wait while he replaced the worn diff! He wouldn't sell the car with a known fault so I waited while he bought a diff from T D Fitchett and fitted it. I picked the car up the day after with help from Andy Musch and drove home from Essex. The diff was horrible! I contacted Fitchetts and they agreed to let me take the car to Mike Papworth for diagnosis, which I did.

Mike actually took the diff in bits back to them at Telford and they gave him another one. This was worse!!! Mike explained to them in his imitable way that 2 out of 2 diffs scrap was not on! They agreed and explained that these 2 diffs were the last 2 that had been reconditioned by an external source and sent him a third one that was done in-house. This was fine (they are never perfect) and without question fully paid Mikes labour charges too. All's well that ends well so thank you T D Fitchett. Also thanks to Mike Papworth who I cannot recommend highly enough.

We had our final monthly meet of 2015 on the 8th Dec and had a bit of a buffet of 12 mince pies and cakes EACH and a raffle that saw a few of us go home with booze and choccies and a few go home with fancily wrapped carrots! I got Bucks Fizz. Still feel sick though.

Our move to the golf club in order to attract some new members doesn't seem to have worked. They don't sell food in the winter months either as no-one plays golf in the dark. In view of this Dave and I will start looking again for another suitable venue though it can be a bit of a thankless task. There is no venue that suits everyone and every time we move some people have to travel further than others

Dave and I will start to put together our diary for 2016 very soon and publish a list for members to see.

Next event weather permitting is the Derwent Valley New Year Run on Sunday 10th Jan.

We are booked in for The I.O.W. next April and Laon Historique next May, and our own Sunshine Rally is shaping up nicely for August. Loads of other stuff to be confirmed.

Happy new year folks, Keep running on 4/6/8

Neil.

NOTE to ALL:

If I don't reply to your email I Haven't received It!! Bernard, Ed.

LINCOLNSHIRE Tel. 07841 450715 www.lincstssc.co.uk

Hi all, firstly of course happy new year! This inevitably means show season will soon be upon us and with but a few rather cold months to go it's a good time to get fettling.

Decembers club meet saw the arrival of Lee and his Spitfire, being the only man who was brave enough to face the cold in his classic. It's always nice to meet new cars....and people. Jeffs return brought promising news on the restoration of his Spitfire, soon to be back in the garage wearing a fresh coat of paint no less. However proclaiming his latest purchase of an mg midget was a bold move amongst Triumph enthusiasts!

The election/stitch up of the area organiser for 2016 finally settled as a joint effort between our current leader Simon and myself. (apologies in advance for the things to come) This seemed fair as Simon has also taken on the role of area organiser for the Triumph 2000 register with the intention of combining both meets into our usual 1st Wednesday of the month arrangement.

A personal thank you to everyone who attended and tolerated my first attempt at event organisation. Yes the Christmas meal was an apparent success with everyone getting something to eat and nobody getting hurt. With plenty of room left for improvement we all look forward to what 2016 will bring.....

A full list of events for 2016 will be posted on our Facebook page "Lincolnshire triumphs" however details will be available by email upon request.

Of course any thoughts and ideas will be great fully received. Many thanks



MANCHESTER Tel. 01524 791607 www.tssc-manchester.org.uk

Happy New Year to all Manchester Area members! We hope you've had a great Christmas break, and that Santa was kind enough to bring you all the Triumph parts you wanted.

First some important news about our January meeting: it will be a week later than usual on Tuesday 12 January.

Our December meeting was well attended, and congratulations to Mark & Lorraine and Anne & Wayne on hosting their first monthly gathering as our new Area Organisers! Our new AOs have lots



of plans for 2016 and new ideas are always welcome, so please get in touch if you have any suggestions for runs, shows or other events. We're hoping there will be more one-day shows and runs this year, along with get-togethers with other local TSSC areas. We'll be keeping our website calendar up to date but for regular updates please have a look at our new Facebook Group: www.facebook.com/groups/tsscmanchesterarea

A few members headed down to Lubenham for the HQ Xmas Open Day on 6 December. Congratulations to Pip & Frank who



NEWBURY . . . NORFOLK NORTH EAST . . . NORTHANTS



were officially inaugurated into their new roles as TSSC Honorary Vice Presidents, and were presented with artwork of their beloved Ruby by TSSC Chairman Chris Gunby.

Ruby by TSSC Chairman Chris Gunby.

The Manchester Area New Year Bash is booked for 16
January at the Village Hotel in Warrington - if you're heading
over the postcode for your satnav is WA1 1QA. If you've booked
a room, check in time is from 3.00pm onwards. The bar opens at
7.00pm with dinner served at 8.00pm, and the party doesn't stop
until 1.00am!

If you've booked to come on our Manchester Area Summer Holiday remember to bring your deposits of £50 per couple to the January meeting. We're heading to Simgill Farm near Kendal over the bank holiday weekend 26-29 August - it's £1500 for the barn that accommodates seventeen people in total, so final price will depend on how many come.

Not many new events to report on this month, but here are some dates for your diaries:

Tuesday 12 January: Monthly meeting, Boundary Inn, Audenshaw

Saturday 16 January: New Year Bash, Village Hotel, Warrington

2-5 June: Manchester Area's Sci-Fi Weekend, Wrenbury

Mark & Tracy

NEWBURY Tel. 01635 868640 e-mail: dave.rumens@btinternet.com e-mail: mary.rumens@btinternet.com

We had a good meeting at the end of November and everyone was pleased with their TSSC calendars. Great job Bern and very quick turn round. There are a couple of spares if anyone wants to buy one. Our Christmas meal will be after the Editor's deadline so there will be a report next month.

The general classic car meetings at **The Cottage, Bucklebury**, that some of us go to, continue to take place on the last Saturday of each month even though not so many cars may be on the road. However there will not be one on 26th December as it's Boxing Day so the **next one is on 30th January**.

This is the last Area News for Dave and I, as after nearly 17 years, we have decided to end our tour of duty as AOs.

Lloyd will take the reins from January and we are very sure he will do a great job.

We would like to thank everyone for all the support we have had over the years, we have done a lot of things together and it has all been most enjoyable. We will not be forsaking the area – just not organising it but continuing to do things together!!

We wish you all good things for the New Year and hope to see you soon.

Meetings

Wednesdays 13th and 27th January starting about 7.30p.m.
Keep 'em flying

Mary and Dave R.

NORFOLK Tel. 01502 476699 e-mail: mike.carroll01@btinternet.com www.norfolk-tssc.co.uk

Hi all hopefully you all had a wonderful Christmas and are not too hung over after your New Year Celebrations. Not much to report this month but for those that didn't attend the AGM I will be your AO for another year and Colin Cole has agreed to be the Treasurer for another year. We could do with a little assistance at times especially with organising club events so any offers on that front would be greatly appreciated.

If you have been reading your Courier then you will probably know that the TSSC 5 point tour will be visiting East Anglia and as I will be taking part in the actual event a little help at England's most easterly point in Lowestoft would be appreciated.

TSSC AREA NEWS

ed. I will be organising a breakfast van and sorting refreshments for the entrants but will need some assistance with manning a marquee where the entrants can book in - any offers of assistance would be appreciated. Our Scottish friends will be manning Berwick even though Berwick is in England - well done guys. With the most southerly and westerly points being manned by local TSSC areas it would be disappointing if we could not offer a warm East Anglian welcome.

Finally although the next meeting is advertised as being held at Wreningham in conjunction with the TR Wensum group our venues are always subject to change if our hosts decide that we are no longer welcome and it appears that our time is up at the Bird in Hand therefore until further notice future meetings will be held at The Cellar House, 2 Eaton Street, Norwich, NR47BA, usual time 20:00 on the second Monday of each month. Checkout the main TSSC website for area news and events

Regards and a Happy New Year.

Mike.

NORTH EAST Tel. 07917 738091

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Not a lot going on at the moment, as you should be aware December's meeting was our AGM.

There are no changes to the area committee. We also had a bit of a Christmas theme going on, many thanks to Joe for his quiz, won this year by Brian and Kevin. All participants brought a raffle prize and purchased tickets, a total of £50 was raised on the night, which will go to a local charity.

Thanks to the Dun Cow for the buffet, we asked them to cater for 20+, but we only had 13 at the meeting, so had plenty to eat,

Topics of conversation for 2016, Brian brought up a trip to Stoneleigh for the spares day in February also trips to TriumFest UK and the Silverstone classic later in July.

Our next meeting will be on Sunday the 3rd, of January, I will be there if anyone else turns up. If not I will see you on the first Sunday in February.

Hope everyone had a enjoyable Christmas and a happy New year Best wishes for 2016

Geoff

NORTHANTS Tel.07879 491778

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For the quiet part of the year this month has still had a few events to keep us occupied. First up was the classic car show at the NEC. Now that Tracey is on the Committee of Management she spent the Sunday helping on the TSSC stand with the other members of the CoM. This made for an interesting day talking to current and potential members about the Club and its benefits. Also at the show a new range of TSSC branded clothing was launched which proved very popular (the beanie hats are my favourite especially with my hair and a tendency to have the roof down in all temperatures).

The Northants Christmas meal was at Overstone Park this year and the hog roast made a welcome change from the usual turkey dinner and a disco for those who fancied a dance.

The open day at TSSC HQ was well attended and gave us a chance to catch up with friends before Christmas. Bernard had his bargain stall set up in the garage and Garth seemed to be selling a fair bit in the Club shop and the ladies kept everyone going with food and drinks.



NORTHANTS . . . NORTHERN IRELAND . . . NOTTS SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Northants Continues

Looking forward to the new year it is already beginning to look like a busy one especially in Northants Area. TriumFest UK tickets are on sale with an early bird discount available until the end of January. Silverstone Classic bookings are now live so don't forget to use the club discount code before the end of March to get the best deal. Then we have our own camping weekend at Wicksteed park which this year has a Pirate fancy dress theme, prices are as last year's and booking forms are available from me.

The first event of the new year will be **Notts and Derwent Valley's New Years Run on Sunday 10 January** with modern cars welcome, all proceeds to cystic fibrosis so well worth your support. For further details see The Courier.

Wishing you all a Happy New Year and see you soon



NORTHERN IRELAND

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AHHHHHH! Yes it's me again. I went to the December meet our Area AGM hoping to get my P45 from the Area Organiser post but ended up getting voted in again despite my protests. Shanghaied is the word I was looking for. My filling of the AO chair was really only intended to keep the seat warm until the AGM just to keep the area from folding. This time though I have a co AO in Alan French. Alan like myself is a long time Club member and GT6 owner.

The AGM was pretty well attended we filled the committee room at Nortel we got our events calendar sorted for the coming year, and the posts filled again. Our first event will be the Christmas dinner which we hold in February. Venue still to be confirmed this is usually very well attended so keep an eye out for an e-mail on the subject.

Our November event was the film night held as usual at Roy Spences Excelscior cinema outside Comber (With our thanks again to Roy). Sadly though the turnout was pretty poor. Pity guys you missed a good night. The film was one from my own collection the 1985 Cult movie Restless Natives set in and around Edinburgh is about two young guys who become very famous modern day highwaymen for holding up coach parties disguised as a Clown and Wolfman. The film was thoroughly enjoyed by all who attended even by myself and I know the film. There even was a red TR7 in it at one scene.

That is just about all from me this year Wishing all a very happy and Triumph filled new year. All the best

Laurence & Alan

NOTTS

Tel. 07976 163006 Tel. 07837 110325

Hi All, hope you've all had a good Christmas. Writing this after a busy weekend, firstly our Xmas Dinner saw 37 of us enjoying a splendid three course meal at the Nags Head, a free raffle saw Brian win the star prize of a Christmas ham-



Three Wise Men?

per - ooowww. This was followed by a few games and a natter.



Tssc Notts Xmas Doo

Sunday, Julie, myself, Nigel, Di, Victoria, Julian, Chris, Karen & Eddie ran down to HQ for the Xmas open day, a good time to just catch up with friends from all the different area's, some 2015 planning etc.



Chris, Julian & Myself at HQ

Now with just a few Days to go before the **New Years Run** don't forget the first event of the new year – a 60mile run thru the Peak District culminating at a lovely 16/17th Century Pub for a Sunday roast.

So come along bring some friends (Moderns welcome if your classics's tucked away) lets kick off 2015 in style, all proceeds to Local Charity – Rotherham Hospice.

See you soon

Nigel & Adrian

SCOTLAND CENTRAL WEST

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As this is the January issue Happy New Year to all in the Area and the Club. I hope all your festivities went well.

2016 is upon us and we are all looking forward the new show season and sunshine. A brief review and then onto 2016 items. The December meeting was the AGM. So once I got there it was down to the business straight away. We had a lucky 13 members present. All eating choccies and mince pies. But a good turnout for discussing Area matters. The AO position has been refilled and the paperwork signed. As the group is getting larger; assistance was required for IT issues, so thank you to Michael who is going to oversee the Facebook and web side of things. I do not want the attendance at meetings to suffer though. So we will have the main discussions there. The venue and meeting date (day) were reviewed and the venue will stay as LOCHINCH but, the day will be the FIRST THURSDAY of the month from January 7th 2016. I will pre book the venue for the next 12 months. It is a good venue with a large car park and hot and cold drinks etc. It is also well known by most members old and new, so we stay as long as everyone comes on THURSDAY. The Area finances are sufficient but it was decided that each meeting will need a donation of at least £2 to help with any future items we may want to purchase. (You are all working out how long it will take for us to buy a motorhome as Area HQ). The Area equipment is Ok and the only thing will be to re-waterproof the event shelter. We will see what we need in

SHROPSHIRE

the following months, depending on what shows we decide to attend. The 2015 shows were all good, thanks to all for their support. We got to look round hopeful shows as well, looking forward to this year's events which I hope we can attend. Following on from that the area run will incorporate the Marshal Point and Drive It Day. All TBC.

The TSSC Scotland Christmas Get to-gether will be at the Viva Brazil in Bothwell Street Glasgow on 16th January 2016. Meet at Central Station Clock at 3pm or Restaurant at 6pm. All welcome but let me know for bookings.

The other new show is a classic car boot event in the Merchant City Area of Glasgow for the **Merchant City Festival**. It will be a Hemmingway style event and should be great fun. It will be over the weekend of **6th and 7th August**. More info when I get it.

With most things discussed fully and items voted on it was time to close the AGM. Thank you to all that attended and for their input. It was needed to sort out all the issues that have come up and plan for the next year and the future of the area. The AO will do his best for the Area in the coming year.

With the AGM closed back to other business. Dave is manufacturing his own exhaust for his Stag, but space is tight. I have gathered bits for the Spitfire and am waiting 1. For dryish weather and 2. To set the welder up for a mega welding session. There were no Club cars at the meeting but with the amount of work going on the will be plenty next year. I am thinking that there may be purchases soon on line?.. Planned or not.

Other 2016 Events are:

The Monte Carlo Rally Historique will be coming to Paisley again in January (27th). There are cars starting from John O' Groats (9am) and using Paisley as a checkpoint. (6pm). Come and see all the cars on the rally and tours.

The Area (or just me with a torch and a blanket) will be manning a Rally Checkpoint in Berwick Upon Tweed, at the most northermost 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 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.

TriumFest UK will be at Santa Pod in Northamptonshire (1, 2, 3 July). So quarter mile time! It should be a brilliant weekend. Le Mans is the following weekend (8, 9, 10 July). And will change most people's plans for next July as Silverstone Classic is (29,30,31) July. Again more details when they are available and who is going where.

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 this time, but there will be quite a number of events south of the border that people will be travelling to. We can split events, with a nominated Area member for each event. We have another two possibilities in the Glasgow Area for town centre events in Bearsden And Milngavie. I think that alternative events would be good, we could have an Area stand; 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.

NEXT MEETING will be on Thursday 7th January 2016 at Lochinch which has been pre-booked.

Dates for 2016.

The event calendar is being prepared please see above for an idea of events.

NEXT MEETING ** PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow. Has been pre-booked, ** Please come with your thoughts and ideas for the year and/or your volunteer/helper hat on. It is your AO refilled

Gregor G.

IMPORTANT NOTE

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

TSSC AREA NEWS



SHROPSHIRE Tel. 01952 581391 or 01952 371783 www.tssc-shropshire.co.uk

We hope you all had a great year driving your Triumphs it was great to meet up with some of you at our meetings and events 2015 has been quite dramatic for some of us. Bill's Spiffre had to be dollied back from HQ, where it was discovered the roller rockers had disintegrated. The Shropshire Rescue Squad moved into action, and within five days had replaced the worn camshaft with the Piper Fast Road standard. The roller rocker assembly was replaced with a standard shaft assembly. The Spitfire was completed the day before a 1300 mile trip to Scotland, with no associated problems.

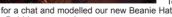
On the Severn Hospice Charity drive a member's Herald suddenly came to a halt, the engine had seized, it was transported back to home base. The Shropshire Rescue Squad moved into action, the engine/gearbox was removed, rebuilt and is now on the road again.

An e-mail requesting technical support on a Spitfire 2 litre engine that had been rebuilt with an unleaded head, problems continued, a compression test was conducted, the result was 2 cylinders showing lower compression. Members of the rescue squad spent an afternoon removing the prepared engine devoid of ancillaries. Removal of the pistons revealed broken piston rings and scored big end journals. The squad will be back in action supporting the rebuild in the new year.

Mutual assistance, Website and the Forum are all part of our Clubs facilities to help us enjoy our Triumphs, we welcome all makes and models of Classic Cars because they are all the cars we enjoy driving

At the NEC Classic Motor Show we had a great time on stand duty with our HQ staff and CoM colleagues, exhibiting some very special Trimphs, meeting Club members and introducing our new clothing range, that we had member surveyed at Donington. Many thanks to Ali and Chris for their efforts on

those three hectic days. We enjoyed the visits of Stirling Moss (pic2) who autographed the Spitfire bodied GT6. TSSC President Fuzz Townsend joined us



Debbie arranged a great Christmas Party for us at The White Lion at Wittington near Oswestry, you can see from the pictures we were having a good time, many thanks for organising the event Debbiel

2016 is upon us, thoughts of events already planned will help us cope with the dark winter months ahead, we look forward to meeting up with you in 2016.

Simon, David and Bill



SOMERSET . . . SOUTHERN . . . NORTH STAFFS

TSSC AREA NEWS

SOMERSET Tel. 07760 384236

e-mail: martin.hughes5@btinternet.com derek1360giles@breathe.com

Hi all. The November meet was well attended and we had use of our normal room. At least in there we can make a bit more noise when we need to!

As the meet was after the resto Show, TSSC Somerset stand (photo 1), Martin informed us that we had yet again impressed



the judges and this year won Most Interesting Carl Thanks to Dave's replica World Cup Rally 2.5 saloon (photo 2)! It would seem that we are more in tune with the organisers when we stick to our primary aim of promoting the Club as a hands on set up. Our thanks must go to Martin, Dave, Jon and Gail for making the effort to promote the Area and Club as the one for all Triumph cars and owners!! There



was a steady flow of visitors to the stand all weekend and Club details were handed out to many interested owners. Let's hope this results in more new members for Somerset and the TSSC as a whole!

a whole!!

Over the years we as an area have had our fair share of 'trophies' (photo 3) at this show So we must be doing something right, not sure what but we seem to have the formula, so we are all looking forward to next year!!

There was a gathering/show in the Town Square Weston on the 15th Nov. I (Derek) missed this one as I was under the weather, so if anyone went expecting to see me I am sorry I did NOT attend.!! There should be another meet here soon so as soon



as we have details we will mail them to one and all. (watch this space)!!

We welcome Phil Roberts as a full member this month and hope he soon has a club car up and running. Phil has a couple of Heralds, a 1200 saloon and a now 13/60 convertible (former saloon). Both need work but it shouldn't be long before at least one of them is roadworthy!

It's the end of the year and as such we needed to elect Area A.O's for 2016. You may or may not be pleased to know both Martin and Derek were re-elected, so at least you will know who to blame if things go wrong again!!! LOL!!

We know it's early but we have details of one show already! The Pecorama Classic Rally is on Sunday 29th May 2016. Entry forms were e-mailed to you all so if you fancy attending bring completed forms to a meet and Derek will collate them and send them on!! This is a good little show at Beer Devon and worth attending. (Derek has spare forms if you can't print your own) so ask at a meeting!

Now just a reminder of the January meet Tuesday January 12th Fox and Goose 8pm. Cheers for now,

Martin and Derek

SOUTHERN Tel. 01252 722432 http://triumphsouth.20m.com

Happy New Year to you all.

I hope that you have all had a good Christmas and Santa has left you all that you and your cars asked for.

Not much to report on except Our Christmas dinner at the Seven Stars. Once again Neil has stepped up to the plate and done a great job of getting the event organised for thirty two members.

The ladies did a sterling job getting the secret Santa sorted, while Mike our AO did his bit to prop up the bar and give out the drinks tickets. I seemed to be going round in ever decreasing circles trying to find where everyone was seated to divvy out Christmas cards.

The meal was pleasant enough, but is never going to be Cordon Bleu in a corporate pub, but did seem to be a little drawn out. Eats over and done with and our intrepid leader gave his yearly speech and I followed on by distributing the 2016 Southern area calendar, which went down well. There are some left if you were not at the meeting.

And well done to Henry B, for having the only Triumph in the car

If you have received this **before Jan 1st**, don't forget there is a meeting at the **Elsted Inn on New Year's Day** from around 10 00am

Up and coming events 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. The Bat and Ball, Hambledon. PO8 0UB March

1st Regular Meeting, Seven Stars, GU32 3PG 20th Sunday Lunch. The Hen and Chicken, GU34 4JH

That's all for now. Take care

Mark

NORTH STAFFS Tel. 07939 603061 e-mail: triumphsportssixstaffs@gmail.com Web. www.tssc-staffordshire.co.uk

Happy New Year to everyone, and hope that you all had a good Christmas.

A new year often is a time to reflect on the past year or earlier ones, keeping a diary is one of the things I regret not doing, as my memory gets worse week by week never mind year on year. I tried to recall events from the year my Triumph Vitesse was built 1969, in that year some major events took place.

I was driving a 1959 Triumph herald which I bought for £16, it was running OK as far as I can remember, but a gold star reconditioned engine became available from a scrapyard, at £5 I had have it and was quickly fitted in the car, it ran as sweet as a nut. I don't recall what size engine, it was or any details of the Herald, or have any photographs, (for the younger readers we didn't have mobile phones in those days. I do remember that the chassis was in very good condition, not like the Vitesse which has had all the out riggers replaced, wonder if that Herald is still out there? Back in 1969 petrol was just 6s 2d about £0.31p a gallon, aver-

age house price was £4640, B&Q opened their first DIY store, Concord's maiden flight took place, Ford launched the Capri, Prince Charles was invested as the Prince of Wales, the Beatles realest their last album Abbey Rd, the 50p coin was introduced in place of the 10 shilling note, colour TV starts and to top it off Apollo 11 lands Neil Armstrong and Buzz Aldrin on the moon. Reflecting on the price of petrol at around £0.31p a gallon makes the cost of insurance for young classic car drivers today seem

totally out of this world, never mind over the moon.

NORTH STAFFS



Ian Hissey talks of his son Aaron's dilemma when his insurance came up for renewal, time for all car clubs to make a case, to find a way for young drivers to get affordable insurance, or the future of classic cars will decline.

Ian's NEC classic car adventure:

One of the question points that gets risen time and again within the classic world that is of special interest in car clubs is what attracts us to classic cars, what influences are choice of car club and how long will we remain with that car club. My story with the TSSC is an unusual one, but one that underlines the importance of young membership not just for the future of the club but for its present. As it also includes a little about an unusual car I thought it may make an interesting point.

I started off as an apprentice mechanic with first a haulage company but soon moved to a car dealer who dealt with Suzuki and Lotus, from there a passion built for this iconic English brand. In 1999 at the age of 28 I bought my first Lotus an Excel (2plus2), as I had toddler and needed to fit a child car seat in it. The young child is a boy called Aaron and he will become an important part of not just in my life, but also in my ownership of classic cars and classic car club ownership.

Soon after Aaron and the Excel entered my life a friend sidles up to me and says "into Lotus are you?" dramatic pause "I know where there is one laid up in a garage, Interested?" Soon after I have bought an MOT failure Lotus Eclat dating to 1975, however this vehicle is in need of serious amount of money and attention, neither of which I have, as I have a young family.

Fast forward 12 or so years, this tiny individual who burnt his hands on motorcycle header pipes at 3 years old having watched dad intently has he tapped wet hands on them to see which cylinder was missing. Oh how he cried him self to sleep that night. Aaron at 3 years old also helped to wash the Lotus, however he decided to use a scouring pad. Oh how I cried myself to sleep that night. 12 years on Aaron has grown to be an individual in every sense of the word and does not desire a Corsa or a Clio but is adamant that he wants a classic. His disgust at the extortionate prices being asked for big Healy's leads him towards a smaller engine and more affordable classic. Enter the wasp a chassis and running gear from a MK4 spitfire with a 1500 tub on top. Together we work towards this car being read for his 17th Birthday (or according to Aaron in Classic car buyer, He restored it!!). During this time we became members of the TSSC and have done our best to be active members and assist wherever possible other owners

As work progressed on the wasp it became clear that another interim car would be required for Aaron to drive early on, and into our lives came Dame Vera and H register Herald 13/60. Aaron drove Dame Vera for the first six month after passing his test and as we finished the wasp off. The Wasp had fuel issues and just missed Weston Park in 2015 but has had an active summer at shows and other social gatherings. Hence through a young member, not only had I become a member but now I own a Triumph, a car and club membership I don't envision relinquishing

During all this time the Éclat has been sitting on some scrub ground and has been degenerating till a decision had to be made. Save it or Scrap it? Early in 2015 I helped a friend out who offered to stabilise the body so as to remain some semblance of hope for a future restoration and also spray it up cheaply so as to instil some desire to restore it, in return for the good deed I did him. However he paid for his parts and I was to pay materials, so 350 pounds latter the car was returned and awaited it's time for restoration.

However this far less important than getting Aaron on the road with the Wasp, so the car is not a priority. It has however been a little of a chameleon, I had ask my friend Stewart to spray it Lotus Signal Red, however when it was this colour Stewart's sprayer Warren disliked the colour so much he went back to the paint supplier to request a redder red! The vehicle was returned to me in this colour unbeknownst to Stewart and to my strange looks as it did not look right. Two weeks later when the paint supplier lets slip, Warren is shamefaced, Stewart is incredulous and I am amused by the absurdity of the situation, an offer to repaint is declined in favour of having a funny anecdote. This colour was

TSSC AREA NEWS

not to last however.

The Wasp is running, Aaron is happy (occasion teething trouble not withstanding) and attention now falls on to the redder Lotus just as an appeal goes out from a forum I frequent for Eclats to celebrate the cars 40th anniversary at the Lancaster NEC Show. An offer to attend is made and accepted and work commences (at a snail's pace). However I do apply to the factory for her provenance and it is disclosed that in addition to being an early car, it is the Pre-Production car built to check assembly and that as it was sold into the marketing department at lotus it is most likely the undesignated car used in early marketing material. This sale to Marketing also give the car the tittle the first series one lotus Eclat sold. Oh and it should be carnival red! Which Stewart insists that with that history the car is collected and sprayed the correct colour and it will be done for free.

When the car is returned progress once again progresses, but it is slow. Fast forward to around 4 weeks till the NEC show and



the Éclat has moved forward however there is still a significant amount of work to do! I am a member of 1 lotus club and 2 lotus forums but do the widespread nature not active at area level that much. However I am active with the North Staff TSSC and this is about to save my bacon.

I have always been fairly self-reliant and have always been happy to help my fellow members, know I receive a number of offers to help and with time in short supply I accept.

Fellow TSSC members Phil Belt and Mark McGowan along with MGB John who sits with us during our meeting come to my aid, Phil makes some support brackets for the Bonnet and ensures it fits along with fitting the carpets, John completes the front end wiring and Mark Helps fitting out the Dash, the Dors, The interior and helps to everyone's astonishment with the polishing.

This did require us to explain what polish was and how it was applied. However although the car is not fully complete, it is intact enough to attend the NEC, thankfully as at around this time it is the only one known to be going, eventually 2 more are sourced from a specialist (one a barn find and one a mid-conversion modified car).

While at the NEC Myself, Maxine and Aaron are blown away by the reception we receive on the TSCC stand to ask about issues with young people getting insurance on classic cars. The level of care, interest and desire was overwhelming, ultimately however and even though I am still actively driving a Triumph, Aaron is not. £2000 for his second year and his first at University is too much to shoulder and he now drives around in a 2.9 Ssangyong Korando 4X4 for less than ¾ of the cost of his Spitfires insurance. What will become of the Wasp? One is left to wonder.

Although this article is without a morale, I hope that even here in a Triumph Magazine and article about a Lotus acts as a beacon. We don't have to be the most important car club or triumph club, it is what we do for each other that is important. We don't have to be the best car club, we just need to make use of the best the club has to offer and offer others are best. What has overwhelmed me is that a friendly chat at my local area has taught me that friendship surrounds us within the TSSC, so if you don't attend an area meeting give it a go, it is rewarding on so many levels.

However we do need to ensure that the younger members are deemed important to our future and that we do our best to welcome them and the club continues to do its best with the insurance panel to ensure new ideas are employed to ensure they



NORTH STAFFS . . . SUFFOLK SURREY . . . SUSSEX . . . THAMES

TSSC AREA NEWS

North Staffs Continues

remain involved. My thanks to all.

Ian Hissey

Thanks lan, look forward to seeing Lotus at some of the events we do in the new year, one day we will all have Triumphs on our stand. Some important points raised there lets hope more can be done for young members of all clubs.

Here's to a Happy New Year's classic motoring no matter what you drive.

SUFFOLK Tel. 01206 250360 e-mail: Suffolk@tssc.org.uk

Peter wasn't able to attend December's meeting at the Sorrel Horse either....He's on another holiday but, he handed me his big blue book, which I did make few notes in if only to prove that I take this task very seriously! We all hope you had another nice one Peter and guess by the time you are reading this, you may be on the next one- yet again. Only joking, but none of us could remember the sequence of your plans for the next absence. You'll have to send us a note next time requesting that you are excused! It was a decent turn out for the December meeting with nine attendees I vall was unable to attend as he was nursing his wife

It was a decent turn out for the December meeting with nine attendees. Lyall was unable to attend as he was nursing his wife back to full strength after a spell in hospital; we all hope she is on the mend and our good wishes are sent to her for a speedy recovery.

Brian and Russell report that they had attended The Classic Car Show at the NEC and an interesting time was had including the return journey back to East Anglia for some, due to hold ups on the M6. Brian and his son managed to avoid the severe delays by heading down the A45 instead of the M6 to get home.

There was lots of discussion regarding Classic Le Mans for next July. It appears that there will be a good turn out from Suffolk and North Essex as at least eleven tickets have been booked at this stage. It's just a matter of getting suitable vehicles prepared now. Lindsay attended the meeting after his recent Austrian mountain adventure. He is still in a little discomfort with sore ribs and a few headaches still but we all hope that improvement continues. The experience hasn't dulled his sense of humour thankfully and he is able to see the funny side of things. Although he has received a huge bill from the Austrian air ambulance service which I'm sure will be sorted out by his insurance company.

Colin is on the trail of rather large amount of Stag spares, a lot of which may be in very good condition and are in the North London area. If you need anything in particular for your Stag, it may be worth getting in touch with Colin for when he does get in touch with his potential supplier.

Mike informed us that he didn't get to last month's meeting due to his Herald being temporarily off the road. It is better now although he has a rather vocal gearbox yet to sort out. Russell reports that steady progress is being made with the Stag engine and he is tidying up the engine bay before the engine goes back in. He is also doing some remedial work under the back end of his rather lovely GT6 to tidy the paintwork under the boot floor. Rodney reports that his rear end is now a lot quieter and was giving Lindsay tips on how to remedy rear end rumblings and irritation!

On a more serious note, Rodney informed us of some health issues he has at the moment but I'm sure with the correct treatment over the next few weeks that all will be well. Look forward to seeing you at next month's meeting.

By the time you read this, I'm hoping that you had a very relaxing Christmas and that you have unwrapped many Triumph related goodies, and I wish you a very Happy New Year ahead. See you all on Tuesday 5th January 2016 at the Sorrel Horse.

Chris

SURREY

Tel. 07900 657176

Hello all. Happy New Year. I hope you have recovered from the excesses of Christmas and have lots of new Triumph bits that came down the chimney. Its always difficult getting a prop shaft into a stocking.

On a more serious note it is with regret I must report the death of Karen's father Henry Bevon, who died suddenly at the end of November. Henry was a charming man with fine beard and well driven Triumph TR6 which I believe he had from new. He was oft to be seen in the car with his beloved Alsatian Crispin and would talk of international adventures over a beer at the club meet and Isle of White weekend. He will be sadly missed.

We are continuing to have well attended meetings at the Well House and are looking forward to a drive out in early january. Con is working on a route that should take in the Surrey countryside and warming pub. At our last meeting (November) there was an interesting exchange of Triumph spares and new bits which by now should be installed. I now have two new sills on the Vitesse which look considerable better that the "colander" variety ravished by time, next plan is full under car clean up, scrape and underseal, more money but worth it. Thats all for now folks, here's to 2016, we may have one less member but good memories.

Cliff.

SUSSEX

Tel. 01444 450941

Top news for Sussex! Ian Gordon has agreed to take over as Area organiser for 2016 which is excellent news. Ian has been a member for several years and has a Concours winning Mk 3 GT6 that has been featured in

Practical Classics. So it is good to pass over the reins to a safe pair of hands. (it will give me more time to work on the Stag Register articles) I will be supporting lan going forward and giving moral support!

Our December meeting had ten people attend with Clive and Pete bringing their Club cars along. Pete has been working on my Stag Gearbox and I have seen it and it looks brand new, it is almost a piece or automotive art it looks superb. Clive and Pete have been giving Clive's Toledo a repaint to tidy it up. Clive is looking at doing the Round Britain run in it next year.

Colin turned up with his arm still in a sling. Roz very kindly drove him down. He is making good progress but can't drive yet.

Leigh has had a challenge with the welding he is doing on his Spitfire. He has tried to put the hardtop on the car post doing some welding and he had real problems getting it on and once it was on he couldn't open the driver's door. Pete and lan were give him advice on what to do.

Clive is organising our trip to Le Mans Classic so thanks for doing that. A quick thanks you for all the guys that have supported me during my time as AO and I wish Ian all the best

Out next meeting is on the 6th Jan

Regards

Martin

THAMES

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Happy New Year to you all. We hope you enjoyed your Xmas. We are having our New Year's Meal on the 10th of January at the George Inn at Wraysbury call me if you wish to join us and have not booked in yet and hopefully we can squeeze you in. Julie and I would like to thank you all for your support for the past year and look forward to a great 2016.

Our deepest condolences go out to Karen, Adam & family (Surrey

NORTH WALES . . . SOUTH WALES



Area) with the sad new that Henry passed away in November, He was a Kind and wonderful gentleman and will be missed so much SOCIAL EVENING AT THE FOX & CASTLE - 19TH NOVEM-BER. It's a damp dark evening heading to the meeting, no Triumph tonight as it refused to leave the garage (more work to do). On the way I got a phone call from John C a former member that has given up driving his Mk1 2000 saloon (sold last year). He had some parts he found and wished to pass them on and see some old friends. So I picked him up on the way to the Fox & Castle. Once there we were welcomed by Tony H, Graeme, Bob, George, Chris, Martin & Doug. Martin's Mk2 2000 saloon was the only Triumph in the car park tonight. Work on our Triumphs has been:-Tony's Stag has had a rebuilt engine and gearbox, new shock absorbers, alternator, electronic ignition and plug leads, Track rod ends. Martin's door capping's are being stripped and lacquered. He is also waiting for some fog lights he won on e-bay. It was so good to see so many come to the first of our once monthly meetings. The raffle winners tonight were:- George B won the wash mitt, Chris C won a pair of screwdrivers, Tony won a pack of interior wipes. I won a box of Toffifees which were shared around us all. We had a brilliant night with great company.

Our next meetings in January on Sunday the 10th at the GEORGE INN in Wraysbury from Noon and at the FOX & CASTLE on the 21st from 8 pm. In February on the 18th from 8 pm. Please come and join us for a warm welcome or call me on 07773 623807.

Mickey & Julie

NORTH WALES Tel. 01691 600215 www.wrexhammgandtriumph.co.uk email: helenahill@btinternet.com

Hello, everyone. November kicked off with our monthly meeting at the Trevor Arms on Tuesday 3rd. We were without M.G. Sam and Joan, and also M.G. Richard, so Helena, Roger and M.G. Martin took the meeting. There was not a lot to go over, as the season is coming to an end, but the finer things had to be checked out, such as the buffet for the Presentation Night. M.G. Pete and Alison organised the raffle this time, as Joyce, Richard and Brenda were away in warmer climes! Pete had a wonderful tactic:- he stood by the entrance to our meeting room, so that meant that no-one could get past him without buying a raffle ticket!

Again, there were some great prizes, and it was unanimously agreed that the money raised from the raffle, which ended up at £40.00, would be donated to Children In Need. Once again, another night enjoyed by everyone.

Tuesday 24th November was our OFFAL run, this month being a combined effort from Julia, Alan, and ourselves. Everyone met at the Grosvenor Garden Centre, near Wrexham, at 11.00 a.m. to partake of the usual refreshments. This was going fine, then M.G. Martin said that there were roadworks on part of the route, and he had been held up for such a long time getting to the meeting place. So it was a case of "let's get going":- of course, this deprived the ladies of shopping. It makes you wonder if it was a ruse on Martin's part, but there you go, maybe we will never know! (Then again, we will find out!) The weather was not so good, but we travelled through the lovely countryside to arrive at the Berwyn Arms pub for our lunch. The pub had put all the tables together to make one long one, so we were by the windows overlooking the River Dee, with the Llantvsilio mountain in the background, and the Llangollen to Corwen steam railway line just below, out of sight. Another great day, with great company, in spite of the weather.

The next day we joined M.G. Sam and Joan, together with M.G. Richard, to sort out the awards for our next monthly meeting. We enjoyed a very good lunch at the Holly Bush, and got everything done and dusted.

Friday 27th November was our Party Night, which was held at the Rossett Hall Hotel, and what a great night it was. Forty-two of our Chester and Wrexham group met in the bar at 7.00 p.m., then half an hour later the doors into the dining and function room

TSSC AREA NEWS

were opened and we all went through to take our seats. Everyone had a really good time, the atmosphere was lovely: - the food was good, (so was the wine!), and the seating arrangements were spot on, with round tables of eight or nine people, which enabled conversation. After the meal the music began, so some retired to the bar area while others started to dance the night away. Another wonderful night, with such great people and much laughter.

One of out group's original founder members, Big Roger, is waiting for an operation to have a joint replacement, but as can be the case with the N.H.S., he waits and waits. So his Vitesse has been sold, and he is looking for a classic Triumph that will accommodate his mobility scooter. Can anyone help? Please let us know if there are any Triumphs out there for sale that can fulfil this request. Many thanks in anticipation.

Well, that's about all for now. Remember our monthly meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m. There is also the meeting at The Plough in St. Asaph on the third Wednesday of the month, also at 8.00 p.m. Come along and enjoy a good laugh. Take care on these roads during the bad weather.

Forthcoming events:-January 2016

5th January:- Monthly meeting at the Trevor

Arms, Marford.

20th January:- Meeting at the Plough Inn, St. Asaph. 26th January:- OFFAL.

February

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

17th February:- Meeting at the Plough Inn, St. Asaph. 21st February:- Wheels Within Wem Show, Wem.

23rd February:- OFFAL.
27th February:- Our annual skittles night at the Bickerton

Poacher, nr. Cholmondeley.

Very best wishes for 2016, Helena & Roger

SOUTH WALES Tel. 02920 315260 www.triumphwales.moonfruit.com e-mail: gwyndjevans@dolomite1300.plus.com

SHEPTON MALLET SHOW NOVEMBER 8th

As Crazy George wanted to advertise his Classic Jag for sale at the show Al & I decided to travel with him so we arrived at the ASDA car park where Crazy G was waiting and eating his McDonalds breakfast. We made the short journey to the meeting point at Cardiff Gate Services where Action man & The Hammer (Spit MkII), Rob & Pete & Light Duties, Chevy, Larry and Lucy (Pristine 13/60 convertible) were waiting for us. Crazy G popped into the Burger King for his breakfast and at the allocated time we left for our next meeting point at Magor Services.

When we arrived there, Frank & Cynthia, Paul G (TR6) and Mike The Bass & Rob were waiting for us. While we waited until the pre arranged departure time Crazy G popped into the McDonalds for a breakfast.





SOUTH WALES . . . WESSEX

TSSC AREA NEWS

South Wales Continues

As our small convoy pulled back onto the M4 we were joined by Jerry (Rover P6) and we made a fast and uneventful run through Bristol and on to Shepton Mallet.



On arrival we were efficiently marshalled into the car park where Rob soon had the cooker on to boil water for our teas and coffees, Crazy G popped over to the concessions area and came back with a nice looking pie.

We decided to split into small groups and to meet back at the cars for lunch, I went with Crazy G & Al and we had a good look at the cars on show and the auto jumble stalls, I had a long list of required parts but was unable to procure any, Al failed to find anything he was looking for and Crazy G only managed to pick up a new pop rivet gun, so we returned to the cars a bit despondent, Crazy G picking up a large Cornish pasty on the way.

We met the rest of the gang at the cars and had our lunch, Crazy G being on a diet would only accept a few donuts and cakes, we then decided that by 2pm we would be able to make another circuit of the show and see things that we may have missed the first time around, so we split up into small groups to meet up back at the cars at 2pm.

I was able to find and buy some stainless steel screws and nuts that I had missed earlier on and so was slightly happier, Crazy G managed to find a Fish "n" Chip vendor and was happier still.

At 2pm we all congregated back at the cars and after another coffee/tea we started the journey home. It had been great to see Jerry, Cynthia & Frank on their first run with the club especially as Frank & Cynthia had travelled all the way from Fishguard FANTASTIC!

Although the auto jumble had not provided many gems it had been another good day out with a great bunch of people, Al summed things up nicely when he said "Well what we lacked in auto jumble buys was more than made up for by the amount of breakfasts eaten by Crazy George"! That summed up the day nicely I thought.

As Crazy G pulled off the M4 we waved to Action man, The Hammer & Light Duties & Chevy as they continued on to their homes, then all of a sudden Crazy G's Jag lost power and he pulled over onto the A48's hard shoulder. The problem was soon diagnosed as a severed earth lead in the distributor which was soon fixed. George was extremely thankful to Al & myself for finding the fault and fixing his Jag and insisted that we allow him to treat us to a meal at The Unicorn. We said that there was really no need but he insisted and we were soon sitting down at a table where Crazy G chose our meals, you've guessed it, AN ALL DAY BREAKFAST. FANTASTIC!

NEC November 15th

19 members went on this run - All in all it was quite fun!

We had a good turnout for the run and all went well until we were within 200yards of the NEC. A confusion of signage and miss directions from the car park attendants meant that our convoy of cars was sent "all around the houses" until John & Mike (Monmouth Mafia) took the lead and we finally arrived at the correct car park. As some hadn't pre booked we split into two groups

to meet up at the Wetherspoons in the Atrium (where they fry eggs) while the ones who needed tickets queued at the ticket kiosks. I was with the group that actually found the correct venue and we had a great breakfast, the other group went to the other Wetherspoons and had to have scrambled eggs. After an exchange of phone calls we arranged to meet up at the TSSC stand at midday and the two groups split into smaller groups to look at the show.

I managed to buy a few parts for my Vignale and along with Ant, George and Al we had a few meat pies and pork pies before rendezvousing with the others at midday. Light Duties was again on Light Duties which meant that he arrived at the TSSC stand at 13:30 hours (no doubt due to the lack of fried eggs with his breakfast). Rob & Pete went back to the cars for a cup of tea, John & Mike headed off home "for business reasons", Gwyn & Tim went to the pub for a pint, Paul G, Action Man, The Hammer, Mals & Jim went to peruse the pies while Al myself & Ant went to buy large Danish pastries and more pies. We then re circulated the show and managed to pick up a few more things.

There were some absolutely beautiful cars on display, but we all agreed that the auto jumble section was not as good as it had been in previous years, no doubt suffering because of auction sites, so we must thank the auto jumbler's and trade stall owners who had made the effort and paid the fees to set up at the show, without the support of these people the show would not be as attractive to classic car owners as it is.

At 4pm we all (or most of us) met back up at the TSSC stand and then made our way back to the cars for the drive home, stopping at Strensham services for a coffee break.

It had been another great day out with a Fantastic bunch of people and Tim summed the day up nicely when he said "Well, what we lacked in bargain car part buys was more than made up for by the amount of pies and pastries eaten between meals". "I couldn't have put that better yourself" said Aln, "you didn't, he did" said Aln, "No I never" said Jim "Robbo did", "Robbo's not with us, he went to the show yesterday" said Pete, "No I didn't" txted Robbo, must have been all those pies, FANTASTIC!

WESSEXTel. 01425 475376 www.triumphnewforestrun.co.uk Email Trevor: trevorcarlyle@btinternet.com

or Martin Berry: berry223@btinternet.com

I will start by wishing everyone a Happy New Year and hope that

for some it will be better than the last one! It seems that this is said every year, perhaps we expect too much!

The Christmas dinner was well attended with twenty-six mem-

The Christmas dinner was well attended with twenty-six members and friends. Everyone enjoyed themselves. The food was good and the staff helpful. The ladies enjoyed the disco and believe it not, so did some of the men. The rest of us adjourned to the comfort and quiet of the bar! - We decided that we would have an informal meeting on Wednesday 30th December, as our usual day is New Year's Day, if the weather is fine we have several choices.

There is the Classics on the Proms which is very popular, also the White Buck just outside Burly is another option and I expect there are others!

We will be planning our calendar soon, for the coming year, the main event being our **New Forest Run!** So any input, suggestions and help will be appreciated! Also don't forget that Alan needs to know as soon as possible, those wanting to go to **Le Mans** this year, as the ferry bookings need to be made while there is still space.

Our next meeting will be Thursday 28th January 2016!

As there is not a great deal to say at this time of year and it is Panto season I thought I would regail you with a fairy story!

Are you sitting comfortably?, then I will begin! - Once upon a time.

. . there was this Spitfire, that felt it was the cinderella of the Triumph world. It worked and toiled day in, day out, year in, year out, without a grumble, without a moan! Then one day without

WIRRAL... WEST MIDLANDS



WEST MIDLANDS Tel. 07969 024999 Chris. 07505 110922

It seems very strange to sit in my office writing a report for 'The Courier' in 2015, knowing that you will not be reading it until next year 2016. In that case I must first of all wish everyone in the West Midlands Area Triumph Club, everyone at TSSC head-quarters, and of course all our fellow members in the other areas, a Very Happy New Year, and the hope that 2016 will be a very peaceful year.

Our last meeting of 2015 passed as successfully as the first meeting of the 2015, full of happy, smiling people, all ready to join in with the club's activities and planning ahead for all trips and functions 2016 will offer us the opportunity to show off our pride and joy - Our Triumphs.

Even those with a Honda engine. Hint.

Our fish and chip supper which took place on Tuesday 17th November was a great success. 38 people tucked into full hot plates of beautiful fish and chips. Chamberlains quite rightly deserve the awards that they have won for the best fish and chip restaurant in the Country, but there is change which no-one knew about until we got to the restaurant. The owners of Chamberlains have sold out to Harry Ramsdams Fish and Chip Empire. The changeover took place the week-end before we attended, but the menu has remained the same, the staff are all the same and we were informed that Ramsdams have informed the staff that they want the restaurant to carry on swerving the same food of the same quality to enable them to retain their customer base.

TSSC AREA NEWS

Let's hope this happens because as a club we have had quite a few visits to this restaurant and we would not want to see the value and service change.

Our Christmas party is booked and paid for, taking place at the Beeches Public House on Tuesday 15th December, with 38 members and their wives attending. We visited this venue last year and a good time was had by one and all, it should be the same this year. I will be reporting on this in the first of next years Courier.

We have quite a few people already interested in the New Years Run, due to take place on Sunday 10th January 2016. A New Year Run around the beautiful Derbyshire Countryside is always first class way to start the New Year, and we are all ready and waiting to start up our motors and take part. See you there, starting off from Sainsburys Car Park, Ripley Derbyshire at 10.30am Sunday 10th January 2016, for those wanting to travel in convoy, meeting at McDonalds Restaurant, Bassesst Pole, Sutton Coldfield, 8.30am for breakfast and moving off at 9.0am.

I hope everyone has had a great family Christmas, its no more than you all deserve. Se you all on Tuesday 5th January 2016. PS Don't forget to either drain your radiators or check your antifreeze before the very cold weather hits.

Cheers.

Roger

the Honda engined Dodger.



Friday April 29th to Monday May 2nd Appuldurcombe Gardens Holiday Park, Wroxall 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:

tssciow@hotmail.com or call

Elaine on 07842 249591 or Tracy on 07754 751672



Derwent Valley's Peak Run Weekend 17th to 19th June 2016

Friday night a warm welcome at the campsite with evening activities. Saturday campsite based activities/Ashbourne Streetfest.
Saturday night is the usual Party Night at the campsite.

This year's Party Night theme is 1940's Britain.

Kim and Paul Dale - 01335 345784

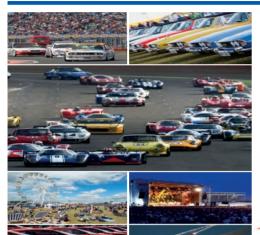
Sunday is the day of the 28th Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 16th until noon Monday 20th June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at www.peakrun.weebly.com for more information. Phone Nos. Email Car Make Model Reg. No. **Package** Rate Tick Below "Early Bird Weekend" and Run with up to 4 nights £45 per car and 1 tent/caravan camping. Available until 30th April 2016. Weekend and Run with up to 4 nights camping. £50 per car and 1 tent/caravan Weekend and Run with 1 nights camping. £30 per car and 1 tent/caravan Weekend and Run excluding with no camping. £20 per car The Sunday Run only. £10 per car Please send booking form together with your cheque made payable to Derwent Valley Area TSSC to: Peak Run 2016, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP. Telephone Enquiries:

Couri & Tom





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
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Leicestershire and Rutland Area Triumph Sports Six Club



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31st SUNSHINE RALLY

5th- 7th August 2016

We will be returning to

Our venue at the Rutland Caravan & Camping Site

Greetham LE15 7FN

An immaculate camp site with superb facilities

Our own flat, sheltered rally field with 7 hard standings pitches for campers, electric hook-ups also available (1st come -1st served), less than a 10 minute walk to Greetham village with 3 pub restaurants

Camping Friday 5th & Saturday 6th with option for additional night Friday night

> Warm welcome, meet old friends and make new ones Saturday

Optional planned casual drive around stunning Rutland and Rutland waters. Many alternative places of interest to visit plus shopping opportunities.

Saturday night Fun & games, BBQ, quiz, sing-along, raffle and more

Sunday

On foot Treasure hunt passing 3 pub/restaurants for lunch. Return to rally field for a car show with people's choice.

2 nights inclusive £40.

2 nights inclusive + hookup £50. For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk

lan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk