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Triumph Sports Six Club

The Courier 428

FEBRUARY 2016



February 2016



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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
 No.428 VOI 37. FEBRUARY 2016  
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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.

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CURING WINTER BLUES

PICTURE BY

TONY MATTRAVERS

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# T.S.S.C. Events Calendar

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

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

## **TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS**

See also further adverts in Courier

### **April 2016**

**FRI SAT SUN 22 23 24 APRIL 2016**  
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OF GREAT BRITAIN**  
CONTACT CHRIS GUNBY  
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CAMP FROM FRI - SHOW ON  
SUNDAY CONTACT MICKEY  
07773 623807

**FRI SAT SUN MON 13 14 15 16 MAY 2016**  
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**25TH ANNIVERSARY TOUR**  
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### **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**  
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**FRI SAT SUN 1 2 3 JUNE 2016**  
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### **July 2016**

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**FRI SAT SUN 8/9/10 JULY 2016**  
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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 FEBRUARY 2015**  
**TRIUMPH & MG SPARES DAY**  
STONELEIGH PARK  
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### **March 2016**

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# CoMment

## AGM and Classic Car Values

BY BEN BROADBENT  
GENERAL SECRETARY



**H**ello again. February already, Triumph projects almost completed and cars appearing from their winter slumbers. In two months on **Sunday 10th April** we will be holding our **Annual General Meeting**, at TSSC HQ in Lubenham, it would be good to see a good turnout of Triumphs in the car park.

The deadline for nomination for election to CoM have now passed, and at the time of going to press a few members have said that they will be putting their names forward for election, therefore, next month the Courier will be accompanied with their hustings contribution, so it will be interesting to read what they have to say. Unfortunately, (at time of going to press) no members have put forward any resolutions for the Agenda. Likewise, it would appear that no general questions have been put forward. If you do have a question please let me know urgently. We (CoM) cannot guarantee an answer at the AGM, but we will post any answers in a future edition of the Courier.

The next CoM meeting is on Sunday 13th March. So, again any issues for the Agenda please let me know immediately.

Likewise, to all Area Organisers, your AO's Road Show will be held on the morning of the AGM at 10:30am, again at HQ in Lubenham. Nigel and Di would like to see as many Area Organisers as possible in attendance; your contributions to the Club are vital.

### CHALLENGING ENVIRONMENT, ROCKETING CAR VALUES AND AGREED VALUATIONS

As has been said in a number of articles, the Club's CoM has changed dramatically over the past six months, with new enthusiastic and dynamic members joining to take the Club forward in the challenging classic car world. That challenging environment is subject to research undertaken by the FBHVC and a

new report is due out. In the last report (2011) it stated that the Classic Car industry had an annual value of over £4 billion. There were over 28,000 people employed in classic car businesses, and 4.5 million people visited events organised by FBHVC members. Well, it's a massive industry, not just a hobby; our Triumphs are now serious investments and in some cases 'pension nest eggs' for the future. As members of the TSSC you should make sure you have organised an agreed valuation for your car (cars) to ensure your investment is fully covered. Likewise, Triumph values are rocketing, so ensure your current agreed valuation does cover the present value of the car. Contact HQ to arrange your first agreed valuation, or check your existing agreed valuation against the current valuation listing. Also, Club insurance valuations are only valid to current TSSC members, if your membership lapses the agreed valuation lapses too.

Make sure you are covered!

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# NEWS REVIEW

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

### THE LONDON CLASSIC CAR SHOW

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### THE LONDON CLASSIC CAR SHOW

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showcase a specially curated display of mouth-watering prestige and performance classics. Evoking the ambience of a 1960s British Motor Show, Car Club Square will also feature appropriate dealer stands and retro entertainment.

NEW for 2016 Our new Speakers' Corner will offer the chance to engage with dozens of classic car experts across the weekend.

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\*Club ticket (adult 16 years+) offer applies only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 5 children (5-15 years). Hand in your ticket stub or print-at-home voucher to an exhibiting club stand and they will benefit from a commission. \*\*Calls cost 10p/min plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a show guide to the value of £4.00. Entry to the auction requires purchase of a catalogue. See website for all information.

**TSSC Stand Hall 2. Club 1.**

**TSSC Stands - Hall 6**  
**Stands 6-220 & 6-225**





# HQ OPENING TIMES

**FEBRUARY- OPEN AS USUAL**

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

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**MARCH - OPEN AS USUAL**

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

**The Club Shop will be attending the following Shows**

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

**Practical Classics Restoration & Classic Car Show  
Sat/Sun 5 & 6 March 2016 NEC Birmingham**

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**TSSC Annual General Meeting**

**SUNDAY APRIL 10<sup>TH</sup> 2016 2.30 PM - TSSC HQ - LUBENHAM**

**The Area Organisers Road Show will also be held prior to the  
AGM starting at 10.30 am at the same location**

**Council of Management Meetings**

**NEXT MEETINGS - MARCH 13TH 2016 - JUNE 5TH 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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## Dave Rumens Highly Illuminating

**H**ello Folks. Back in the early 1960's when the Vitesse was introduced, the majority of cars were fitted with two headlights. These were

normally the 7 inch separate bulb type being before the sealed beam light units came into full use. The bulb rating was 50/40 watts which by today's standards gave a fairly dim beam of light. The concern then was not to cause dazzle to oncoming traffic and to be fair you just reduced your speed at night to allow for the headlights. The introduction of sealed beam units in the mid 1960's did produce a marked improvement in both the brightness and range of the headlights. However, those who wanted to improve the night vision usually

as Driving Lights back then, this term I have seen applied to both fog and spot lights in recent years without any reference to what beam comes out of the light! The common practice was to fit the long range spot light on the offside and a short range flat beam fog light



on the nearside, *Picture 2*, to see the road edge in fog. The spot light was of course only used with main beam headlights and the fog with dipped headlights.



Improvements were being made with the headlights and the Vitesse was one of the first UK production cars to feature quad 5.75 inch headlights *Picture 3*.

These gave the Vitesse both a sporting look and very practical improvement in the

fitted a spot light. Note I said a spot light as back then there was no requirement to fit additional lights in matching pairs, *Picture 1*.

Neither were there any confusing terms such

as brightness of the main beam. With the outer lights at 37.5/50 watts and the inner 37.5 watts this gave a main beam of 150 watts against the 7 inch 100 watt.





**Picture 3.**

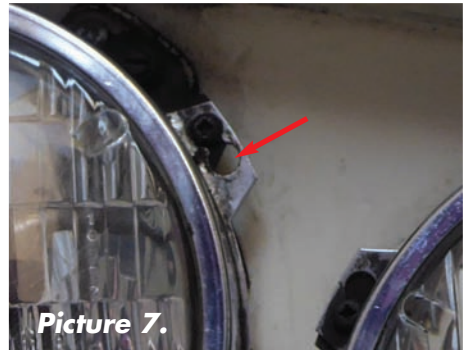
What's more they were sealed beams which gave a further improvement. To match the increase in power consumption caused by the increase in headlight wattage, a 25 amp dynamo, type C40L, was fitted along with a three bobbin control box. This was instead of the 22 amp, type C40-1, and two bobbin control box fitted to the Herald at the time.



**Picture 6.**



**Picture 4.**



**Picture 7.**



**Picture 5.**

to touch any of the other screws. In theory you loosen the screws then turn the rim until the screws line up with the hole and then pull the rim off. However, in practice the rims are reluctant to turn and the screws have to be removed completely. Be very careful the headlight units do not drop out when you remove the rim, as only the plug and wire at their rear will be holding them.

The head/dip is the outer



**Picture 8.**

unit and has three connections, *Picture 8*. These have a higher failure rate than the head only inner units, probably due to greater use. The



**Picture 9.**

inner unit have two connections, *Picture 9*. My fellow anoraks will notice that the unit shown in *Picture 8* is non-original as it is marked pilot, for pilot light, and has a 37.5/60 watt rating. One final point while I have my anorak on, only the 2 Litre Mk2 has the plain headlight covers as seen in *picture 5*. The Vitesse 6 and 2 Litre (Mk1) Vitesse have slots as seen in *picture 3*. Other cars were to follow with Quad headlights including the Triumph 2000 in 1963.

I have had no replies at all from my last

**"Where Are They Now?"** where past owners of a Vitesse have requested information of the car's current whereabouts. No matter how much of a long shot it may seem it is always worth a try. This month I have had two emails requesting information. If you can help, then please contact me and I will put you in touch with them.

*Hi Dave, I have been trying to find my Father's 1970 Vitesse MkII Signal Red convertible with no success due to not having his registration plate. I have been searching for years. When he sold it due to poor health the guy who bought it then had an accident in it so the story could have ended there. The name on the log book was Harold Hector Dent, Coventry address and bought through the Triumph Factory where he worked as an electrician. Bill Price, Dave Gleed and Ken Mumford were fellow work mates or knew each other and Dave remembers the car coming in to sort out the prop vibration and my Dad getting angry because they were having trouble with fixing it in the factory. Whether it is a wreck or better still road worthy I would love to buy it back and pass it on to my granddaughter when fully restored but guess it is gone. If you can help I would be most grateful. I attend most years the All Triumph Day at Duxford with my TR5 and do enjoy it very much.*

*Regards,*

**Harry Dent.**

*Hi Dave,*

*I was actually wondering if you could help me track down my dad's old Triumph 1.6 Vitesse, which he owned around 1975-1980 with his brother. The number plate was JPE 279C, it was green with a red interior (which was apparently quite unusual) - I did a DVLA search for it whilst on the phone to him and it came up that it's still taxed and MOT'd, so it's got to be somewhere! Any help would be greatly appreciated.*

*Many Thanks,*

**Oli.**

That's it for this month.

*Safe Driving and keep them running on all six*  
**Dave.**



# Welcome to NEW & RETURNING MEMBERS



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

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

Ian Buchanan	Arran	Robert Lund	Notts
Adam Hawke	Avon	Andrew Wilmott	Notts
John Cartwright	Beds	Richard Hopkins	Somerset
Graham Winborn	Beds	Ian Maidment	Somerset
David Wozencroft	Cambs	Adrian Gunn	Staffs
John Gilbert	Cleveland	Carmel Linton	Suffolk
Paul Skipper	Derbys	Julian Coquet-Benka	Surrey
Alan Till	Derbys	Simon Bullingham	Surrey
Anthony Carr	Dorset	Richard Griffin	Sussex
Alexander Berry	Hants	Phil Lambert	Sussex
Kevin Evenett	Herts	George Lazarou	Wales South
Jim Fulbrook	Herts	Andy Beaumont	Warks
Andrew Mcconnon	Herts	Michael Pittaway	Warks
Robert Seeley	Herts	Alexander Osborne	West Mids
Malcolm Stables	Isle Of Wight	Adam Fiander	Wilts
Gregory Barratt	Lancs	John Tailford	Yorks West
Howard Godrich	Leics	Brian Turner	Yorks West
Mike North	London	Anton Schenger-Evers	Germany
Mark Baldock	London		
Mathew Clynes	Manchester		
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**Martin Marrison**



## Auto to Manual Gearbox Conversion with Overdrive

**W**hen I brought my Stag it was definitely going to be a manual plus overdrive car, no 3-speed auto for me. But the "best laid plans of mice and men" went by the wayside and the overall condition

of the car won over. The owner of the car did say that he had *"disconnected the kick down"* to reduce fuel consumption cost. As soon as I got it I adjusted the kick down cable up and checked it was all connected but to no avail so I now had a 3 speed auto with no kick down!

I decided to go for the **manual plus overdrive gearbox conversion on the Stag**. The existing 3 speed Borg warner gearbox had done 122,000 miles and was clonking into and out of gear especially when cold. I had converted my Spitfire 1500 several years ago and when we converted it to a 2.5 litre we had done some modifications to adapt the overdrive.

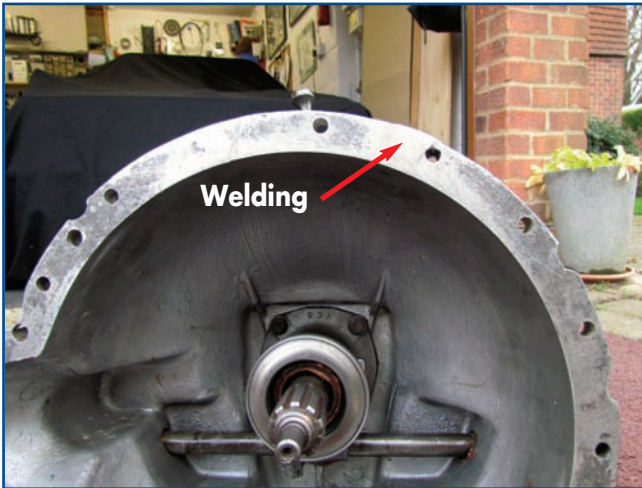
So where to start? Stag manual boxes are not common. A majority of Stags were produced with auto boxes and the 2000/2500 saloon boys use them as an upgrade on their cars too. I had seen some fully rebuilt Stag Gearboxes with overdrives at some of the shows with price tags of £1200 plus, I would have to add in all the ancillaries. This was too much for my

wallet. I started looking on eBay to get a feel for prices and what they went for. Richard Brake had been encouraging me during the Stag purchase and had provided me with lots of advice and sent me a link to a listing on eBay. It was reasonably local and was a J type overdrive rather than the earlier A type so it looked ok.



I bid for it and purchased the gearbox and overdrive with some trepidation for just over £500 that may be scrap! It came with lots of extra bits so my thinking was, if it is too bad to rebuild I could sell all the bits on eBay and get most of my money back. One thing the seller did omit to say on the listing was that the alloy bellhousing casing, where the top two studs went through, was broken. I managed to negotiate him down on the spot for incorrect description! He also tried to suggest that as it looked like it had a new gasket on it that the gearbox had had some work done it and thus





gearboxes before and my assumption was my second hand gearbox was terminal! He got out his list of things that was wrong with it. To be fair it sounded worse than it was. It was a 40 year old gearbox (on mine there was a date in the casting on the side of the gearbox! - see photo below) so I expected some issues!

It needed a new lay shaft, bearings and thrust washers, 2 synchro rings, an output flange and a new main shaft. So it wasn't terminal but buying any

it was worth more! Funny some people's logic!

On getting it home the first priority was to get the casing welded up, if I couldn't get this done the box was scrap. There is a local chap to me who does welding, normally on steam engine boilers and I dropped it off to him and £50 later it was all welded up. (see picture)

Next step was to twist gearbox Pete's arm, in our area, to agree to have a look at it. Once he has his backlog of gearboxes out the way I dropped mine round to him.

Pete is a bit of an expert on gearboxes in our area and likes a challenge. For people that don't know Stag gearboxes they are the strongest of all the Triumph boxes and the biggest, interestingly based on a three rail box rather than a single rail box, according to Pete. All the casing and bellhousing are cast in one out of Aluminium. The surprising thing is I can pick up a complete gearbox and overdrive on my own.

No cast iron gearbox casings here!

A week later in one of our area meetings Pete greeted me looking a bit sheepish. "Someone has been in your gearbox before!" he commented. I know Pete has done a lot of



bits for a Stag can either be expensive or cheap and my guess was the gearbox bits wouldn't be cheap.

The following day I got on the phone to Rimmers and went through all the parts. To be fair they had most of them in. The main shaft was the most expensive at £140 which is a bit dearer than a Spitfire/GT6 one but not too bad. The output flange on the gearbox overdrive very similar to a 1500 Spitfire output flange but if you compared the two they both fitted on the standard J type overdrive with the same flange pattern for the prop shaft but it had been beefed up and was obviously stronger. With

my one it looks like someone had attacked it with a welding torch and it was all buckled from the heat. So Pete quite rightly suggested getting a new one.



**Damaged thrust washers**

The last thing I wanted was a nasty vibration from my freshly rebuilt transmission.

The only parts Rimmers couldn't supply were the Layshaft thrust washers. As you can see from the photos the smaller one was broken into three pieces and bigger one had big split in it. The actual needle roller washer/ bearings were available. This is one of the key differences between the Stag boxes and the 2000 boxes. On the 2000 and TR box there is a solid Phosphor bronze bush, on the Stag there is this three part Needle rollers with associated thrust washers. We assume this is to cope with the extra torque and power of the Stag box.

So I was a bit stuck, I tried Overdrive spares in Sheffield and they confirmed that these parts were no longer available so I asked what they did when they were rebuilding their Stag boxes and they said that they turned their own. So after a bit of persuasion they agreed to turn me up a set and put them in the post to me. So all the parts were now on their way and I knew that the box was repairable. Hurrah! my gamble had paid off.

Once I knew the box was repairable and

Christmas was coming up, I ordered up all the ancillary parts and external parts that I didn't have from Rimmers. Prop shaft, gearbox mounts, clutch master and slave cylinder,

speedo cable etc etc. It came to a tidy sum.. Rimmers had a 15% discount on which did help. (My wife very kindly brought me a new prop shaft for Christmas!)

The parcel arrived from Rimmers or to be honest the parcel arrived in two pieces! It looks like all the pieces were packed into a 5 foot long box and someone had broken off one foot of the box. The delivery driver apologised and offered to take it all back but I needed the bits so Pete could carry on. So I signed for it but agreed that I would talk to Rimmers about any

missing parts. There was no invoice so I rang



**Lower cross member painted**

up Rimmers and explained the situation and they were very helpful and emailed out the invoice and said to let them know what was missing from the parcel.

To be fair, all the parts were there in the end which was very lucky. I sent photos of the parcel to Rimmers and they were very apologetic. But no parts went missing!

One of the most difficult parts to track now was the wooden trim that went round the gear lever. With an auto box the gear-lever hole is rectangular on a manual box it is circular. Rimmers





**Gearlever Console**

could offer a full walnut dash kit for £500 but the wallet was beginning to feel the pressure. I rang around many of the suppliers but to no joy either new or second hand. But then one came up on eBay (see console photo above) and I was bidding and keeping my fingers crossed and I got it for £21, which is a lot for piece of ply wood, but it will finish off the conversion and make the interior look original.

Pete finished off the gearbox and it looks superb. It's all cleaned up and almost gleams. (see the First Photo!)

One thing that was interesting was on the side of the gearbox casing is what appears to be a date 6/11/73 (see previous photo) I assume this is a casting date? Did all castings have the same date on them?

So the next step is fitting it. I have done a clutch change, many years ago, on a Stag and to put it politely wasn't my favourite job and I am not as fit and active as I was then. I've taken the view that I am going to get Faversham Classics to do the work. They specialise in Stags so I'll

get them to do the work. I don't very often use garages so it does go against the grain but I do want it to be done properly and I don't want to have issues with it once it is converted.

So I'm going to book it in with Faversham Classics for the end of Feb and get them to do the work.

*Martin*



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# International Liaison



e-mail.

**[international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk)**



**Dave & Jo Beardsley**

**International liaison Secretaries**

**I**t has been a few years since we last 'held office' within the club, so we are looking forward to contributing to the Club and representing the international membership. Having lived overseas for more than twelve years ([New Zealand](#) and [Australia](#)), we know what it feels like to be a member of the TSSC, but not be able to really participate - we hope we can change that in some small way.

We want to hear your news, events taking place in your part of the world and about your cars – and the stories behind them.

One of the first things we wanted to under-

Australia, Belgium and France.

We have other Courier articles planned and aim to have something in the magazine every other month, but to close out this month, we have two requests for you.

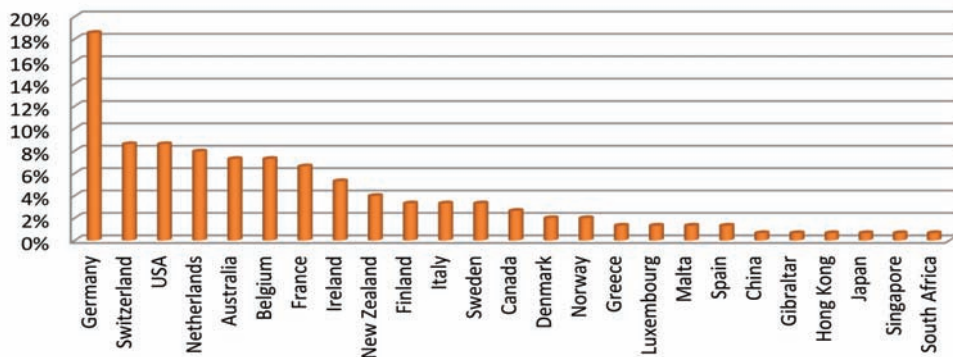
First, we want to hear what **YOU** want from the International Liaison role.

Our new email address is:

**[international-liaison@tssc.org.uk](mailto:international-liaison@tssc.org.uk)** please email us, we'd love to know what you think.

Second, in reviewing the overseas membership list, there appears to be quite a few potential errors in the addresses listed.

**TSSC Membership by Country**



stand in taking on the role was how the international membership was comprised, shown below is the breakdown as at the end of 2015. We currently have members in 25 countries with Germany our clear leader with 19% of the overseas membership, but also have strong representation in Switzerland, USA, Netherlands,

Can you all please check the mailing label with your Courier and let us or the Club Office know if any corrections are needed.

This is important as getting this detail correct should help ensure you get your Courier on time – or at all!

**Dave & Jo**



# GT6 Mk I - II - III Register



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



## Andy Cook

## GT6 Online Resources

**T**his is the 1st Courier Report I've written in this GT6 50th

Anniversary year and the first you will have had drop through your letterbox too as the January edition was delivered last year! I hope all you GT6 fans had a good Christmas and New Year. I did get one GT6 related Christmas present, a hand painted picture of my GT6 painted by my brother in law, Johnny. He secretly downloaded a photo of my car from my facebook photos, a nice action shot from Prescott taken at the Triumph Marque day back in 2012 and used it to produce the painting below. Pretty cool and a real one off!



**Picture 1 Andy's GT6 painted by Johnny Shand**

### GT6 Online Resources

The fact Johnny had accessed the picture of my GT6 on facebook via the web got me thinking about all the various GT6 and Triumph web content that I use and there's a lot of it! Really useful for researching GT6s, when you are a bit stuck with a technical problem, when looking for inspiration when modifying your car, looking into history of the model or just ogling at other owner's GT6s.

If you are looking to find some GT6

related stuff on the web a good place to start is of course the Club website. There are web pages dedicated to the MK1/MK2 GT6 and MK3 GT6.

**The Triumph Sports Six Club**  
The Club for ALL Triumph Enthusiasts

Telephone: +44 (0)1888 434624

Monday 3rd January 2012

**Triumph GT6 Mark 1/11**

**Production**  
Start: 1968-1975  
Quantity: 15,919/12,065

**Price**  
Cost when new: MK1 £550, MK2 £575

**Market Value Guide**  
Low-end: MK1 £2000 (Conserv) £1200(MK2) MK2 £1500 (Conserv) £1000  
Good: MK1 £7000, MK2 £8000  
Average: MK1 £3000, MK2 £2000  
Project: MK1 £1000, MK2 £1200

**Performance**  
Acceleration: 10.0secs  
Top speed: 107mph  
Power: 100bhp  
Torque: 111lbft  
MPG: 21mpg

**Engine**  
Configuration: inline six

**Overview**  
Considered as a lighter GT, with the same four-cylinder running gear, it was quickly discovered that the extra weight of the feedback resulted in less performance. The solution was the four-cylinder Triumph 2000 engine, also creating an instant awe for the newly launched MK3 GT. An E-type-like front badge completed the visual move upmarket. Overall, it is a straight line, but that extra power negates the deficiencies of the MK1's longish axle trail suspension. Lift-off oversteer means it should be driven with a modicum of respect. An improved system makes the MK1 a much better car.

## GT6 Mk I - II - III Register

The MK1/Mk2 web page is  
[http://www.tssc.org.uk/tssc/cars\\_final.asp?model\\_ID=19](http://www.tssc.org.uk/tssc/cars_final.asp?model_ID=19)

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 The Club for ALL Triumph Enthusiasts

Telephone:  
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Sunday 3rd January 2016

TR1-3A TR4-6 TR7-8 GT6 SALOONS 2000-2500 HERALD VITESSE SPITFIRE

### Triumph GT6 Mark III

**Production**  
 Span: 1970-1973  
 Quantity: 13,042

**Price**  
 Cost when new: £1002

**Market Value Guide**  
 Excellent: £11000, Concours £15000  
 Good: £8500  
 Average: £3500  
 Project: £1200

**Performance**  
 Acceleration: 10.01secs  
 Top speed: 112mph  
 Power: 104bhp  
 Torque: 117lb/ft

**Overview**  
 Visual changes were made in line with the MKIV Spitfire, though if anything they are more successful on the GT6, whose fastback styling suits the new cut-off tail. At the front, the bonnet bulge remains, in a flatter and wider form. Rear side windows are reprofiled for a cleaner look. There was no

The Forum doesn't have a specific GT6 area, instead it's split into sections such as; "Engine", "Cooling System", "Gearbox and Overdrive" etc covering all TSSC cars. This is not too much of an issue as our cars share so many of the same components and design across the Triumph model range.

There are other Classic Car Forums that are worth a look with GT6/Spitfire specific sections, such as; **"Triumph Torque"** (The Club Triumph Forum) [www.club.triumph.org.uk/forum/](http://www.club.triumph.org.uk/forum/) and **Triumph Experience**

The Mk3 web page is  
[http://www.tssc.org.uk/tssc/cars\\_final.asp?model\\_ID=20](http://www.tssc.org.uk/tssc/cars_final.asp?model_ID=20)  
 Then there is the TSSC Forum if you are

<http://www.triumphexp.com/phorum/>  
 These and many other forums are free and open to anyone who registers a new account with them.

**THE TRIUMPH Sports Six CLUB**  
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Forum Admin

Forum Announcements  
 3 topics 17 replies

Forum Help and Suggestions  
 29 topics 172 replies

Technical

Engine  
 144 topics 1,029 replies

Cooling System  
 38 topics 385 replies

Gearbox & Overdrive  
 44 topics 424 replies

Drivetrain & Rear Axle  
 47 topics 323 replies

Then we move onto Social Media, specifically Facebook. The number of Triumph Groups on Facebook has certainly been expanding over the last few years.

There is the official TSSC Facebook page,

**THE TRIUMPH Sports Six CLUB**  
 The Club for ALL Triumph Enthusiasts

Timeline

1. The people we like  
 27 people have liked this

Write thanks to like this Page

4.5 of 5 stars - 52 reviews  
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After a crackling Christmas & New Year break, we are today open for business again! 10am - 5pm that please be gentle with us! Get some Club Shop bargains, sort out your Le Mans tickets or call up to join up - we much on offer for members. ... 01858 434424 www.tssc.org.uk

looking for advice.

If you haven't used the forum before you'll need to register and then log in to post questions etc. Have your TSSC membership ready if you are registering for the first time. Link to the **TSSC Website Forum** <http://forum.tssc.org.uk/>

<https://www.facebook.com/The-Triumph-Sports-Six-Club-1391249377782323/>



An "unofficial" but Lively TSSC Group, search facebook for **"Triumph Sports Six Club (TSSC)"** There are many GT6 specific Groups as well;

**Search facebook for:-  
"Triumph GT6"**

**"Low bumpered Triumph Spitfire and GT6 group"**

**"Triumph GT6 MK2 and GT6+ (1968 - 1971)"**

**"Triumph Spitfire GT6 TR6 owner/enthusiasts group"**

**"Triumph GT6 - Spares / Cars for sale and wanted"**

**"Triumph GT6 Video Collection"**

Some of these groups are open, some are closed groups that you'll have to send a request through to join.

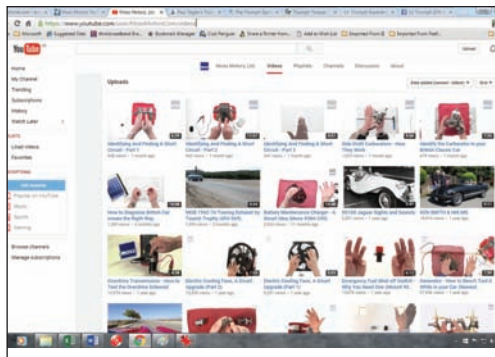
If you are joining a group, make sure your facebook profile has some visibility that you are into Triumphs (A good way of doing this is to make your profile or background picture include a Triumph!). The reason for this is that the moderators of the groups will often reject people that are not obviously Triumph enthusiasts to prevent unwanted spammers trying to sell Sunglasses and the like.

Several local TSSC areas also have facebook groups, ask your local area at your next meeting if they have one, if not you could even set one up.

On **YouTube** you'll find quite a bit of GT6 footage if you search under GT6 . One particularly good YouTube resource for technical how to videos on general classic cars that I recommend is the Moss

Motors YouTube page;

<https://www.youtube.com/user/MossMotorsCom/videos> This site is from the US part of MOSS motors company, linked to the MOSS Europe company that many of you will know.



There are some other pretty good GT6 oriented websites on the general internet.

**Teglerizer.com** is a great one, lots of technical stuff on GT6 and Spitfires plus it houses the International GT6 Database, a pretty comprehensive register of GT6s worldwide. You can register your own car on the database if it isn't there already, mine is there of course. This site is run by American Triumph Enthusiast Paul Tegler.

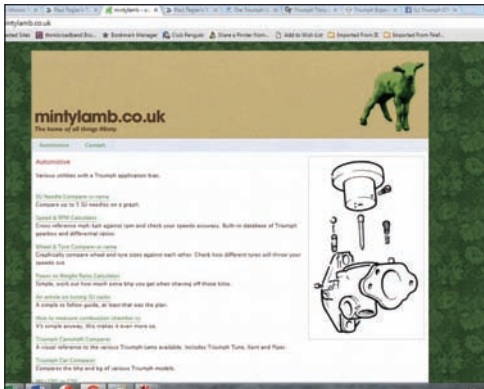
<http://www.teglerizer.com/triumphstuff/index.html>



The GT6 Register address is:  
<http://www.teglerizer.com/InternationalGT6database/>



## GT6 Mk I - II - III Register



### Minty Lamb.co.uk

is also a good technical resource for Triumphs with lots of technical articles and data. It's the personal website of British Triumph Enthusiast James Carruthers.

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

One thing that's really good and unique on this site is his "Wheel & Tyre Compare-o-rama" This allows you to compare the radius of wheel and tyre combinations, great if you are fitting a set of larger diameter alloys and you want to try and replicate the existing wheel/tyre radius to keep gearing and speedo ratios unchanged.

Another good reference source for technical articles and data is the American Spitfire and GT6 magazine website reference page.

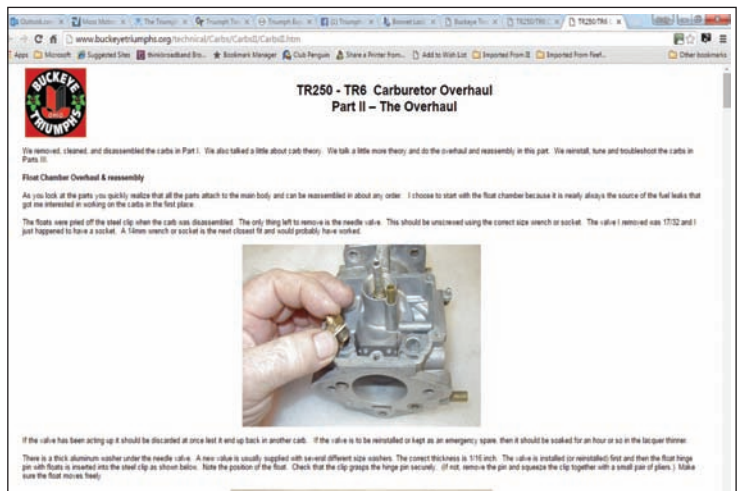
<http://www.triumphspitfire.com/Ref.html>

I also like the Ohio based Website "Buckeye Triumphs.org"

Again a great source of technical articles. I found the section on SU Carburetors particularly useful in the past. Although based on a TR250 Stromberg overhaul it's pretty much the same as a GT6 and contains lots of descriptive information and pictures.

<http://www.buckeyetriumphs.org/technical/technical.htm>

Also it's always good to surf around the Triumph Parts Specialists websites, in particular I like the **Canley Classics** site



which has a great Archive of data and information on our cars. <http://www.canleyclassics.com/technical-archive>

Canley's site also has their web based



Triumph Museum which is owner Dave Pearson's collection of Triumphs, some of which are very significant of the Standard Triumph Motor Co. <http://www.canley-classics.com/our-museum/>

I hope I've wetted your appetite to have a good old GT6 based surf around the internet. Something to do on those cold winter nights when you can't face getting out in the Garage to work on your GT6!

**From the Archives**

There have been lots of news articles on the reduction in Petrol Prices over the last few months. Just to bring things back into perspective here's a Garage Forecourt with a few Triumphs from the Essex and Kent Area out on a convoy including 4 GT6s. The real interesting thing is the petrol price... 43.9p per litre! I'm not sure where we were going at the time or the exact year but it would have been in the late 80s/early 90s.

**Andy**



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**Please Make Cheques payable to TSSC Ltd and Return Form to:**

**TriumFest UK, Triumph Sports Six Club, Sunderland Court,**

**Main Street, Lubenham, Market Harborough. LE16 9TF**

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

OR [www.tssc.org.uk/tssc-triumfest/index.htm](http://www.tssc.org.uk/tssc-triumfest/index.htm)

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TRIUMPH SPORTS SIX CLUB

# TriumFest UK Update

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

*by Garth Jupp*

**T**o clarify a few points and put people's minds at rest reference the Santa Pod "No glass" regulation and the need for Helmets and arm restraints **if you wish to take your car up the strip.**

The **No Glass Rule** is referring to drinks in glass bottles, if you have a caravan or trailer tent, Santa Pod are **NOT** going to confiscate your mugs or bottles of tomato sauce or HP!

Basically you need to bring your drinks both alcoholic and soft in either plastic bottles, cans or wine/cider boxes. You can decant them into plastic bottles if you can't get your favourite tippie in the allowable packaging.

## HELMETS & ARM RESTRAINTS

If you want to take your car up the drag strip and it is either a **Convertible OR it will be exceeding 110 MPH** when crossing the finish line, then you must wear a helmet. The helmet must be "fit for purpose" We have checked with Santa Pod they will leave that judgment up to the individual, we would suggest that if the helmet is UK road legal for a motorcycle then it will be fine, i.e. it does not need to be Snell approved, though this would be suitable if you have one, even though it may not be deemed to be road legal in the UK. The following are road legal for riding a motorcycle, so would be fit for purpose for this particular event: -

By law you must wear a safety helmet when riding a motorcycle on the road.



All helmets sold in the UK must either:

- comply with British Standard BS 6658:1985 and carry the BSI Kitemark
- comply with UNECE Regulation 22.05
- comply with any standard accepted by a member of the European Economic Area which offers a level of safety and protection equivalent to BS 6658:1985 and carry a mark equivalent to the BSI Kitemark

To surmise, if your helmet is MSA/Snell/FIA approved or has one of the above motorcycle accreditations and is in good condition it will be suitable.

## Arm Restraints

Now in addition to the helmet requirement, **if you have a convertible**, then you are required to have and use arm restraints, the club will have two or three sets to lend out to people wishing to take part, but please make sure you hand them back at the end of your run so the next person can have their go.

If you have any other questions please contact Garth at the Club Shop on [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

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Herald 13/60 front wings	£130.00
Vitesse front wings	£160.00
Front wing 'D' plates 703627/8	£12.00
Windscreen drip channel	£18.00 pair
Herald/Vitesse door skins 901338/9	£95.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£29.50
Tread plate repair panel	£11.50
Front Footwell	£85.00
Front floor mounting bracket fr 607548	£9.50
Front floor mounting bracket rear 607549/50	£9.50
Rear floor mounting bracket 607655	£10.50
B post mounting bracket 703825/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£65.00
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extn	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£118.50
Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
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Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Synco (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£25.00
Herald new alternative distributor (exchange)	£59.00

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

## TR7

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

## STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Seatbelts non-sensor	£120.00

## TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E. LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

## SPIRITFIRE MK I & II & III

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



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

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£49.50
Front wheel arch inner 909797/8	£55.00
Headlamp support panel assembly 818871/2	£49.00
Front quarter valance 815391/2	£92.50
Door skins	£70.00
Sills non original 903097/8	£55.00
Sills O.E. 903097/8	£82.50
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£28.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£150.00
A' post lower filler panel 706889/9	£24.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
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Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£215.00
Rear valance 908970	£99.50
Boot floor	£160.00
Boot lid 911327	£545.00
Rear inner wheel arch 725563/4	£170.00
Rear wheel arch outer 909661/2	£99.50
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Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
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Water pump 216939/GWP128 (exchange)	£29.50
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Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
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Front shock absorber GSA364	£20.00
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Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
Recon exchange J Type O/D 1500	£320.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Clutch shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£40.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

## GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,200.00
Front wings Mk I 908113/4	£115.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50

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Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50/5 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
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Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
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**Colin Lindsay**



## It's the Real Thing

**I**t's that time of year again, coming close to that special day where girls all over the World love to hear those three little words: **"I've bought jewellery"...** yes, it can be an expensive time, but love outweighs cost and something small and sparkly, bought with care and thought, can often say more than the more expensive items in this world. And if you believe that, you must be single, and are going to stay single for quite some time. Furthermore – something small and sparkly does not mean bling valve covers.

To quote Woody Allen: money is better than poverty, if only for financial reasons, and they say it's better to be sad in a Rolls Royce than on a bicycle. If you have unlimited funds – not to mention a securely locked garage and armed guards 24 hours

gallon of Brasso. I wonder how it looks when it rains and the little black marks appear on the polish... this is an Audi A8 with a 4.2 litre engine, but it's still trumped by this white gold Mercedes SLR with a quad-turbo engine putting out 1600



BHP. Ah, one-upmanship, eh? People have gone to war for less.

Those of us who live closer to reality have to look elsewhere for presents and while the Internet is coming down with Triumph-related goodies I wanted to find something truly Triumph, not some mass-produced item with 'Triumph' or a shield badge stuck on the front, and often at a slight angle too.

There are a number of finely detailed pewter models on the market, but what I need has to be compact and bijou, so I was pleased to find pewter

jewellery available in the form of these lovely pendants; available in saloon, estate or convertible. Quality does vary as I've found one



per day – then I'll recommend this little Audi. This one was made in silver for a Sheikh in Dubai and does forty miles per 28

## HERALD 948 -1200 -1250 Register



looking as though it's already a restoration project. Expect to pay around £9.



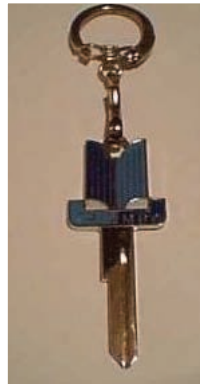
You can also find cufflinks for he – or she - whoever wears the shirt in your life, although



these are 13/60 cutaway versions. The key ring is thankfully all 1200.

If I landed home with pewter I'd be in the doghouse even before the wrapper had hit the floor. What 'er indoors wants has to have the sparkle of a freshly polished overrider and the rarity of a replacement panel that actually fits. Thankfully I've managed to find the real

stuff – gold. This beautiful Triumph-crested key is 18 carat gold plated and was a competition prize back in the 1960s; the prize included free cutting by Bellfax Ltd of Esher in Surrey. It would be a



stunning present for any Triumph owner, almost too good to use every day in a car. This one came up on eBay many years ago and I still regret not bidding the winning £8. The original competition winner was a Mr G M Booth of St Annes on Sea, Lancashire but it appears

the key was never used in anger; I have a feeling that cutting the lovely gold finish would somehow feel like vandalism.

However: why go for half measures when you can have the whole hog – or car, in this case? I've managed to find this little Triumph Herald advertised in a number of old or pre-loved



jewellery shops on-line. The detail is quite good, down to the boot hinges, bonnet handle





and rear C-post badges, and the wheels actually turn, although it looks in need of an

interior. This one is priced at around £90 but although it's advertised through a number of outlets, I suspect it's almost unique these days.

*Incidentally....* The Audi isn't made from solid silver, but polished using a specialist technique by a German company called MTM.

The aluminium body was highly polished and the plastic parts enameled with a special coating before the entire car was covered with a clear varnish. I'd like to have seen the reaction when 'er indoors in Dubai found out...

*Colin*



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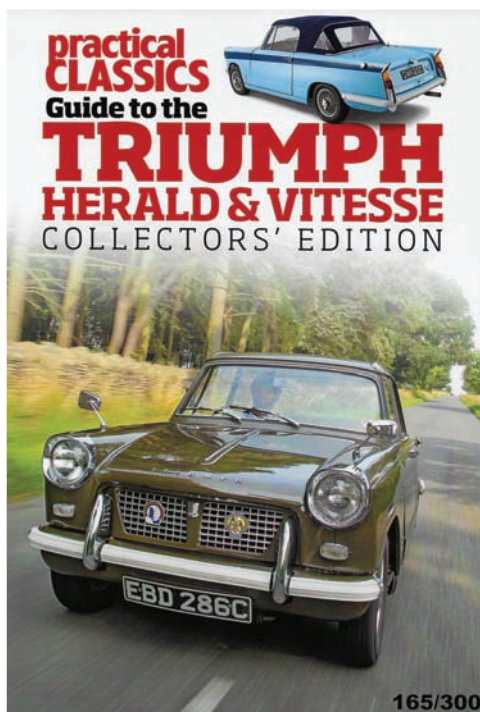
## No.1 Practical Classic

**I** trust that you have all rushed out to buy the Practical Classics "**Guide to the Herald and Vitesse**". It's a good background read, even for those of us who think we know it all already. On this occasion I decided to splash out on the collectors' edition but at the time of writing the special A2 poster hadn't arrived. I trust that will very soon be rectified?

To continue with the **Press Release for the 13/60**, this time I will extract the information that was specific to the new model and lauded as improvements on what went before. The whole thing is 26 pages long, including the covering letter shown in full last month.

This month will be a precis of the descriptions. Quotes from the document are in italics as usual.

*The Triumph Herald 13/60 is offered in saloon, convertible and estate car versions. It replaces the 12/50 saloon and the 1200 estate and convertible models. The 1200 saloon will continue in production at its current price of £627, tax included.*



**Picture 1:** Cover of Collectors' Edition

### PRICES

		<b>Basic</b>	<b>Purchase Tax</b>	<b>Total</b>
13/60	Saloon	£568. 0. 0.	£131.17. 8.	£699.17. 8. (£699.88)
"	Convertible	£613. 0. 0.	£142. 3.11.	£755. 3.11. (£755.20)
"	Estate	£628. 0. 0.	£145.12. 8.	£773.12. 8. (£773.63)

*The Triumph Herald 13/60 is fully equipped and the only factory fitted extra is the sunshine roof costing £24.11. 8. (inc. Purchase.Tax.). (£24.58)*

*Radios are fitted by the dealer.*

**NB.** For those who are not old enough to remember Pounds, Shillings and Pence, I apologise! Approximate modern final price shown in brackets.



**DELIVERY**

The new Heralds will be on sale throughout Great Britain on announcement day and pilot quantities are en route to export markets. Assembly of the new cars has begun at the Company's Common Market assembly plant in Malines, Belgium.

Improvements listed to chassis, body and interior are as follows:

... a completely restyled front end by Michelotti which incorporates a full width grille in satin finish strip aluminium, and single 7" headlamps. The sharp break lines of the bonnet blend with the crisp Michelotti line of the rest of the car. At the rear a new number plate light is fitted, revised Triumph name plates on the rear pillars, and a Triumph 13/60 badge to differentiate it from earlier models. The Convertible and Estate models include all these features.

The whole interior of the car has been redesigned to give greater luxury and comfort as well as better sited controls and increased room for rear seat passengers.

The dash panel has been restyled and twin 4" dials in front of the driver replace the large single speedometer fitted to the 1200 and 12/50 series.

The controls for heater, lights, choke and heater fan are grouped in a recessed panel in the centre of the dash. The switches are recessed into the wooden fascia panel to prevent damage to passengers in the event of an accident.

A headlamp flasher is incorporated in the side / main beam / dipped beam control on the steering column.

The shape of both front and rear seats has been altered, the front ones incorporating a more curved squab to give increase hold during cornering, and greater comfort. The rear seats have been changed in contour and rear knee room has been increased by 2".

Cut-outs in the panelling at the side of the rear seats on the saloon model give two large pockets with ashtrays mounted in the aperture. This also affords more elbow room for the rear seat passengers. An armrest is also built around the pocket.

Pile carpet on the floor matches the upholstery

and there are four interior trim options – light tan, black, shadow blue and dark red. A nylon disc type coat hook replaces the metal one fitted to the 1200 series and a rubber boot mat covers the spare wheel instead of the PVC felt composition type. Crushable sunvisors are fitted which are fully adjustable. The interior specification is luxurious to a degree not approached by any other 1300cc family saloon of comparable price.

**Comment:** I wonder how many people were influenced by the new nylon coat hook as a major selling point!

**ENGINE/TRANSMISSION**

The engine of the 13/60 is the same unit as that fitted to the front wheel drive 1300. It differs from the 1147cc unit in that the bore is increased by 4.4mm to 73.7mm giving a capacity of 1296cc. It also has the four inlet port head of the Spitfire and 1300 to give better breathing. It develops 61 bhp net and 875 lb/in torque – increases of 13 bhp and 135 lb/in respectively over the 1147cc engine. This 27% increase in power and 18% increase in torque give outstanding improvements in acceleration, top speed and flexibility. A 6.5" dia. diaphragm clutch transmits power to the robust Herald four speed gearbox.

The axle and half shafts have both been strengthened to deal with the additional power and torque.

**PERFORMANCE**

The Herald 13/60 accelerates from rest to 50 mph through the gears in 12 secs. This is an improvement of 3.5 secs. The 40 – 60 acceleration in top gear also improves by 5.5 secs. to 12 secs. - a sure mark of the increased flexibility of the engine. The top speed stands at 85 mph – 7 mph faster than the 1200. This sparkling performance is almost unmatched in the 1300 cc class and makes the 13/60 a really exhilarating small car.

**BRAKES**

The 13/60 series is fitted with disc brakes on the front wheels as standard equipment. These units are the same as those fitted to the Mk3 Spitfire and are slightly larger than those fitted to the 12/50. Discs are 9" dia. and front

brake swept area is 150 sq.in. Rear brakes are 7" drum leading and trailing shoe type. Top braking performance is .96 G which is equivalent to stopping from 30 mph in 31 ft.

## COLOURS

Paint	Trim
Valencia blue	Black or Light tan
Conifer	Black or Matador red
Jasmine	Black or Light tan
White	Black, Matador red or Shadow blue
Wedgewood	Black or Shadow blue
Dolphin grey	Shadow blue or Matador red
Gunmetal	Shadow blue
Royal blue	Black or Shadow blue
Cherry	Black or Matador red
Signal red	Black or Light tan

I'm sure that's enough of that for now. I will try to list some of the more detailed data next time. However, if any of you would like a pdf copy of the whole document then please email me and I will send it to you.

**David Taylor** contacted me last August when we exchanged emails about the fitting of a replacement Mountney steering wheel to his



**Picture 2:** Mountney horn push (photo by David Taylor)

1970 Herald 13/60. There appear to be two issues with this: firstly that the boss is deeper than the standard one (and, indeed, a Moto-

Lita one). Secondly that the horn push only has a tag terminal rather than the contact strip found on an original unit (and, again, on a Moto-Lita one). For all that, though, the method outlined by David works and you end up with a good looking wheel for a reasonable price.

*The wheel was finally fitted on 1st October and the horn actually works!*

I am sorry for the delay but I am now able to summarise the fitting procedure which was not particularly clear from the Springalex instruction leaflet.

I attach two photos, one of the new wheel (which does suit the car I think) and one of the underside of the horn push unit. The kit was purchased from Rimmer Bros - part no. RH 5358, consisting of a 14 inch Mountney steering wheel, a Springalex steering wheel boss (ref BOSS29) and a Triumph badge for the centre horn push.

The boss unit should have two holes in the base, one of which is an exact sliding fit for the original Herald horn "pencil". With the boss fitted to the steering column splines (and the steering wheel attached using the six bolts supplied), the pencil is inserted in the correct hole, unsprung end downwards. A piece of insulated instrument wire about 2.5 to 3 inches long is then soldered to the top of the pencil and the other end crimped tightly in the connector on the underside of the horn push. The wire is supported by the insertion into the boss of a piece of stiff foam measuring 3.25 inches in diameter and 1.5 inches deep. The powder coating on the inner side of the boss should be rubbed off as necessary to ensure a clean contact point. The horn push unit is then pressed home and the self-adhesive Triumph badge applied to the centre.

That's about it I think. It's a summary of info supplied by Garth (via you), Michael of Springalex and my own experience.

*It may be of some help to others.*

I was given a great little book by friend and TSSC member Glenn Howard for Christmas. With the snappy title of **"Chapman's Car Compendium: The Essential Book of Car Facts and Trivia"** by **Giles Chapman** it is a gold mine of 'Not many people know this....' kind of facts. One that



**Picture 3:** End result (photo by David Taylor)

stood out for me was headed 'The turbocharged keyboard'. Bear in mind that this was published in 2007, so the output of aforesaid turbocharged keyboard will have risen considerably.

The world's most prolific author of car- and motoring-related books is Britain's **Graham Robson**, now in his seventies. Following stints in motorsport management, journalism and engineering, Robson co-wrote his first book, entitled "The Big Drive", in 1970 while accom-

panying the World Cup Rally between London and Mexico. Since then, he has had 132 titles published – an average of one very three months – on an enormous range of car topics, but with many concerning rallying.

Robson has written more books on Ford than on any other marque.

And there was me thinking Graham was mainly a Rover and Triumph man!

Well done, Graham, I salute you.

*Phil*

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# SPITFIRE I - II - III Register



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

**Suzie Singleton**



## Back to Specification

A couple of months ago I had a query from Paul Adams which led to a bit of correspondence over a few weeks. Paul said:

*"I own a 1966 Mk 2 Spitfire, and wonder if you can help me with an electrical query? According to various sources, including the original Triumph owners 'glovebox' handbook for the Mk 2 Spitfire, my car was fitted with a positive earth system. When I acquired the car it was fitted with a modern battery and earthed from the negative battery terminal and everything electrical worked.*

*Being a bit of a stickler for the correct period look, I've acquired a black rubber 'wet' battery and new battery cables and wired it up positive earth - and hey presto, everything still works! But I have two questions:*

**1.** *The new negative earth cable I have bought (not yet fitted) is, apparently, a copy of the correct original part - it is a long braided cable with two eyelet mounting points in addition to the battery terminal clamp - I presume one of the eyelet mounting points fixes to the solenoid, but I'm at a loss to know where to fix the other one - I've seen a suggestion that it should be fixed to the bell housing? There is already a separate braided cable running from the solenoid to the bell housing - does it replace this, or is it in addition to this, and can it be fixed to the same bell housing bolt or should it be fixed to a different one?*

*Also if it does go there, surely it is earthing something that is already being earthed by the positive battery cable, which goes to the car*

*body, or the existing separate braided cable that runs from the solenoid to the bell housing?*

**2.** *Am I likely to do any damage to the car if by some chance it has been converted to negative earth at some point in the past? "*

I passed this query onto my 'technical department' - Guy - who was able to answer Paul as follows:

*"There is no problem with converting back to Positive earth, the only thing needed is to re-polarise the dynamo, if everything is working I assume you did this.*

*The earth cable you have is correct (although it should now be a positive cable rather than negative), it runs from the left hand side of the battery, with the first tab being attached to the body with a bolt near the bonnet cone bracket, the cable then runs behind the battery and past the solenoid and is bolted to the engine to provide the earth strap it goes to the first bolt rather than stud below the cylinder head. The existing cable which, I assume, is fixed to the solenoid mounting bolts, not directly to the solenoid otherwise you will have a dead short, can be taken off."*

Paul also noted:

*"I did own a very early 1965 Mk 2 Spitfire over 20 years ago (it had turn down door handles, like the Mk 1) but I can't for the life of me remember now how that was configured (I'd be interested to know if the car still exists, its reg was TEU 47C, and it had all the factory extras - wire wheels, O/D, White soft top, White tonneau cover)."*

I was able to answer Paul's query about his previous car and suggest a route that many of

you may find useful if curious about a car you used to own.

"I've just checked with the DVLA (<https://www.vehicleenquiry.service.gov.uk/>) which shows that TEU 47C is still on their records but not currently MoT'd. Unfortunately it hasn't been taxed since 2001 so, having been off the road for all that time I would imagine that it may be long gone but DVLA not notified, or perhaps be tucked away in someone's garage as a 'project'. Interestingly it's recorded as having been registered on 4 Nov 1987 - was it an import?

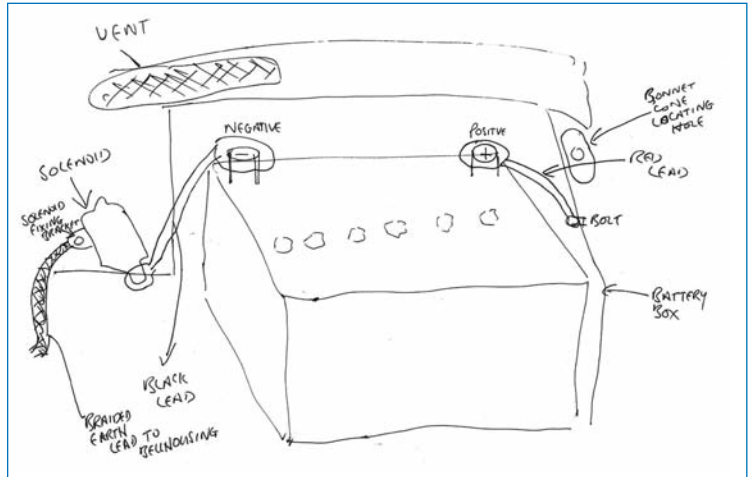
Otherwise it looks as though it was off the road for some time prior to that."

Paul replied:

"The TEU 47C was a UK car that had its original number plate taken away by DVLC as it was off the road for many years in the 1970s/ 80s prior to my ownership - TEU 47C was an age related number allocated by DVLC when it went back on the road in 1987. Interestingly, when I bought it, it came with its original green log book which showed its original registration number - unfortunately I passed that log book on to the new owner when I sold it and can't remember what it was.

Getting back to the electrical info - many thanks for this - can I just clarify a couple of things - I didn't repolarise the dynamo, but despite this, all seems well. I attach a sketch of how I've got it set up at the moment, making use of the old leads but swapping them over. So, am I right in thinking that the new (original style) earth cable goes on the positive battery terminal, from there it is attached to the body with a bolt near the bonnet cone bracket, then runs behind the battery, passing (but not connected to) the solenoid and on to the first bolt below the cylinder head. And that the

negative lead goes to the solenoid. And that the existing cable from the solenoid mounting bolt to the bell housing can be removed? "



The 'technical department' was now able to confirm:

*"You are correct regarding the wiring, and as long as the battery is charging you have got away with the polarization of the dynamo."*

With regard to TEU 47C, a 1965 Mk2 Spitfire, last taxed in 2001, after Paul owned the car, can anyone shed any light on it? Does it still exist tucked away somewhere waiting for some TLC? Any info will be received with interest and passed on to Paul.

Back to the electrics, Paul noted that:

*"I'm getting an auto electrician to check things over next week to be on the safe side. He's going to repolarise the dynamo and I'll get him to put more appropriate size clamps on the battery leads, as the battery has large terminals, especially on the positive side, which the standard clamps barely fit over."*

Over the years I've owned at various times 1 x Mk 1, 2 x Mk 2 and 3 x Mk 3 Spitfires!

My interest stops with the Mk 3, and the Mk 2 is my favourite."

Paul later updated us on the work:

*"The car has duly been returned to positive earth - dynamo repolarised and new earth cable fitted, which runs very neatly behind the battery as you suggested, through handy holes*



wooden dash panel from a Mk3 into your car and swapped over the ignition and light switches to suit that dash.

Perhaps they previously had a Mk3 and found it easier to have them that way around."

**[Suzie Note:** Although Guy didn't mention it at the time, when he bought the Bond Equipe 2+2 it had a Vitesse dashboard fitted so he was often caught out trying to reach for a particular switch as it wasn't where he expected it to be on a Bond. It took a while but he

already there on the battery box (is that why Triumph put them there?).

Meanwhile I have a quick query on the dashboard - my car's got a wood veneer dash, and looked at from the driver's seat the lighting master switch is on the left side of the instrument fascia, whilst the ignition barrel is on the right hand side (behind the steering wheel) - as far as I can see from looking at old pics, this is the original configuration for the Mark 3, but on the Mark 2 these controls should be the other way round, also, from memory my previous Mark 2 the dash was black, not wood veneer. Superficially the holes on the dashes look familiar, but actually the part books show different part no.s for the various Marks - can you confirm that the original dash on a 1966 Mk 2 would have been black (metal or wood?) with the ignition barrel on the left and the lighting switch on the right?"

Our reply:

"Well done for getting it back to original spec. Yes, that's why Triumph put those handy holes there.

As far as we're aware the Mk2 dashes were all metal, painted in crinkle black. With regard to the placement of the ignition and light switches we would expect the ignition to be on the left of the fascia for the original Spitfire 4 and the Mk2.

It appears that a previous owner has put a

did get round to changing dashboards to sort that out. I must admit, switching from Sybil to Baby Blue it does take a bit of getting used to the key being in the 'wrong' place on each car.]

Paul's response:

"I've managed to source a Mk 2 dash second-hand so hopefully won't be too long before I get the dash sorted - it is metal and will need repainting in crinkle black - if you can suggest a paint that would be as near to the original finish as possible, that would be appreciated.

Just as a matter of interest, which you may already know, the holes on the Mk 3 wooden dash for the ignition and light switch are sided - the openings are a slightly different size 3/4 inch and 11/16th and the back of the plywood is routed to accommodate the different switches, so the switches will only fit on the side intended without a good deal of fettling."

Something to be aware of if anyone else is considering changing dashboard panels over.

Guy mentioned to Paul that he had seen black crinkle paint advertised for MG dashboards. As noted below Paul found the VHT Wrinkle paint which a quick google just now showed me is available from Frosts. Halfords were also offering a Wrinkle paint so if anyone has used either perhaps they can let me have a brief 'review' on its ease of use and final finish to pass on to anyone else considering tidying up



## SPLITFIRE I - II - III Register

their early interiors.

Paul seems happy with the VHT one.



And just a couple of weeks later:

*"I have now replaced the Mk 3 wooden dash*

*fitted to contemporary TR4As so there is logic to it, and I've found these to be useful things to have in the past. All the instruments are as they should be i.e. British Jaeger (including the oil pressure gauge) except the ammeter, as British Jaeger did not make these, so Triumph apparently got them from Lucas, so I've fitted a Lucas one, and they are all of contemporary age to the car. Next job is replacing the MK3 steering wheel currently fitted with the correct MK2 one"*



*with the correct Mk2 dash and am attaching a couple of images - one of the old wooden dash, which had been glued in (presumably because the metal fixing brackets, particularly on the driver's side, are almost impossible to get to) and the new metal dash in situ - it was very rusty when I got it but I flatted it down and painted it with VHT Wrinkle Plus paint. The paint's a high heat paint, so after allowing it to dry at room temperature for 48 hours I cured in the oven for an hour, and its come up like new. The MK 2 dash is a much more sensible arrangement because you just screw it in place from the front, so easy to change bulbs etc, and the fittings to screw into were all, remarkably, still in situ behind the wooden dash.*

*In what is going to be my only concession to non-originality I've fitted a couple of extra instruments in the radio hole - an oil pressure gauge and ammeter - these, I understand, were*

Thank you so much to Paul for writing this month's article for me. We look forward to further updates on the car's progress.

As you can see, it's very easy to put something together for these pages so you too can have a go. After all, I've been managing it somehow for nearly 13 years and I'm still happy to fill the space between other people's reports on their cars with my usual blethering.

**And finally**, a picture I received from Keith Lister just after Christmas which made me smile – not only can you drive a Triumph, wear a Triumph (bra) and clean your teeth with a

Triumph toothbrush, you can also furnish your office Triumphantly!



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# SPITFIRE MkIV/1500 Register



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**Steve Payne**



## Spitfire Stories

**F**irst of all, apologies for missing the January issue of the Courier. Unfortunately

work commitments in December took me out of the country. Secondly a belated Happy New Year, (better late than never).

However in the hopes to make amends I have a couple of stories which I hope you find interesting reading;

The first is a story that appeared in Practical Classics in February 1994, there was a 4 Page Triumph Special, and this was one of the stories that featured;

### SPITFIRE 1500 WITH HISTORY

*I bought my second Triumph Spitfire in September 1987 after looking at a number of overpriced decomposing wrecks even though the car seemed to have been neglected. However, it did have a low recorded mileage and a bit of service history.*

*I drove the car to my friends house. I then stripped the car to see what attention was needed. A pleasant surprise greeted me, because the body shell and chassis were in better condition than I first*



*thought (that makes a change, I hear you say). However, bulkhead, rear wings, bonnet, valences and boot lid all needed attention.*



*After buying a MIG welder and grinder I replaced all the necessary metal work and began the time consuming task of blending in*

all the new metal work.

Not having much experience of spraying, a friend of mine painted the car in two-pack - he had an oven to bake it as well.

The next job was to fit all the interior etc., and the only new trim parts that were required were two door casings a carpet set and a new hood. All the other parts needed a good clean.

*Burning the midnight oil.*

Note the new sills, which need careful fitting on a Spitfire to avoid the body distorting.

Any Spitfire is good for everyday use, but hood down on a summers day is what it's all about.

#### **R.C. Groves.**

Mr Groves (Rob) restored the Spitfire and kept it for 2 years after which he sold it to **Mr D Barden** (Dave). Dave owned it for 4 years and then put it up for sale.

I bought that car in 1996. After purchasing it I asked my friend to help me restore it back to its previous glory, my friends name?

Rob Groves, the person who wrote the article above and carried out the first restoration!

It's a small world, even for Spitfires.

Rob carried out the bodywork restoration and I did the mechanics (and currently trim).

My second story came after a phone call from TSSC member **Tony Magee** before Christmas, and I thought it was interesting enough to include in this month's Register in the Courier.

### **A TRIUMPH AT 70**

I bought my wonderful 1500 Spitfire on 14 July 2007, having always promised myself one since I was in my early twenties, which is now the best part of fifty years.

The car I bought had only done approximately 70,000 miles, had had a body off refurb in 1998 and had a rebuilt long engine installed at 69,610 miles.



*She also had a half stainless steel sports*



*exhaust/silencer system with twin boxes, a pair of K&N filters as well as scalloped rotodisc's on the front with Green Stuff pads, and a Kenlowe fan (manually operated).*





blasted and powder coated, four new tyres were added as well as stainless steel wheel nuts and Triumph badged wheel centres. Next to do were stripping the carbs, having them line drilled replacing butterfly spindles and bearings (75,258 miles). I did a compression test at this point and recorded 170lbft/ins. I was fortunate to be bought by my middle daughter a stainless steel manifold and down pipe to complete the

In chronological order I rebuilt the SU carbs, dispensing with the dreaded wax stat jets and fitting K&N Superstacks to the inside of the filters. I replaced the inlet manifold with one with a stainless steel heater pipe and a gas flow matched inlet from Superstack's to head, grinding out all rough casting and polishing through. At this point I fitted a full width radiator and dispensed with the engine driven cooling fan.

exhaust system, so I bought oversized exhaust valves 1.3ins and new bronze valve guides. I had the valve seats machined to match and match the porting through to the manifold again grinding out all rough head castings and polishing through. I then rang Burlen explained what I had done and asked them to recommend the correct needle size and damper spring to use, (these being AAQ and AVC1167 yellow 8 Ounce) these items were duly fitted. Full details of all the gas flowing

The next job was to replace the gearbox tunnel with a glass fibre one and soundproof the floor pan and tunnel. The next goodies to add were a pair of gas struts, care of my dear wife for Christmas, to add to the bonnet, copper piping to the clutch and a new starter solenoid as well as a new alternator were the next to be added.



Through our wonderful monthly magazine, I bought a set of 'Minilite' alloys, had them shot

was in the courier number 396 June 2013 under 'Top end tuning' I can though recall that



overdrive gearbox and drive shaft purchased from Dave at the 'Spitfire Graveyard' in Sheffield. This much improves motorway driving and the mpg at cruising speeds.

Over the period I have completely refurbished front and back with poly bushes, added new springs to the front, solid rack mounting, new rear dampers, steel mesh hydraulic pipes, new fuel pump, glass fuel filter, 'flame

on the weekend camp that year to Northampton from Coalville in Leicestershire, with the usual Saturday tour round, I did 182 miles giving 35.49 mpg. All rockers have been lightened with steel spacers fitted replacing the spring loaded parts as well as an oil top feed.

She is fitted with a front air box and air scoop to the radiator to improve airflow, this I built using Burmabright alloy.

At 77,915 miles I fitted a second hand

thrower' coil, MX5 seats, radio CD, I have built and fitted a discrete tow bar with removable tow ball, made a cover to the battery and many other little things we do to keep these wonderful machines on the road.

Again as a surprise father's day present I was given a boot rack which really sets the car off.

Unfortunately I am now getting too old and large to be using this great little car, particularly when I have the hood up, and I'm

wanting a new keeper that can do justice to the improvements I have so far made and then make me an offer I cannot refuse.

### **Tony Magee**

If anyone would like to know more about the car I will happily pass your contact details to owner Tony.

I'm still waiting to hear if Bob has solved his carb problem.

I've passed on all the advice sent in and as soon as I hear anything then I'll let you all know.

**Steve**





# SPECIALS Register



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**Trevor Collett**



## Market Gems

I've again been looking around that great hyper-market that is the world wide web to see if anyone is selling any interesting Triumph-related kit cars or specials. I thought you might like to see some of the ones that caught my eye.

Triumph - based Spartans appear with some regularity on the second hand car market, not too surprising as there were probably more Spartans built than any other of our Triumph kit car family. We see the full range from unbuilt or dissembled, like the one I showed you in December that was for sale in Poland, to smart looking, near concours examples.

The red and black car here is clearly much nearer the latter condition than the former. As I write bidding on good old EBay has just ended. The seller's description is not exactly highly detailed, but it gives us the basics:

**Spartan kit** built using Triumph Spitfire engine, transmission, rear end, brakes and steering. Titled as a 1976 Spitfire. Dual carbs, Pertronix ignition, new wiring harness, with 12 fuse box. This car



**Spartan with "Fenders"?**

*has an aluminum body with fiberglass fenders so it is much lighter than the Spitfire. Has side curtains, wipers, and heat so it can be driven in bad weather.*

As good an example of a Spartan as this







in England, in Tipton in the West Midlands. The seller describes the car as 1975 Triumph Spitfire with a Gentry MG TF kit. He might like to call it that, but it should be described as a TM Gentry, based on a Triumph Spitfire (TM from **Terry Phillips and Mick Sinclair** who traded as SP Motors

appears to be there is one aspect that to my mind makes it particularly interesting. The grammarians amongst you will have noticed

the clues in the text of the description: "aluminum", "fiberglass", "fenders" and then finally "side curtains"?

Yes, this car is based stateside; in Floral City Florida to be precise. Fascinating; I'd love to know the history of this motor vehicle. At what point did it cross the pond? The Spartan company was based near Nottingham, deep in the English shires – was the body shipped as a kit and built in USA?

We can see that the steering wheel is on the sinister side (for those of you without a classical education that means left) so perhaps that tends towards an American Spitfire being the base.

The bidding has ended, with EBay reporting 14 bids, the highest of which was 2,550 Dollars. If the car did indeed change hands for that sum seems to me the buyer has a bit of bargain. There is one avenue that might lead to me finding out some more about this Spartan, I'm setting off, but it's a long shot.

Also for sale on EBay is another classic Herald-derived sports car. This one is located

and owned the Gentry project for a period).

Here's the seller's description, complete with an inordinate number of exclamation marks:



**TM Gentry!**

### **1975 Triumph Spitfire 1500 white - with Gentry MG TF kit!**

*MOT till 29 June 2016 - no advisories!*

*Almost new tyres!*

*Wheels are in very good condition!*

*Got stereo, heater, seat belts, windscreen washers and wipers; etc!*

*New roof! Very clean nice looking car!*

*Runs well and very fun to drive!*

*All the gauges work as they should!*

*Real head turner!*

*(Everyone does really stop and look at it!!)*

*Lots of money spent!*

*It looks very nice and is very nice to drive!*

## Gentry



I can't quote the exact percentage but it must be in the very high nineties; that's the percentage of cars that I've written about over the more than a quarter of a century of contributions to this esteemed periodical that have made use of a Triumph Herald-derived chassis.

It is the fact that the Herald/Spitfire range is constructed using a separate chassis that makes them a popular base for kit or one-off special bodies.

There are, though, one or

two kit cars that use other Triumph models as their parts donors.

The photos do seem to back up the description, ignoring the exclamation marks; this seems to be a really fine example of a really fine marque, perfect for the summer that is just round the corner.

There is one question mark though – in his answer to a question asked by a potential bidder the seller tells us that the car is registered as a Triumph Spitfire. This is why I highlighted earlier the point about what the seller calls his car – it may have many parts from a Triumph Spitfire but it is, very clearly, not now a Triumph Spitfire.

As I understand it, the registration document for a Gentry should describe the car as a Gentry, and if it doesn't then I don't think it should pass an MOT test.

I hope this apparent administrative error does not cause the buyer an insurmountable problem.

two kit cars that use other Triumph models as their parts donors.

The 1300/1500/1850 Dolomite range has been used as donor vehicles for kit cars; one of the best known is the Robin Hood. The shape of the Robin Hood cars clearly derives from Colin Chapman's much revered and much copied Lotus 7. I have mentioned these cars before, but I don't think I've written up the full history – I probably should some time. I'm prompted to mention them now as one is advertised for sale.

The advert appears on several web sites, not,



**Robin Hood S7**



*paper work that the car has.*

Again, a car that's just waiting for summer – you can feel the wind in your hair and the sun on your face. Oh joy.

To finish this month, another of my regular pleas for material from you guys and girls out there. I'd love receive

as it happens, eBay. In one the first line of the blurb is, "Correct on V5 as make Robin Hood", so no problem there. The full text from another advert is as follows:

**Robin Hood S7, 1st registered 1977.** Triumph Dolomite 1500 engine. New MOT, new battery. The wheels are Cobra super slots. Carbs just reconditioned and set up. This car is in very good condition all round. SORN at this moment. Really must be seen.

This car is the first of three cars built by Chris Hind. Featured in the Robin Hood collection magazine, which is part of a large file of

even a single photo of your car, but even better would be the full story. What's it built from? Why build it, or buy it? What modifications? To make it easier, by getting past that daunting blank page stage, I've prepared a skeleton document with simple questions, and boxes for you to fill in. I've loaded it on the web, you can get to it by carefully typing in this link:

[www.goo.gl/0olm5y](http://www.goo.gl/0olm5y)

If you can't get the link to work, email me for a copy. Go on, see your pride and joy in print, it'll be great.

*Trevor*

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**Bernard Littlewood**



## Overdrive Gearbox Conversion

### Part 2

I fitted the clutch slave cylinder then found that the rod was too long (probably made that way to compensate for the fork being welded out of position on the clutch cross shaft, I thought – wrong! ) so I measured the amount and cut it off. I also fitted a return spring to the cross shaft arm that had not been on the car since I had it. I then installed the flywheel cover and new high torque starter motor. Next I removed the HT lead from the coil, connected the positive to the battery and checked to see if the starter turned the engine over, it did.

I then made sure that all nuts and bolts holding the gear box and engine were tight then refitted the front section of the exhaust, I would have to make a new central exhaust bracket as the old one was connected to the old rear gear box mount and would not fit on the new one.

I then bolted the gear box output shaft to the prop shaft and filled the gear box with SAE80/90 gear oil, it did not take the full 2 litres so I would have to check the level after running the car and letting the oil settle.

The car was started and I let it warm up to

harden the exhaust sealing paste.

**NOTE :** I HAD BOLTED THE CLUTCH SLAVE CYLINDER TO THE WRONG SIDE OF THE MOUNTING PLATE (AS IT HAD BEEN BEFORE, MY FAULT FOR NOT CONSULTING A WORKSHOP MANUAL ), IF THIS IS MOVED TO IT'S CORRECT POSITION IN THE FUTURE A LONGER PUSH ROD WILL HAVE TO BE USED.

**4 hours**

**All in place & looking Good**



**20/09/2010**

I made an exhaust mounting bracket to attach the exhaust to the gear box rear mount and painted it black.

The two cables that connect the gearbox switch and solenoid were bound together with loom tape and temporary connections were made to the gearbox to check if the new circuit energised the solenoid when in 3rd and 4th gear with the over drive steering column switch

made. At first I could select over drive in every gear, I found the cause to be the gear box switch to be permanently made when screwed fully in unless I used a very thick spacing washer, I swapped this switch for the other one (one is for the reverse light on a TR6 which I will not be using as I don't have reverse lights) and the circuit worked perfectly. Again showing that just because a part is new, it doesn't necessarily mean that it is any good!

**2 hours**

**21/09/2010**

Next I attached the exhaust mounting bracket and fed the cables for the gearbox switch and solenoid through the chassis rails and tie wrapped them to the rear brake line. I cut the cables to length and soldered insulated female spade connectors to them, tested the circuit to see if the solenoid operated when third and fourth gear were selected while the over drive switch was engaged, it did.

I then made a bracket to thread the two cables through to keep them from fouling the gearbox output flange and painted it black.

After the paint dried I bolted the bracket in position and attached the cables to the solenoid and gearbox switch.

I then trial fitted the fibreglass gearbox tunnel that I had bought previously, as it was more rigid than the original cardboard one it was a pain to manoeuvre into position. I then marked the position of the holes that I needed to drill in the tunnel as best as I could from under the car, then measured/estimated where the remaining holes should be drilled. I then removed the tunnel and drilled the holes, trial fitted it again and one or two holes had to be opened up/filed slightly to line up with the captive nuts in the car's floor. Trial fitted it again and all was well so I removed the tunnel and used silicone to glue the seal in place on the tunnel.

**4 hours**

**22/09/2010**

I glued old carpet underlay to the underneath of the gear box tunnel and fitted the angled speedo drive that I had kept from a scrap Spitfire to the gear box, then found I had to fit a shorter speedo cable which fortunately I had because I had experimented with various length cables on the Herald when fitting an

overdrive gearbox to that in the past.

I checked and topped up the gear box oil level then fitted the gear box tunnel.

Next to be fitted was the driver's seat and I then lowered the car lift and took the car for a 2 mile run, the over drive was operating as it should on 3rd and 4th gears!

The final job was to fit the "H" section, I had to undo the upper switch console and fitting it all back together took over an hour, what a horrible bloody job! The next time I remove the "H" section I will remove the vinyl covering and file the legs so that it is a looser fit on the gear box cover, it is probably so tight because the new fibreglass tunnel is rigid and probably made over size as most GRP/fibreglass panels are. I then replaced the carpets and seats.

**NOTE : REMOVE MATERIAL FROM "H" SECTION LEGS WHEN IT IS NEXT REMOVED**

**3 hours**

**23.75 hours in total**

I have now been using the car with the over-drive gearbox for over 5 years and touch wood, there have been no problems. Anyone that has driven a car with an over drive knows it makes a tremendous difference on motorways and cruising long distances, I used my TR to travel regularly from my home in Cardiff to our caravan in West Wales and with the price of fuel I rapidly recovered the cost of the over drive gearbox, also as I did not have to part exchange my old gearbox I may one day install it along with a six cylinder Triumph 2000 engine that I have in either my 13/60 or another car that comes my way, maybe even my Vignale! Whether 6 cylinders or 4 a TR is more (especially one with an over drive gear box)

## NEW TRUNNION FOR TR6

My friend Chipmunk's TR6 had an advisory concerning slight play in one of the lower Trunnion's (is there a spate of these in S. Wales, if so probably due to the state of the roads), he removed the Trunnion and found that the Vertical link was excellent, but there was slight play in the lower brass Trunnion (he will have to use semi fluid grease from now on, in fact grease might have taken up the play). Chipmunk bought a Trunnion for a very rea-

sonable £32, but as he was working away from home and he wanted the car for the weekend he asked me to fit it for him.



**Bottom of Trunnion showing blanking disc**

I have always checked the ability of Trunnion's to hold oil before I fit them as many years ago I installed one on my Spitfire and the next day I found a small pool of SAE90 under the road wheel. The best way to do this is to fill them up with water and leave overnight to see if any leaks out through the blanking disc that is inserted after the internal "thread" has been machined. If it holds water it will hold oil, it may even hold oil if it allows water to escape due to the oil's viscosity, but leaks only ever get worse so it is best to resolve the issue properly.

Anyway, Chipmunk's Trunnion was half empty when I inspected it after a few hours so out came my blow lamp and after coating the join between the Trunnion body and the disc with flux I warmed the Trunnion up until the solder flowed freely around the join making a nice seal. Another way of doing this is to add some sealant like Wellseal into the bottom of the Trunnion and allow it a few hours to find any leaks before you fit the Trunnion, you can also use the two methods if you are unsure of your soldering capabilities. After leaving the Trunnion full of water overnight I checked to see if any had

leaked out, none had.

With this done I  $\frac{3}{4}$  filled the Trunnion with SAE90 (Chipmunk's preferred lubricant) and reassembled the Trunnion.

I would urge anyone who is replacing a Trunnion on any model of car to test its ability to hold oil as even the slightest seep will soon empty your Trunnion (if you are using oil), leaving you in danger of suffering a broken joint with the potential of a bad accident.

I contacted the supplier of the Trunnion; to let them know and they had been unaware of any issues and had sold many in the past, but the chap I spoke to was extremely knowledgeable and friendly and he assured me that there had not been any other instances so Chipmunk might have just been unlucky, or the previous buyers



**Bottom of Trunnion After soldering**

had not checked. The one that had leaked on my Spitfire all those years ago had been a genuine Stanpart item so this article is in no way intended to infer that the supplier of Chipmunk's Trunnion is in any way inferior and I am extremely glad that we can rely on them to continue sourcing and supplying parts to keep our cars on the road.

Whether 6 cylinders or 4 a TR is more.

*Bern*





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# BOOKING FORM 2016



## Triumph Sports Six Club Spa Classic 2016 Booking Form 13th-16th May 2016

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

Name

Email Address

Day time phone number

Membership number(s):

MEMBERS Bookings open 11th January 2016

Non-members of the TSSC may book from 18th January 2016

Item	Members Cost	Non members Cost	No. Required	Total (GBP)
Club entry ticket (Per person 16 and over)	£27	£31		
Camping ticket (Per vehicle/Tent/2 People) <b>3 Nights</b>	£80	£110		
Adult Camping (Per extra Person) <b>3 Nights</b>	£15	£15		
Child Camping (Per extra Child) <b>3 Nights</b>	£9	£9		
Chalet/caravan (4 berth) <b>3 nights</b>	£265	£315		
Chalet/Caravan (6 berth) <b>3 nights</b>	£289	£360		
Extra Adult - <b>3 Nights</b>	£15	£15		
Extra Child - <b>3 Nights</b>	£9	£9		
Classic car parking	Free			
Modern Car Parking	£13	£16		
Circuit Laps (Classic cars only)	£95	£110		
Organisers Picnic Basket (3 Course meal for 2 People) Member/Non-Member £70				
Royal Mail Special Delivery (UK addresses)	£10			
Airsure Delivery (European Zone)	£14			
<b>SUB TOTAL</b>				
Card Surcharge 3% (delete if paying by cash or cheque)				
<b>GRAND TOTAL</b>				

I wish to pay by: ☐ VISA ☐ Mastercard ☐ Debit card ☐ Cheque ☐

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Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched around 01/05/2016

**I authorise you to debit my card with the amount shown**

**above & agree with the terms and conditions. Signed**

Delivery address

County/City

Postcode / Country



**e-mail:**

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

**Paul Lewis**



## Buying a TR7

Over Christmas I received a couple of emails and phone calls from potential TR7 owners. This is great news as it seems people are looking for a car that can keep up with modern traffic, is comfortable, easy to repair and above all fun, well the TR7 delivers all of that in bucket full's. Is there a catch? Well yes and no. Hopefully I can answer some of the questions I have received but also try and guide you what to look for when you are on the hunt for a TR7.

One of the emails I received was from member **Paul Neville:**

*Dear Paul,*

*First of all Merry Christmas!*

*Having read your articles each month in the courier I am being drawn in by the TR7 and starting to look at what is for sale. Ideally I would have liked one that is nearly tax free (assuming the 40 year figure keeps rolling) but most for sale seem to be from the latter years of production and besides I am also thinking a DHC would be nice for the*

*summer days. Visions of touring with the wife to the south of France in a few years time in something a little more affordable than a Stag*

*or TR6; assuming they can keep most of the water out for the other 350 days of the year.*

*If you have the time at some point in the new year (appreciate it is a busy time for all at present) I would very much appreciate your views / top tips when looking at these cars to see where any pitfalls may lay.*

*For instance looking around at present I can see an example for sale at just under £3k but I am concerned at the paint bubbling around the joins. Whilst this does not look too much, my thoughts are that the seam would be worse beneath and I would then be looking at some rather complex (i.e. expensive) welding work between two panels - is that the case with TR7s?*

**Paul**



The TR7 was launched in the US in 1975 but only a Fixed Head Coupe (FHC) due to rumours of the US banning all convertible



## TR7/8 Register

cars. The UK launch of the FHC followed in 1976. The ruling for free vehicle tax comes under the following statement from the GOV.UK website: *"Historic vehicles don't have to pay vehicle tax on vehicles made before 1 January 1975"*. This was dated 2 October 2015 so the new ruling should be made before 1 January 1976. It also states "made" which means it's not the registered date but the built date. But it does mean that a UK car will not get this benefit until next year.

The convertible or Drop Head Coupe



TR7 DHC

(DHC) was launched in the US in 1979 with the launch in the UK in 1980. This means that the early DHC should be on a "V" reg. Final production finished in late 1981, although some cars were registered well into 1983.

So what are the problems to look out for?

Rust is the main killer to the TR7 and some

fair better than others regardless of the factory that they were built at. Areas to look for are as follows:



Sill repair

**Sills** – Check the full length of the sill for sponginess. These can be repaired but need to be done properly. Often the inner sill is worse than the outer. Parts are available.

**Floor pans** – Lift the carpet and check for



Rear Floor



Boot Floor

rust especially behind the seats as this is where the rear control arms bolt onto the body for the rear axle.

**Boot** – Spare wheel wells rust due to boot seals leaking water and sit at the lowest point which is next to the rear bulkhead. Remove the spare wheel. Also check either side in the boot area as this is again a water trap.



**Good Engine bay**

Spare boot wells are unavailable so patches would have to be made.

**Rear deck** – More common to rust on the FHC but check from inside the boot as well.

**Doors** – The bottoms of the doors rust but can be re-skinned.

**Engine Bay** – Inner flich panels and turrets, what seems like a small hole can lead to something a lot bigger.

**Front nose** – check from underneath, parts are available.

**Front and rear wings** – again these are still available.

It may sound quite shocking reading the above list but this is just a guide. Good cars are available. Paul Neville asked about bubbling around joins. Bubbling is the sign of rust coming through and can be sometimes difficult to know how far it has spread. I take a small magnet and try and work out the area affected. Some people lead load the joints that prevents the moisture getting trapped.

The mechanicals are pretty robust but check for signs of water leaks from the head gasket as this can be a real pain to fix.

Coolant degrades with time so be mindful that a low mileage car is not always fault free.

Cars that are used often are normally more reliable. Gearboxes are either the 4 speed Marina box that is quite weak or the 5 speed

LT77 box which can be crunchy in second. Electrics are easy enough to work out, just check they all work.

Prices have been on the increase over the past 2 years and FHC prices have overtaken the DHC slightly. People now are looking for DHC so the prices are changing again with greater demand.

What price to pay? My advice is buy the best you can afford, it is false economy to think that you can restore a car for a couple of grand. £1,000 will buy you a restoration project or a donor car. These cars will probably have no MOT and would require a lot of work. £2,000 will buy you a car with an MOT but requiring work, could be the interiors worn or the paint is bubbling in places. Bear in mind an interior will cost you about £1,000 and a decent paint job £3,000. £5,000 will buy you a nice car, not perfect but a generally useable car with MOT and good paint, mechanicals and interior. £6,000+ will buy you a nice restored car. Obviously low mileage or limited cars will command more.

I could go on for pages but will stop there. If you want any more advice please drop me a line or give me a call, if you want me to look at a vehicle again please let me know.

Good Hunting

*Paul*

# PRACTICAL CLASSICS ON SALE NOW



## In the NEW bumper issue...

Team **PC** take to the hills in their £750 classics. Mike Brewer shows us the project car you won't see on Wheeler Dealers. **Gary Stretton** continues his Peerless restoration and **Nigel Clark** gets stuck into his TR6 brakes. *Plus giant Riley 1.5 and Jag MkII restos, the ultimate TVR wedge guide tons of tech and all the news.*



**LEFT:** Nigel Clark having a nose underneath his TR6. **BELOW:** A full week of classic madness in a the North of England. Five classics, abysmal weather and hard country.







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# Triumph Sports Six Club

Office Use

## Le Mans Classic 2016 Booking Form

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

XLS form

Name

Email Address

Day time phone number

If TSSC Members insert Membership Number/s

Non-members of the TSSC may book from 16/12/2015

### Page 1 ENTRY - CAMPING - HOTEL AND TOUR OPTIONS

Item	Cost	No. required	Total (GBP)
CLASSIC LEMANS 2016 AT Tetre Rouge			
Entry ticket only (Per person 16 and over)	£58		
Entry + Paddock	£80		
Entry + Paddock + Open Grandstand	£112		
Entry + Paddock + Covered Grandstand	£140		
Camping (Member Discount £15 per Pitch)	£150		
Camping (Non Member)	£165		
Gazebo/marquee ticket (max size 3mx3m)	£150		
Classic car parking (Please Indicate)	Free		
Modern Car Parking	£43		
Circuit Laps (Classic cars only)	£160		
LeMans Organisers Picnic Basket (2 People)	£70		

### NB - FERRY AND HOTEL BOOKINGS CAN ONLY BE MADE IN CONJUNCTION WITH TICKET BOOKINGS

Model Make and Year of Car required for all Hotel and Ferry 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 7th-11th (4 nights) July	£1,148		
1 Twin room for 2 person 7th-11th (4 nights) July	£1,148		
1 Single room for 1 person 7th-11th (4 nights) July	£899		

TSSC Post Tour to Dordogne - Le Manoir Des Cedres in the Dordogne (B&B plus Dinner Included)			
1 Double room for 2 persons 11th-17th (6 nights) July	£998		
1 Twin room for 2 person 11th-17th (6 nights) July	£998		
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)
<b>FERRY BOOKING OPTIONS in conjunction with Camping or Hotel bookings</b>			
P&O Dover/Calais under 5 day return	£95		
P&O Dover/Calais Over 5 day return	£110		
P&O Hull/Zeebrugge Overnight Under 5 day return	£135		
P&O Hull/Zeebrugge Overnight Over 5 day return	£160		
<b>Plus Cabins</b>			
Inside 2 Berth (with Bunks No window)	£185		
Outside 2 Berth (Bunks & Window)	£220		
Inside 4 Berth (Low Beds No window)	£185		
Outside 4 Berth Low Beds & Window)	£220		
Eurotunnel Folkestone/Calais Under 5 day return	£135		
Eurotunnel Folkestone/Calais Over 5 day return	£145		
<b>BRITTANY FERRIES OUTBOUND SAILINGS 22.00pm Compulsory sailing for Caen/20.15pm compulsory for St Malo</b>			
<b>Please Note that all Brittany Ferry Bookings are Non Refundable/Non Transferable &amp; Times given are Compulsory</b>			
Portsmouth to Caen 6th July 2016 Overnight car+2 persons	£185		
Portsmouth to St Malo 6th July 2016 Overnight car+2 persons	£200		
<b>Compulsory Accommodation for overnight sailing - Cabins can be swapped for Reserved seating @ £5 per person each way</b>			
6th July 4 Berth inside Cabin - 2 x Upper & 2 x Lower Beds	£89		
6th July 4 Berth outside Cabin - 2 x Upper & 2 x Lower Beds	£99		
<b>Brittany Ferries Daytime Sailings</b>			
Portsmouth to Caen 7th July - 8.15am sailing	£119		
Portsmouth to Cherbourg 7th July - 9.00am sailing	£149		
<b>BRITTANY FERRIES INBOUND SAILINGS - All Sailings for 1 x Car &amp; 2 x Persons</b>			
St Malo to Portsmouth 11th July 10.30am sailing	£119		
Cherbourg to Portsmouth 11th July 17.00pm sailing	£149		
Caen to Portsmouth 11th July 2016 16.30pm sailing	£185		
Le Havre to Portsmouth 11th July 2016 17.15pm Sailing	£79		
Royal Mail Delivery (UK Addresses)	£10		
Multiple Bookings Delivery Charge UK	£12		
Airsure Delivery (European Zone)	£14		
<b>Page 2 SUB TOTAL</b>			
<b>Page 1 SUB TOTAL to add</b>			
<b>Credit Card Charge 3%</b>			
<b>TOTAL</b>			
I wish to pay by <input type="checkbox"/> Credit Card <input type="checkbox"/> Debit Card <input type="checkbox"/> Cheque <input type="checkbox"/>			
<b>If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday</b>			
Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2016. Please see the accompanying Booking Notes for details of the possible currency surcharge.			
Non-TSSC bookings will be taken from 16/12/15 Bookings confirmed by email (or by post otherwise).			
Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/16			
I authorise you to debit my card with the amount shown above & agree with the terms and conditions. Signed <input type="text"/>			
<b>Delivery Address for Tickets</b>			
<input type="text"/>			
<input type="text"/>			
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**Guy Singleton**



## Bond Parts Sources

**W**

ell we have survived Christmas and the New Year - our thoughts are with those who suffered from the flooding, and hope that things are gradually getting back to normal.

I have already broken most of my New Year resolutions - have not given up the beer, and have not ventured into the Garage to sort out the cars! - must do that as the season will soon be on us - looking forward to a nice warm dry summer - ever the optimist!

On the Bond front things have been quite quiet, and little news and views, I have however had a few queries on where various parts can be found and therefore have decided it would be worth reproducing my Parts Source list for newer members - if anyone spots anything wrong or has found other sources please let me know.

I am currently looking into getting the Equipe Script badge remade, and possibly the Equipe GT badge in due course, unfortunately the previous supplier no longer has the moulds so it is 62

going to be quite an expensive exercise.

I do have the bonnet scoops and 2 litre seat diaphragms, as detailed on the list. I also have a quantity of body parts and other spares which might help those restoring Equipes.

Plus a few more years of knowledge of these cars inner workings than I really care to remember if anyone has any queries about the cars.

Being quiet I have done a bit of googling, and

**Steve's 2+2**



found that **Steve Fox** has updated his blog <http://bondequipe.weebly.com/blog/archives/09-2015> on his 2+2 restoration which I last featured in my March 2015 article, he has now got the body back onto the chassis and lined up, so is making steady progress, I have found that it can take a long time and a lot of patience to get the cars lined up



## PARTS SOURCES

Model	2+2	4s	2 litre
Bonnet air intake trim	N/A	Triumph 2000 MkI (1)	
Headlamp trim	MGB/Spitfire	Triumph 2000 MkI	
Bumper	Bond	Bond	Front – Modified Triumph 1300 (reduced by 2" ) Rear – Triumph 1300 (2)
Doors	Herald without chrome trim		Bond skins on modified Vitesse inner, available from Canley Classics 01676 541360
Door handles	Herald	Herald	Spit MkIII, MGB
Door trim panel, interior	Herald	Herald/Vitesse (3)	Vitesse/Bond (3)
Windscreen glass	Herald	Herald	Bond
Windscreen rubber	Herald	Herald	Triumph Dolomite (4)
Front Quarterlights	Herald/Vitesse	As 2+2	Bond
Other glass	(5)	(5)	(5)
Rear screen rubber	(6)	(6)	(7)
Boot lock	N/A	Herald	Triumph 1300
Rear lights	(Lucas) Viva SL90 or Imp (L692 + L691		Vauxhall Cresta PB (Lucas L734)
Number plate light	Herald (L467)	As 2+2	Triumph 2000 (Lucas L743)
Side lights	Herald (L584)	As 2+2	As 2+2
Fuel tank	Bond	Bond	Herald Estate
Filler cap	Early Spit/GT6	As 2+2	Triumph 2000 Estate, Stag, GT6
Carbs	Twin SU HS2	As 2+2	Twin Stromberg 150 CD
Distributor	Delco D204	Delco D204	Lucas 25D6
Regulator	Lucas RB106/2	Lucas RB340	Lucas RB340
Dynamo	Lucas C40L	Lucas C40L	Lucas C40L
Boot Hinges	N/A	Herald	Riley RME, Jensen CV8 or Bond Mk G Estate (8)
Trim Fixing Clip	N/A	N/A	Volvo or Maestro (in metal only – use Volvo ones in Fibreglass)
Hood Frame	N/A	N/A	Modified Herald/Vitesse
Conv. Hood	N/A	N/A	Bond -Available from Don Trimming 0121 373 1313
Dashboard	(9)	(9)	(10)
Seats	Made by Microcell	1200 - Microcell 1300 - Bond (11)	Bond (11)

- (1) I have had these remanufactured in Stainless steel - £75.00 plus P & P
- (2) The bumpers have been remade in stainless steel and are available from Harringtons ([www.groupharrington.com](http://www.groupharrington.com))
- (3) The interior door trim panel used in the 2+2 and early GT4S was the same as the Herald. In late GT4S the Vitesse trim was used. The rear quarter panels are Bond parts, not the same as on the Vitesse.
- (4) Strictly speaking not the right screen rubber, it's a little too short but it will stretch enough (warm it and be gentle with it) to fit round the screen.
- (5) All the flat glass with the exception of 2+2 and GT4S quarter-lights are unique to the Equipes. I have some second-hand spare glass.
- (6) Available off the roll from Woolies, Whitley Way, Northfields Industrial Estate, Market Deeping, Peterborough PE6 8AR. (01778 347347) Part numbers: Rubber – R399, Insert – 358. 3 metres required.

- (7) Available off the roll from Edgware Motor Rubber & Trim, PO. Box 1067 Bushey WD23 4WZ (0208 950 4694, [www.rubbertrim.co.uk](http://www.rubbertrim.co.uk)) – 4 metres are needed, cost around £50. Reference codes for 2L: 2000 GM + infil trim, (this is not identical to the original but is an acceptable replacement).
- (8) Available from Ashwater Forge and Foundry Ltd., UNIT J2 Dunkeswell Airfield, Honiton, Devon, EX14 4LE (01297 300010, [www.ashwater-classics.co.uk](http://www.ashwater-classics.co.uk)). Their ref: 8/0112/1 and 8/0112/2. May also be available from David Brown Restorations, Anvil Garage, Warsop Road, Mansfield Woodhouse, Nottinghamshire, NG19 9LF (01623 460511, email: [enquiries@davidbrownrestorations.co.uk](mailto:enquiries@davidbrownrestorations.co.uk)). Not cheap though, about £120 a pair.
- (9) Unique to the four-cylinder Equipes, **NOT** the same instrument layout as the Vitesse, believed to be a special market export Herald item.
- (10) All MkI 2-Litre Equipes except very late ones, have the same instrument panel as the (then) current Vitesse. Late MkIs used the same panel covered in Ambla. All MkIIs left factory with Ambla covered Vitesse MkII panels. Door cappings always matched the instrument panel i.e. wood with wood, Ambla with Ambla. Some owners of MkII cars have fitted wood finish instrument panels and door cappings.
- (11) I can now supply the Bond seat diaphragms £35.00 each plus P & P

## BADGES

	Bonnet		Side		Rear			
	Bond Lozenge	Equipe GT	1300	2L	Equipe Script	Bond Letters	4s	6
2 + 2	Y				Y			
4s		Y			Y		Y	
1300		Y	Y		Y (1)		Y	
2L MkI		Y		Y (2)	Y			Y
2L MkII		Y		Y (3)	Y (4)	Y (4)		Y (4)
2L Conv		Y		Y (3)	Y (4)	Y (4)		Y (4)

- (1) On 1300 models script is centrally mounted on rear valance below bumper.
- (2) One 2L badge on each rear wing above bumper leading edge.
- (3) On some later cars a Mk II badge is fitted on boot lid above boot lock.
- (4) BOND letters also fitted to bonnet on some MkII cars. During January 1970 modification introduced the fitting of bond letters and 2L badge in place of equipe script on boot lid.
- (5) I have had some of the badges (except for side badges) remanufactured so please contact me for prices and availability.

### General Notes:

Export cars intended for certain countries were required to have BOND makers name displayed (all models).

If an overdrive was specified an 'Overdrive' badge was fitted on boot lid, RHS side below existing badges (factory fitted badge is ex Spitfire item).

Guy Singleton  
[guy@bondequipe.org](mailto:guy@bondequipe.org)  
 31 Cadley, Marlborough, Wiltshire, SN8 4NE  
 01672 514241 - 07775 562053



correctly as when you adjust one area it affects another so it is a series of compromises until everything is about right.

I also found a link on the Scimitar forum to an Equipe restoration at: <http://www.scimitarweb.co.uk/sgwrs/viewtopic.php?f=75&t=28059>, being carried out by **Ray Galley**.



Ray's GT4S

It appears that he bought a part completed project, the body off the chassis, the chassis having been restored but the body needing reattaching and completing, I hope he manages to get the car finished. I heard about this car a few years ago and apparently it had been tucked away in a garage since 1996.

Not necessarily always a good thing but in this case it does seem to have helped the car to be preserved long enough for Ray to now finish the job of getting it back on the road.

It would be good to hear about other restorations taking place to keep these cars, in their diminishing numbers, on the road.

Please let me know what you're up to with your cars this year and I hope to see some of you, and your cars, at shows and events during the year.

**Guy**







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# A Lady of Triumph

## Mary Walker

**I** was extremely saddened when I received a phone call from a close friend and neighbour of TR2 rally driver **Mary Walker** who informed me that dear Mary had passed away on 12th November. Mary (who became Mary Fraser after marrying her late husband Jim in 1955) had spent a week in hospital before she passed away peacefully at the age of ninety. Mary's passing was made more of a shock to me as I'd only been enjoying a phone conversation with her about three weeks previously. She phoned me to inform me that she'd recently bought a new Audi car and she was obviously in good health at that time remembering her good humour and the happy tone that always accompanied her phone conversations. We shared many regular phone conversations over the years which were always full of fun and Mary loved relating her memories of motor sport in the early fifties when she became a very successful lady rally driver.

I met up with Mary on several occasions at her home in Glasgow, the first visit of which was to interview her about her rally career in her TR2. This was many years ago when her late husband Jim, also a delightful person, was still alive. Mary was very well informed about the history of Standard Motor Company products because her father owned a garage business with both Rootes and Standard Motor Company dealerships.

Mary related very enthusiastically that it was due to her involvement with her father's garage business that she became so interested in cars from a very early age .-

*"It was due to my father's garage business that*



**Mary Walker, besides being a talented rally driver, was a thoroughly delightful person who will be missed by her many friends.**

*I became so interested in cars. This was in Wooler, Northumberland where I was born, and motor cars also became my bread and butter because after leaving grammar school I started work in father's garage business dealing with paperwork and customers".*

Mary was always so enthusiastic about her involvement with cars, and a passage I'd like to include from details she wrote to me about the beginnings of her addiction to cars as an eleven year old reads.

*"Motor cars were always the forefront of my interest, particularly the cars that had been traded in and were about to be broken up. One day that I will always remember was*

when a very ancient Austin Seven was parked in the field next to our garage awaiting its fate. Of course I had to try it for size and found to my delight that I could reach the clutch and brake pedals and see over the steering wheel. This was the experience I'd been waiting for, and my excitement knew no bounds. My father was brought out to see me in this wonderful car, and off we went round and round the field with me driving for the very first time. With strict instructions from my father to keep out of trouble, and not to worry my mother, I was allowed to drive round the field myself. This, of course kept me busy for hours and hours and I soon graduated to driving round the private roads of the farm."

When I asked her Mary's recollections of the Standard Triumph Company were also very vivid. "I remember discussing cars like the Vanguard with fellow competitor in rallies, Bobby Dixon who had a large Standard Triumph distributorship in Carlisle. There is no doubt that The Standard Motor Company produced some very well engineered cars with extremely reliable engines etc. Reliability is the essential ingredient to make any car successful, of course, and there is no doubt that the Triumph TR2 was a thoroughly reliable sports car. This was proved time and time again on all the international rallies and race tracks from the early fifties, and I had personal experience of this in my own TR2 OWK 888."

Dear Mary was so enthusiastic about relating her experiences with her first TR2, and before she began describing how she acquired it, she took delight in relating the world of the motor car in 1953.

*"The world of the motor car when I decided to order my first TR2 in 1953 at the Scottish Motor Show was wide open for a new sports car anyway, and people forget these days that roads, including main inter-city roads I might add, were not entirely built for luxury motoring. In fact many of the problems with cars in the forties and fifties that I remember were due to major suspension failures caused by extremely rough roads, and this was a general problem not only in the U.K but throughout Europe. This was one of the reasons why it was extremely important to have cars serviced regularly. In*

*fact my TR was completely checked over and the engine and transmission fully serviced before every rally. I always ensured that the brake system, steering and suspension was inspected closely as well"*

Mary's written account of how she was introduced to the TR2 and ordered her first one is always a pure delight to me and it reads as follows.

*"My taste for rallying really burst into pure excitement when I obtained my first TR2. I was visiting the Scottish Motor Show in 1953 when the order of the day was to be well dressed- no jeans and anoraks in those days. Bobby Dixon who owned a Standard Motor Company distributorship in Carlisle and did very well in the 1954 Le Mans race in his TR2 was standing beside a TR2 on the works stand. He said 'Come on Mary, try this car for size, but for goodness sake take that stupid hat off.' I remember the car so well, the colour was geranium pink. My first feeling on driving a TR2 was every bit as thrilling as my first drive in the baby Austin twenty years before. I decided that I must have one, but at that time they were like gold dust to get hold of. I was never quite sure, but I feel Bobby Dixon must have done some pretty heavy string pulling with the factory on my behalf to get my first TR2. My pride and joy, a new white TR2 OWK 888 was delivered about two weeks before the start of the 1954 RAC rally, which I had entered. As has been documented Muriel and I won the Ladies award in the RAC rally that year, and also in the Circuit of Ireland Rally."* - **N.B. Muriel**

**Dodds** was Mary's navigator/co driver and close friend.

Mary and Muriel did extremely well in rallies in Mary's TR2 and the result that was really impressive was their victory in winning the 1954 Scottish rally outright. They also won the class and, of course, the ladies prize. At the end of 1954 the duo were also presented with The British Ladies Trials Award, and this always amused Mary because as she related :

*'That Trials award was presented to us as the 'Silver Garter'.*

I remember my father Ken relating on several occasions that when he was starting his competition department in 1954, he naturally



researched successful rally drivers and Mary and her co driver Muriel had proved very successful, and were due to be invited to drive a works TR 2 in 1955. However, this did not come about because both Mary and Muriel got married to their respective husbands in 1955, and as Mary related.

*"Although I absolutely loved rallying, common sense had to prevail when my husband Jim and I got married. Rallying in the international rallies of the time was, there's no doubt, extremely dangerous and I decided my duties were best pointed at the responsibilities of becoming a doctor's wife."*

**N.B.** Marys husband Jim was a consultant in Glasgow hospitals.

The 1954 Alpine Rally was the first and last time Mary entered that rally and this was the year when she first met my father Ken.

She recalled.

*"The people at the factory were most helpful in those days especially Ken Richardson. Ken at that time was just starting his competition department and he gave us great encouragement. I didn't meet Ken until the Alpine rally of 1954, when he entered his first team of works TRs in their first Alpine rally. It was a truly fantastic success for him. I'm afraid I disgraced myself in the Alpine by skidding into some rocks on the Vivione mountain pass which bent the chassis on my TR and that was that."*

After retiring from rallying Mary still retained a keen interest in motoring which also included purchasing a new TR. She recalled.

*"In 1956 I bought a new TR JJR 888, which I had customised. It really was the prettiest car I have ever possessed. It was red with a special blue interior, and a black leather covered hard top from a company called Universal Laminations in London. The TR had my mascot on it which was a model mallard duck that my*



**Mary seated in the TR she bought in 1956 (JJR 888) after she retired from rallying. She loved this car and had it specially customised. She said of this TR "It really was the prettiest car I have ever possessed."**

*father had specially made by Bairds of Cheltenham. – I was always feeding the ducks on our farm and had a great affinity for them."*

Mary was always very complementary about her TR's and related.

*"Muriel Dodds and I had endless fun with my Triumph TR's, and she and I often rang each other to chat about our memories of those wonderful times we spent together on rallies in my TR. I also remember with gratitude the help we received from the factory especially from my old friend Ken Richardson who was the definitive competition manager... I was so proud of being involved in the early rally successes of the TR2 and I followed Ken and his team's many successes throughout the fifties in the motoring magazines of the time."*

To conclude, I will always remember Mary as a thoroughly amusing, kind and thoughtful lady – like her many neighbours and close friends near her home in Glasgow.

Mary was a sparkling example of what a human being should be.

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**SPITFIRE 1500 WINDSCREEN.** Small stone chip in the drivers side swept area - probably an MoT failure - if it's of any use to someone please collect before I skip it. Free A J Tong (Hertfordshire) 07952 722157

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**HERALD, VITESSE, SPITFIRE PARTS.** British Made Brake Pads. New boxed 12v Coil. New 1200 Dizzy cap. 1200 Engine Spares. Many more. Simon Canham (Cumbria) 07901 842248.

**MK 2 VITESSE (Triumph) BOOT LID.** Excellent condition. Realistic Offer. Keith Power (Lancashire) 0759 4604523.



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# PARTS WANTED

**GT6 MK 1 DRIVESHAFTS WANTED.** I'm after a pair of complete rear corners for a MK1 GT6 driveshafts, links and brakes anything considered. Jeremy Hughes (Bristol) 07973 667057.

**ROSTYLE** Wheel Trims. I'm after a decent set of 4 Rostyle Wheel Trims to suit a TR5, can anyone Help? £100. Gary Flinn (Derbyshire) 07825 269136.

**GT6 MK 2 CHASSIS.** Main rails must be

straight with no accident damage. Damaged or rusty outriggers ok. Spitfire Mk3 chassis and tub required. Incomplete, rusty, in need of work etc. travel approximately 100 miles radius, Eltham. Mark Baldock (London) 07958 080072.

**GT6 MKIII Part Floor Panel.** Wanting, front section floor panels, forward of the cross member. Anyone have these lying in their garage. Drivers side would do. John Meston (UK only) 07980 415560

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

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## SPITFIRE Mk IV/1500

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## GT6 MkI/ II/ III

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

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# TSSC

## Area News Review

February 2016

### Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



SUN 21<sup>ST</sup> FEBRUARY 2016

National Agricultural Centre Stoneleigh  
Warwickshire, CV8 2LG (4 MILES FROM JN.15, M40)  
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# AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
<b>SCOTTISH AREAS</b>			
<b>CENTRAL &amp; WEST</b>	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN Harvester, Kinning Park, GLASGOW G5 8NP Various - see report in Area news	1st Thurs. 7.30pm 3rd Sun. 11.00am Last Thurs. Eves.
<b>NORTH EAST</b>	Danny Stroud: 01224 742315		
<b>NORTHERN AREAS</b>			
<b>CHESHIRE</b>	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	Wayne & Anne Ash: 07402 948380 Mark & Lorraine Kilgallon: 07954 784342 Deryck Beadling: 07939 068976 Geoff Dent: 07773 440201	The Boundary Inn, AUDENSHAW M34 5HD	1st Tues. 8pm.
<b>NORTH EAST</b>	Alex Cain: 0151 222 2366	The Dunn Cow, Primrose Hill.	1st Sun.
<b>LIVERPOOL</b>	Kevin Makin: 07980 604021	BOURNMOOR. DH5 6DY.	8.30pm.
<b>LANCASHIRE</b>	Dennis Petty: 07951 727747 Andy Todd: 0151 339 4150	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL Canberra Club (BAE systems) Balderstone BB2 7LF	1st Tues. 8pm. Last Tues. 8pm.
<b>WIRRAL</b>	Richard Briscoe: 0776 6354449	Cottage Loaf - THURSTASTON	1st Tues. Eves.
<b>NORTH YORKS</b>	Alistair Banks: 01302 771628	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
<b>SOUTH YORKS</b>	John Tailford: 07712 862556	The Crown - Barnburgh, DONCASTER DN5 7JQ	1st & 3rd Tues Eves
<b>WEST YORKS</b>		Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.
<b>MIDLAND AREAS</b>			
<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Bob Mellor: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	Beedles Lake Golf Centre - EAST GOSTCOTE LE7 3WQ	2nd Tues 7.30pm
<b>LINCOLNSHIRE</b>	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTS</b>	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
<b>NORTHANTS</b>	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
<b>SHROPSHIRE</b>	David Embery: 01952 371783 Simon Morgan: 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN.	3rd Wed. 7.30pm.
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	Bill Bate: 01952 581391	
<b>WEST MIDLANDS</b>	Roger Haywood: 07969 024999 Chris Allen: 07505 110922	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WORCESTER</b>	Vicky Kitchen: 01527 894125	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		May to Sept - Plume of Feathers, Lode Lane, SOLIHULL	3rd Tues. 7.30pm.
		Pear Tree - LOWER SMITE Worcs WR3 8SY	1st Mon. 7.30pm
<b>WELSH AREAS</b>			
<b>NORTH WALES</b>	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
<b>SOUTH WALES</b>	Bernard Littlewood: 02920 315260	The Plough Inn, St ASAPH Unicorn Inn - Pontprenau - CARDIFF CF36YA	3rd Wed. 8pm. Last Tues. 7.15pm
<b>EASTERN AREAS</b>			
<b>CAMBRIDGE</b>	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	Allan & Janet Jannaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
<b>NORFOLK</b>	Mike Carroll: 07828 103064	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
<b>SUFFOLK</b>	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.
<b>NORTHERN IRELAND</b>			
<b>NORTHERN IRELAND</b>	Laurence Cochrane: 07577 210100 Alan French: 02891 882728	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
<b>EAST BERKS</b>	<b>Mark Smith: 07989 104324</b>	The Shire Horse - Nr MAIDENHEAD on A4	<b>2nd Tues. 8pm.</b>
<b>SOUTH BUCKS</b>	<b>Carl Swanson: 07823 771811</b>	The Squirrel - PENN St, BUCKS. HP7 0PX	<b>3rd Wed. Eves.</b>
<b>CANTERBURY</b>	<b>Phil Rogers: 01304 831576</b>	The Duke of Cumberland - BARHAM CT4 6 NX.	<b>1st Thurs. 8pm.</b>
<b>HANTS &amp; BERKS</b>	<b>Alan Fulbrook: 07795 096394</b>	The Crooked Billet -(A30) HOOK. RG27 9EH	<b>1st Tues. 8pm.</b>
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis: 01582 750943</b>	The Crown. High Rd.Shillington. HITCHIN SG4 3LP	<b>4th Mon. 8pm</b>
<b>ISLE OF WIGHT</b>	<b>Elaine Hawkins: 07842 249591</b> <b>Tracy Cleaver: 07754 751672</b>	Various - See report in Area News	<b>Call for details</b>
<b>WEST KENT</b>	<b>Colin Robertson: 07810 102525</b>	Cock Horse - B245 HILDENBOROUGH TN11 8NH	<b>Last Tues. 8pm</b>
<b>NEWBURY</b>	<b>Lloyd Garvey: 01635 255159</b>	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	<b>2nd &amp; 4th Wed. Eves. 7.30pm</b>
<b>SOUTHERN</b>	<b>Mike Gooding: 01252 722432</b>	The Seven Stars - STROUD GU32 3PG	<b>1st Tues. 7.30 - 8pm.</b>
<b>SURREY</b>	<b>Clifford Darby: 07900 657176</b>	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	<b>Last Wed. 8pm.</b>
<b>SUSSEX</b>	<b>Ian Gordon: 01273 813691</b>	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	<b>1st Weds. 8pm.</b>
<b>THAMES</b>	<b>Mickey Hazell: 07773 623807</b>	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	<b>3rd Thurs. 8pm.</b>

<b>SOUTH WESTERN AREAS</b>			
<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton: 01672 514241</b>	The Plough GRATELEY SP11 8JR	<b>2nd Thurs. 8pm</b>
<b>AVON</b>	<b>June Wrigton: 0744 3841162</b>	The Bruce Arms MARLBOROUGH SN9 5LR	<b>3rd Weds. 8pm</b>
<b>CORNWALL</b>		The Wishing Well - CODRINGTON BS37 6RY	<b>1st Mon. Eves.</b>
<b>DEVON</b>	<b>Sue &amp; John Franklin: 01548 821348</b>	Hawkins Arms - ZELAH. TR4 9HU	<b>2nd Thurs. 8pm</b>
		The Star Inn - LVERTON TQ12 6EZ	<b>3rd Wed. Eves.</b>
		Ring A.O. Details	<b>1st Sun. Lun</b>
<b>NORTH DEVON</b>	<b>Darren Groves: 07806 351499</b>	Crealock Arms - BIDDEFORD. EX39 5HN	<b>1st Thurs. 7.30pm</b>
<b>DORSET SOUTH</b>	<b>Robin Nicholls: 07920 549474</b>	Red Lion - WINFRITH DT2 8LE	<b>Last Mon. 7.30pm</b>
<b>GLOUCESTER</b>	<b>Jane Rowley: 07802 171227</b>	The Swan - COOMBE HILL	<b>3rd Mon. 8pm.</b>
<b>SOMERSET</b>	<b>Derek Giles: 01934 515376</b> <b>Martin Hughes: 07760 384236</b>	The Fox & Goose - BRENT KNOLL TA9 4HH	<b>2nd Tues 8.00pm</b>
<b>WESSEX</b>	<b>Trevor Carlyle: 01425 475376</b>	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	<b>Last Thurs. 8pm</b>

<b>OVERSEAS Contacts</b>			
<b>AUSTRALIA</b>	<b>Eric Mariner 03 97878010</b>	<b>MELBOURNE</b>	
<b>BELGIUM</b>	<b>Stefan Vandendijk: 370000 32 12 23 34 76</b>	Luikersteenweg 166 Tongeren - LIMBERG.	
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		lucabellinello@iscalinet.it	
<b>LUXEMBOURG</b>	<b>Jean Claude Cigrang: 00 352 44 16 47</b>	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
<b>NETHERLANDS</b>	<b>Guus Van Der Krogt: 00 31 2263 81233</b>	Grote Sloot 78, 1754 JH - BURGERBRUG	
<b>NEW ZEALAND</b>	<b>Dayle Montgomery: 00 64 9 818 6620118</b>	A Archibald Rd.,Kelston - AUCKLAND.	
<b>NORWAY</b>	<b>Knut Skoglund: + 47 91 16 17 78</b>	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
<b>PORTUGAL</b>	<b>Carlos Camacho: 00 351 962721862</b>	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
<b>SWEDEN</b>	<b>Odd Hedberg: 00 46 173 17131</b>	Pomonagatan 4S - 742 36 OSTHAMMAR.	
<b>SWITZERLAND</b>	<b>Robin La Barre: 0041 523451805/0041 79 296 69 46</b>	Switzerland	
	<b>Philip Bellamy: 0041 79 347 1221</b>	Switzerland	
<b>TASMANIA</b>	<b>Alan Donohue: 00 61 004 35 77 70198</b>	Mount Road - RIDGLEY 7321.	
<b>U.S.A. - NW</b>	<b>Dave Eaton: 00 1 360 459 1919408</b>	Revere Court Lacey, Olympia - WASHINGTON 98503.	





## ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . EAST BERKS

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

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

We would like to first say thank you to those areas for sending in your area registration forms on time, we have now spoken to the areas we are still waiting for to send in. Asap. You know this is important because if you do not register you will not be covered for public liability insurance! (Wining done).



We are actively looking for New Area Organisers for Cornwall area, Oxford and South Yorkshire if anyone knows anyone or are interested on taking this role on please contact us or the Club, we will give all the support and help you need.

Please use the TSSC website to add your meeting venues and events, you need to keep this updated as much as you can, contact us or Simon Morgan as we can help you on this.

Don't forget on **Sunday 10th April 2016** there is the **TSSC AGM Area Organisers Roadshow** at TSSC Headquarters Lubenham starting at 10am, this is an opportunity to ask questions or get your views across! If you can not attend the AGM drop us an email or text and we can put your views across for you guys.

Driving into 2016 there is a spares day at **Stoneleigh on Sunday 21st February 2016**, this is great start to get those lovely vehicles up and ready for the busy season ahead.

Don't forget to book your priority tickets for **TriumFest UK at Santa Pod Raceway**. This year is also **Le Mans Classic** and the **25th Anniversary of Laon Historique**. See TSSC website for details or whilst after reading this article, look through the Courier for Club events and Area events that are happening this year.

Looking forward to having a smooth ish drive through 2016. Peep peep

*Nigel & Di*

### ANDOVER

Tel. 01672 514241

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

Meetings Cover Swindon/North Wilts area

As ever a really nice evening seemed to be had by all at our Christmas dinner at the Plough in December.

Lovely to see Graham again after a long absence, he thinks he's almost retired now (That's what Robin thought too!) so hopes to be able to join us more this year. Good to see Mike and Chas too, also hoping to be able to come along to a few more meetings in 2016. Otherwise the usual suspects were there and conversations were interesting and varied covering such topics as:

Ford Corsairs, the Berlin Wall, Funerals, Wood carving, Rocket engines (we hadn't realised we had a real live rocket scientist in our midst!), John and Sue's inspired gift again - this time the Turkey hat, and even Mowing lawns in December (Guy didn't do ours until 30th December!).

I think the most amazing news of the evening was that Ed had sold not just 1 car but 2! However, Maureen did note that it didn't seem to have made much of a difference to the fleet...

Although we knew it was a possibility we only heard quite late that the Plough was definitely closing for a refurb so we did a last minute switch to having our January meeting at the Chalkhill Blue, Hawker Siddeley Way, Andover, Hampshire SP11 8BF. This is the

'new' pub south of the A303 at the main Andover junction.

We did our best to contact everyone we thought might be planning to come along but apologise if you turned up at the Plough only to find a lack of TSSC members there. If the meeting at the Chalkhill Blue works out OK we'll probably stay there for the February meeting, and possibly longer, although we will keep an eye on the Plough and see how it measures up when it re-opens.

In the meantime, we need to write this News too early to definitely confirm the venue for the February meeting so please check the Triumph South Yahoo email list or website calendar, or contact us prior to the meeting to check where it will be.

*Guy & Suzie*

### AVON

Tel. 01454 327059

If this gets in the magazine it is a miracle and a big thank you to Bernie. Despite best intentions, this is a last minute write up - but I have been re-elected as AO on the basis of missing reports, no technology wizardry and will turn up at meetings if I can!! In any other life situation that would not lead to success, but I will do what I can for another year.

First, the attached picture shows the festive spirit at our Christmas meal. A big

thank you to Tyler for a very well organised meal and the food was great on the night. Also thank you to those who bought raffle tickets for my knitted Shaun the sheep - we raised £50 and Angie was the winner. This will go towards the £200 total raised alongside my work colleagues after I have spent 5 months knitting Shaun the sheeps to order. All of this will go to the Shaun in the City fundraising campaign for Bristol Children's hospital (My time and materials supplied free).

With entries from Somerset and Avon area we look as though we have filled the first event - **Coleford on 28 March**. I will look at other shows coming up and Tyler has kindly offered to look at keeping a web page up to date for the area.

A get well wish goes to Judi who, with Phil, are our newest members. She had a nasty fall off a horse and we wish her a speedy recovery. Also welcome to Phil's friend with the TR7.

The next club meeting is Monday 1st February

*June*



### EAST BERKS

Tel. 07989 104324

[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)

e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

Hi All, ok so it's been a while since I've written anything so here goes! Well since last time we've had the Xmas meal at Sweeney Todd's pie shop - that went very well with a dozen of us in attendance. Chicken, broccoli and stilton pie for me as always! The pies were as good as ever, and I took a couple home too... We also had a raffle, and eventually somebody won all of the prizes - we had a few false draws in succession where the person drawing the ticket drew their own ticket! Toolkit, chrome cleaner etc. - useful things like that.

So that was 2015 - a quiet year for cars personally, since I'm still attending to the demands of a job and a little boy of 22 months old, but it's the GT6's 50th anniversary this year (depending on who you ask...) so I'm determined to get George out of hiding this year. I did manage to stick a new exhaust on the MX5 over Xmas, so perhaps I can class that as a bit of a Triumph warm-up. The Elf beckons too... I have a feeling that things are going to change this year, especially after Mr Bowie's death brought time into focus a little for me. As for the TSSC, you'll be underwhelmed to hear that since there were no other offers I will be your area organiser

## SOUTH BUCKS . . . CHESHIRE

for another year! :-)) Am really looking forward to the spring when things warm up a bit, and I'm determined to get to more events this year and use my Triumphs a lot more.

There's **Stoneleigh Triumph and MG spares day on Sunday 21st February**, then the other shows I usually attend are the **Isle of Wight Camping weekend 29 April - 2nd May**, then shortly after that there's the **South of England Meet**, and **TriumFest UK at Santa Pod** this year, or the **Silverstone Classic**, and there should be a **Triumph Marque Day** again (at TR Register Weekend at Lincoln), then a few local shows, leading up towards Duxford at the end of the year. Lots to look forward to, and to close off the year I'll be doing the Club Triumph **Round Britain Reliability Run** with Andy in his poo brown Dolomite - 48 hours and about 1700 miles non-stop! Ouch, that's going to hurt - I did it once before, and am glad this time my co-drivers are known and trusted to drive in a non-terrifying way!

Slightly nearer than that, there is a breakfast club meeting coming up. A regular meeting that Andy and I had been attending was the White Lion Antiques breakfast meet in Hartley Wintney, but unfortunately the site has been sold for development and the show has ceased. However, there is a new regular breakfast meeting that Andy and I will be checking out - the next one being on **14 February at the Pine Ridge Golf Centre in Bagshot** - so if you fancy coming along let me know.

Well I think that's all for now, so I'll just leave you with a picture of us all at the Xmas do. Hope to see you all at the next meeting - Tuesday 9 February from 8pm at the Shire Horse, on the A4 just outside Maidenhead on the way to Reading. Cheers everyone!



*Mark*

## SOUTH BUCKS Tel. 07788 436167

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [carlswan@btinternet.com](mailto:carlswan@btinternet.com)

Hi. Well, now in Feb, I hope you have had a good festive break and the start of the year has been good to you and yours.

I ventured to Brooklands race track and museum for the New Year's gathering. It gets bigger every year! The sheer amount of cars that turn up, and the massive variation of cars is hard to find anywhere, let alone New Year's day. With the museum to look round too, and Mercedes Benz world across the way to see, it's a great venue. I took my 2000 with one of my sons, and did see several Triumphs, one I'm sure was George from Thames area in his Vitesse, but there's that much to see, by the time I got back to it, it had gone. It's becoming a bit of a victim of its own success and is taking longer and longer to park. This is quite hard on some of the cars as they haven't been used for a while, and sit in stationary traffic!

I met up with a very good friend of mine and his girlfriend. It's always good to have someone new to show Brooklands to. Being the world's first purpose built race track, it does annoy me greatly that it wasn't preserved, and only sections exist with large gaps in between. Anyway, the original club house still exists, and many artefacts are still there. It also has a long aviation history too, from the early days of flight in the UK, to producing the Hawker



## TSSC AREA NEWS

Hurricane and then Concorde. All of which can be seen in different states of repair at Brooklands!

The dark nights continue, but maybe brave it and get out and about! **Feb Tue 9th** is the **Classic car night at the Ace cafe West London / Harte and Maggie, Amersham**  
**Feb Wed 17th** is the **TSSC South Bucks meet, Penn Street, nr Winchmore Hill from 7.30pm**

**Feb Sun 21st** is the **Triumph spares day at the National Agriculture centre at Stoneleigh, CV8 2LZ.**

Take care,

*Carl*

## CHESHIRE

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I guess we must be grateful that the weather has reverted to something like the average for the time of year, although it does seem to keep raining hard and flooding in various places. Basically rain means it's not sensible to put the old car outside for any extended period, while cold temperatures mean the garage is cold and not that pleasant to work in, and any old car left outside probably won't start. Then there's old car solvent on the roads...

Our projects seem to progress at a leisurely pace. The 13/60 Estate in Crewe has gained a steering wheel (often looked upon as an essential, particularly when driving or at the MOT test), the rim having been lacquered and varnished. This treatment may or may not pass the test of time? The bonnet in the Branch Office of Cast Iron World has some new steel where there was previously air, fibreglass and rust, but this has taken much longer than scheduled. There is no news of the GT6 project in Gawsorth, while the Spitfire in Macclesfield patiently awaits new carpet, seats with some padding in them, and the doors eagerly anticipate the 'strip, sealing, waist door, inner' that would stop the windows rattling (someone thought the rattling was standard).

The Spitfire in Romiley may get new brake pipes and silicone fluid this winter. Having recently done quite a bit of playing with brake calipers, I must point out that the only way to get (all) the old fluid out is to take the pistons out of the calipers. If you just bleed fresh fluid from the master cylinder to the bleed nipple, it's most unlikely that any of the fluid behind the pistons will be renewed. Pressing the pistons fully back into the caliper (with the bleed nipple open) will reduce the amount of old fluid left behind. But if you're changing from glycol based to silicone, pistons out (new seals) is the only sensible way.

In the meantime, the Vitesse project in darkest Snagfordshire remains virtually unchanged. I mentioned my attempts to get Macclesfield no1 Flying Pig Squadron to do a flypast when the Managing Director of Cast Iron World shifted some cast iron, and I have added a request for them to fly past Cheadle (Staffs) when the above mentioned Vitesse becomes roadworthy. However the pigs have soundly rejected all such requests, pointing out that an old Jaguar saloon is most definitely not a Triumph Vitesse, and that a pair of carburettors do not constitute cast iron. Also note that their revised booking form will soon be available on the TSSC web site.

We had seasonably cold weather for our meeting, with the threat (or reality) of salt on the roads, so there were no club cars in the car park on this occasion. It looks like there will be a number of people travelling to **Stoneleigh in February (the 21st)** and the debate about the trip to Santa Pod continues. I have generated issue 1 of the Cheshire Events List, and it's now on the TSSC web site (Area Directory, Cheshire, scroll down to near the bottom of the page). Lessons on navigating the TSSC web site are always available at meetings, for a most reasonable cost.

Our next meeting is on **Thursday 4th February at the Cock and Pheasant**. Once again it should be an 8:30 start.

*Henry*



## CORNWALL . . . COVENTRY

### TSSC AREA NEWS

#### CORNWALL

Tel. 01872 573763

[www://autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

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

**WE NO LONGER HAVE AN AREA ORGANISER FOR THIS AREA**, if you are interested or need to talk to someone regarding this role. Please don't hesitate to contact **Nigel or Di on 07976 163006**.

#### Cornwall Area meetings FEBRUARY

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

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

#### MARCH

**Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Saturday 26th Lands End Trial Dinner TBA**

#### COVENTRY

Tel. 02476 457487

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

Hi Everyone. The drinking and merriment started with the Heart of England buffet dance at Bulkington on Saturday 5th December with an excellent buffet prepared by Tommy, Sandra, Richard etc, well done guys don't know how you do it for the price, there were 10 in our group, would have been a couple more but unfortunately Trish had a nasty fall leaving her with a plaster cast on her leg due to a broken bone in her ankle so she and Keith could not join us for the shindig, we all wish you a speedy recovery Trish take a bit more tonic with your drink next time. The event raised £150 on the night along with a further £150 donation from the Heart of England Club totalling £300 for Mary Ann Evans Hospice.

On Sunday 6th it was off to the Lubenham TSSC Xmas open day, as we arrived at our meeting point the Elms at Lutterworth two red Spitfires were awaiting us belonging to Tim & Sue & James Sykes, great to see you guys, we were soon joined by Mike Rowell in his TR6. So it was 3 Spitfires and a TR6 with hoods down to drive in convoy to Lubenham where we enjoyed the usual pleasant hospitality from all the staff and COM members.

Sunday 13th Dalos Day (Drive and Lunch on Sunday) run was planned by ourselves and for once the sun didn't shine it rained through out the whole run so no hoods down this time, still it didn't stop 9 of us in 4 cars enjoying a very scenic route starting at Lutterworth and taking in the Leicestershire villages of Kimcote, Walton, Arnesby, Fleckney, Saddington, Mowsley, Laughton and Debdale Warf before concluding our run at the Black Horse in Foxton where we were joined by Ann Martindale for lunch, good to see you again Ann. The Sunday roast was excellent with nearly all of us struggling to finish it all and the service we received was also excellent and very hospitable, definitely a place to recommend. Another great day out in great cars and great company.

On Thursday the 17th it was Steve's turn for his hernia operation which went well and he is now well on the way to a full recovery.

The Midland Vehicle Preservation Society (MVPS) New Years Day Run was very well attended with approximately 30 classic



cars and over 70 people taking part, we joined up with Paul & Joan in their Spitfire and Rikk & Jeanette (who are also members of the MVPS) it was a lovely dry day with a little sunshine so the hoods on the Spittys were down for the run, still a bit chilly so we were thankful of the heated seat covers just fitted they were great



only £10 each from Aldi. The run commenced at Tesco in Cliffordbridge Road and took us through Brinklow, Pailton on to the A5 at Lutterworth towards

Rugby before turning off to Newton, through Newbold, Little Lawford and Kings Newnham before concluding at the Old Smithy Arms in Church Lawford where we participated in an excellent meal and considering over 70 people arriving all at once the service was also excellent. Many thanks to Ken Warbourton and all at the MVPS for arranging the event and letting us join them once again, hopefully they may join us on some of our Dalos Day Runs in the future, they will be very welcome.

Tuesday 5th January was our monthly meeting at the Bull & Butcher, Corley Moor and once again a miserable night weather wise, we were down on numbers a little (9 in total) with injuries and hospital appointments stopping Keith & Trish and Steve & Sharon attending and a few other regulars missing. As usual we enjoyed a lovely meal in the restaurant before retiring into the snug for the meeting which followed the normal jovial mayhem format.

January Dalos (Drive and lunch on Sunday) Day Run being planned by Rikk & Jeanette will be on Sunday 17th and we will meet at the Corner House pub Nuneaton road Bulkington at 12.15pm ready to leave at 12.30pm. If you want to join us we must know numbers by Wednesday 13th.

Spring Rally Weekend event still to be confirmed, maybe encompassing the Moira Canal Festival as the venue, if not we will include the Festival in our forthcoming events anyway.

Gemini Events have now taken over Transtar Promotions events, for full details and booking forms <http://www.classicmotorshows.co.uk/> email [info@geminievents.co.uk](mailto:info@geminievents.co.uk) Tel 01527 831726 there are a few venues which are new to us so go on line and let us know of your interest.

We have started to compile a list of forthcoming events to consider for 2016 keep your eye on the forthcoming events list for further details.

One event worth noting is **TriumFest UK** there is an early booking discount if entered by January 31st and **Peak Run** if entered by 30th April, we will be attending both of these and we also intend to attend the **Silverstone Classic in July**.

That's all for now folks let us know of any new events that may arise or of those you wish to participate in or any activity you would like included into the area events.

Always open to new ideas

*Phil & Lyn*

#### Forthcoming Events :-

##### February

**Tuesday 2nd February our monthly meeting at the Bull & Butcher, Corley Moor 7.30pm.**

**Sunday 14th February HoE meet at the Griff from 11.00am**  
**Sunday 21st February Dalos Day Run. Details to follow**



## CUMBRIA . . . DERWENT VALLEY DEVON



### TSSC AREA NEWS

**DERWENT VALLEY** Tel. 07813 397731  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)  
 e-mail: [bob@derwentvalley-tssc.org.uk](mailto:bob@derwentvalley-tssc.org.uk)

Hello all (and for the last time) Happy New Year  
 Now that 2016 is well established I'm sure that many of you are looking forward to getting back out in your cars and enjoying them as the seasons and the weather continue to improve. I know that within the Derwent Valley area there is already talk of attending several shows and weekends.

The January meeting was well attended with lots of catching up and sharing tales of Christmas fun and festivities. The entertainment for the evening was a quiz compiled by Bob our new AO, who proved to be a very charitable quiz master. It was a very well put together quiz with a little something for everyone, (even including a few car related questions!!!!) and some very interesting answers.

At the time of writing The annual New Years run organised between Notts & Derwent Valley areas has not yet taken place but I am sure it is safe to say that there will be plenty of sites to be seen as this years theme is 'Beach Party' So keep your eyes



peeled on the Derwent Valley Website/Facebook page for some of the more select (Stop Press Above) pictures!

Here are a few dates for your diary

**02 Feb – Monthly club meeting,**

**17 April** – After a years 'rest' the **Derwent Valley bowl** is making a reappearance so we are looking for people/teams to come along and have some typical Derwent Valley style fun. Please contact Bob Meller or Roger Buck for more details and to register interest.

**24 April – Drive it Day** a run is being planned to end up at the **Oil Can Café at Holmfirth**, please contact Adrian Hadfield/Nigel Hill to register interest or get more information

**30 April – Nottingham Vintage Carnival at Nottingham Racecourse**

**16 – 19 June the Peak Run** is coming back with a 40s flavour. Please keep an eye on the Courier and the area website/facebook pages for more details and information.

Thanks very much

*Richard*

**DEVON** Tel. 01548 821348  
[www.tssc-devon.org.uk](http://www.tssc-devon.org.uk)  
 e-mail: [sueandjohn@tssc-devon.org.uk](mailto:sueandjohn@tssc-devon.org.uk)  
<https://www.facebook.com/groups/134271493433942/>

It seems long ago now, but we had a very social evening at the Star in December just before Christmas. As usual in December, fewer in numbers but a great evening nevertheless. Dan braved it with the Spitfire whilst the rest of us had one excuse or another. After the excesses of New Year celebrations we returned to the 'serious stuff', the first of this year's drives and lunches. Allan & Jackie even managed to organise a glorious window in the storms, almost long enough for us to get home dry. However the dire forecast meant only 7 brave (mostly tin topped) Triumphs came out to play, with some heavies and moderns making up the rest. Around

**March**  
**Wednesday 16th March** Skittles/Darts/Quiz night The Queens Head Bretford. Contact ourselves  
**Monday 28th March** Weston Park, Weston under Lizard, Staffs, a Gemini Event.  
<http://www.classicmotorshows.co.uk/>  
 email [info@geminievents.co.uk](mailto:info@geminievents.co.uk) tel 01527 831726

**April**  
**Sunday 10th April** HoE meet at the Griff from 11.00am  
 TSSC AGM at Lubenham  
**Daffodil Sunday** Monks Kirby  
**Sunday 24th April** Drive it Day & Dalos Day Run  
 Details to follow

**May**  
**Saturday/Sunday 21st & 22nd May** Moira Canal Festival  
<http://www.moiracanalfestival.co.uk/>

**June**  
**Weekend 17/18/19 June** Derwent Valley Peak Run  
<http://www.derwentvalley-tssc.org.uk/>

**July**  
**Weekend 1/2/3 July** TriumFest UK Santa Pod Raceway.  
<http://www.tssc.org.uk/>

**Weekend 29/30/31 July** Silverstone Classic  
<http://www.silverstoneclassic.com/> [nigelhawes@gmail.com](mailto:nigelhawes@gmail.com)

**CUMBRIA** Tel. 01229 474077  
 e-mail: [roy.anne@tiscali.co.uk](mailto:roy.anne@tiscali.co.uk)

Despite the fact that Mother Nature dumped a month's rainfall on the county the day before, we all managed to get to the Boot for our Xmas party, except for Rod and Joan. Rod who is a mountain rescuer was helping out the poor souls that were flooded.

Now that Phil Evans has retired he has agreed to become joint area organiser along with myself for this year. Phil was Cumbria AO back in the 1990's so is no stranger to the job.

He will not be coming on board until April as he has other commitments until then.

The January and February meetings were to be held at the Kings Head Thirlspot. As many of you know the road from the south (A591) was washed away with no date for it to be repaired, looking at the state of it is not going to be a quick fix, but I have heard that they are trying to open up one of the forest roads but only for buses. For those living south of the Kings Head it would mean an additional one hour drive to get there so I am going to email all that I know that will attend and cancel. **The Brook house Inn at Boot** is the only option left that we know is accessible and friendly. **January and February meetings will be at Boot.**

It is that time of the year when we are starting to pencil in events for this coming year. If anyone knows of any new show or has any other ideas for trips out would they please let me know. A lot of members have expressed an interest in the **Isle of Man trip 29th April to 2nd May**. The ferry cost is £181 for a car + 2 people return. The accommodation is proving difficult to book as most of the larger hotels are on the sea front with public parking. Not ideal for our classics.

It may be the case that we will not all be in one hotel. If you are thinking of going and have not told me it is not too late, but you will need to book the ferry and hotel yourselves.

The Area has two new members: a warm welcome to Gary Powell and Martin Corfield and we hope we will see you during the year. If there is enough members who live in the north and east of the county, who wish to meet up, let me know and I will try and arrange something. Please remember that I live down in the south west corner and it takes two hours to drive to Carlisle. It is a big county.

If the weather carries on like it is we will be selling our cars and buying boats.

Forthcoming meetings: **Sunday January 31st and February 28th Brook House Inn Boot**

Safe motoring

*Roy*



## DEVON DEVON NORTH . . . ESSEX

### TSSC AREA NEWS

## Devon Continues

40 of us enjoyed a great run from Exeter Services, taking in the stormy seafront of Budleigh Salterton before returning via Topsham to the ever popular Smugglers Inn where their usual fantastic carvery was enjoyed to the full. It was lovely to have Annie & Richard back with us after Annie's health problems last year, and to have the Hodgsons in the Dolomite, the Wrays in Molly, Graham & Karen from Cornwall in their car and of course Robbie and Mum & Dad in the Vitesse, joining Allan's Vitesse, Bob's Vitesse and Maurice's 1500 TC.

### COMING UP IN DEVON

We will celebrate **Dan's birthday on Sunday 7 February**, meeting at the Famous Lee Mill, at **Lee Mill near Ivybridge** for coffee (and even a spot of shopping if it takes your fancy) at about 11.30am, aiming to leave there at 12.30 for a drive over to the Sportsmans Arms near Dartmouth for a late lunch. We have a great drive sorted for this one, taking in country and coast. As we are finding that a lot of our more popular lunch venues prefer us to eat later rather than earlier, it will be second lunch sitting at around 2 ish. As usual, please let us know if you are coming a week beforehand.

**Club Night at the Star is as usual on the third Wednesday of the month, which in February is the 17th.**

All TSSC members, but especially those in the North of the County, are welcome at the monthly meetings held at the **Crealock Arms, Littleham**. A great pub near Bideford, with the meetings organised by Darren Groves. Started up only last year, these meetings are proving popular with a wide range of Triumph drivers – why not pop over there on **Thursday 4 February**, and don't worry about not taking your Triumph if the weather is unkind. **The North Devon meetings are on the first Thursday of each month.**

We have changed the date of our March meeting to avoid Mothering Sunday, and will now have our run and lunch on **Sunday 13 March**, so make sure you have the right date in your diaries. Not quite decided where we will meet up, but lunch will be at the ever popular **Burrator Inn, near Yelverton**.

The **Isle of Wight weekend** is coming up soon from the end of **April to May Bank Holiday Monday** – hope you have booked your caravans direct with the site? We know that some of Somerset Area are coming along too so it will be a very merry crew on the island! Some of the earlier show entries are starting to arrive now but we would appreciate you letting us know of any we may not know about. We have booking forms for our planned weekend at **Southfork Caravan and Camping site at Martock in Somerset – from 3 – 5 June** and we are inviting other areas to join us there.

As usual, we have a full programme of events planned for 2016 and look forward to seeing all our new members out with us soon.

### DEVON DIARY

**Thursday 4 February North Devon Meeting at the Crealock Arms Littleham EX39 5HN**

**Sunday 7 February South Devon run to Sportsmans Arms Capton Dartmouth**

**Wednesday 17 February Club Night at the Star Inn Liverton TQ12 6EZ**

**Sunday 21 February Triumph (& MG) Spares Day Stoneleigh**

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

**Sunday 13 March Drive with lunch at the Burrator Inn, Dousland**

*Sue & John*

### IMPORTANT NOTE

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

**DEVON NORTH** Tel. 07806 351499  
e-mail: [darren@tssc-devon.org.uk](mailto:darren@tssc-devon.org.uk)

A fairly quiet night to start off the new year, with just the hard core regulars out, so just 7 of us and 1 lonely Triumph, that being my Herald.

Alan & Janet Brace were first to arrive with myself not far behind, then the remaining contingent in Malcolm Huxtable, Andy Luckhurst and Simon & Max Whenmouth. All of us were eating and we all had exactly the same thing (fish & chips), a bit of coincidence you may think? Not really, that was all the pub was offering for some strange reason. None of us complained though, as it was very good.

Not much Triumph related news to share between us over the festive period, apart from Alan who had overhauled the carbs on his MK3 Spitfire, despite being sent the wrong needles by Rimmers initially; he rectified this by getting the correct ones direct from SU Carbs/Burlen Fuels, a good job done. I on other hand had a whole week working on the Herald between Christmas and New year, managing to get a longish list of jobs done including repairing the boot floor which I damaged (don't ask!), adding an additional earth strap from the body to engine, plugging the leak which was turning the drivers footwell into a pond, adding new gauges from a Spitfire 1500, altering the intermittent wiper wiring and fitting the SU HS4's.....quite pleased with myself!

Much of the talk was around model trains and not Triumphs. Andy claiming that he bought a set for his son, but that's a bit of a cover story I'm sure, we know who it's really for. Fortunately for Andy, Simon sells these items for a living so tips on track laying etc. were being shared. Now Andy, don't forget you've got a TR4 to finish, the trains can wait!

A bit of a short report this month as Bernard's copy deadline for the Courier is here already....

**Date of next meeting: Thursday 4th February 2016.**

*Darren*

**ESSEX** Tel. 01375 672072  
[www./sites.google.com/site/tsscsexesarea/](http://www./sites.google.com/site/tsscsexesarea/)

Not long now and the start of the show season in fact there is a local show Modfest on the 20th of this month and we have a club stand and its very local, only hope the weather is good or it will be tops up. But the big question is how much of the winter works you planned have you managed to get done? If I am honest I have not got much planned works done. But I have had the cars out enjoying myself and that is what it is all about.

**My Office** - Kiki (Toledo) and Tallulah (Spitfire) seem to be coluding, I had problems with both clutches at the same time. In Kiki the new slave I fitted, all the seals went and leaked out all the precious fluid. I went down the yard where she stays and she started up no problem, I let her warm up while having a chat with John the mechanic who owns the yard then got in and pushed the clutch pedal, it went straight to the floor. A quick check and all the fluid had gone, with the help of John I managed to get some fluid in and bleed enough to get it working and drive it home. On closer inspection the new slave cylinder I purchase in March all the seals were leaking out fluid, even when not under pressure, lucky I still had the old one and a set of seals. With a hasty bit of work she seems to be working now.

Tallulah - the clutch master was out as I had had problems as mentioned last month but that is now back together with the bulkhead all painted up looking wonderful.

**Out and about** - Christmas dinner at the ship in East Tilbury we took over the complete restaurant, there were 26 of us this year, lots of good food and laughter was had all around the room, a couple of members arrived late, we all know who, but they must have eaten fast as they caught us up and we seemed to finish at the same time and the chatting and laughter went on till late. Thanks very much to Lesley Goldstone for organising the dinner, getting the deposits, and organising the name places with meal

## GLOUCESTER . . . HERTS & BEDS



### TSSC AREA NEWS

on the back, what a good idea, lest we forget what we ordered. This is our third year at the pub for Christmas dinner and it is very popular. The pub also put on a raffle for a local child who has been unwell, and supplied the prizes, which was much appreciated. There was only one Triumph in the car park as we took Kiki out for a Christmas run.

Club day - not so many members at this one as we were all out last night for dinner but we had our Christmas club day raffle.

A prize was therefore won by each car, picked out by their owners. We had 10 members but only 2 triumphs which was a good amount considering the late night the day before, after lunch we sat and had a discussion on 2016 run list and put a few more bits in.

A big welcome to Lawrence and Sue who have just bought Red Herald that looked very nice in the photos cannot wait to see it in the flesh.

Wightwebbs, our traditional new year run out, there was a variety of options for the morning, the auto jumble, the vintage emporium, the garden centre, some people did all of them, others did some, but as you would expect from Essex when it came to lunch we had 14 of us sitting down at the Toby. Auto jumble - Kirk bought a second set of yellow covers for the Toledo square head light, this is only the second set I have ever seen and he has both of them, he also bought a hub puller and other bits. Vintage emporium - a tea pot was purchased and a few other bits and bobs plus got an small ammo box for a tool kit in Kiki. Garden centre - some people bought clothes, I know it isn't garden related but they also do a good coffee.

Then on to lunch, 14 people sat down for lunch some of us had desserts as well. The Toby was very busy, good job we booked. Then we all split up again, some went back to the garden centre some of us headed for home (you can only have so much retail therapy)

#### Up and coming February

**Sun 14th 12:00 Club day Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8SJ**  
**18th -21st Excel London Classic car show**  
**Sun 21st MG Triumph day Stoneleigh**

#### March

**5th - 6th Practical classic restoration show NEC**  
**Sun 13th 12:00 Club day Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8SJ**  
**Sun 20th Tinkering day**

Birthdays Kerrie on 29th January.

Welcome to Susan Chester, and Jason Smiles,

*Allan & Janet*

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

I suppose because I didn't put any news in last month this one should be wishing you all a very happy new year, in my defence however the Courier came out before Christmas and so a new year greeting then would have been somewhat premature, ergo my sentiment now seems more appropriate and that is all I have to say on the matter.

On to our goings on, we had a good run over to club HQ for the open day and enjoyed the good company, good food and good will. It's always nice to see friends from all over the country just before Christmas and all the "crew" and HQ make it a worthwhile jaunt out too and there was a video running of some very interesting European trips with what looked like quite a rowdy bunch.

Loaded with goodies both from Bern's bargain stall and the Club Shop Paul and I pointed his Bond (aka the magic eye) homeward. The Filling station in Malvern was next to tempt us out and a fresh air run out in your classic in December followed by a full English is hard to beat although this month (Jan) we get the filling station and the autojumble at the three counties, it's a hard life.

The area meeting was busy with Jane doing a roaring trade, Calendars that is, come on keep it clean, although I was sold one

on the basis that it had lots of topless models in it, yes I know, easily led and just as daft, if you don't have one yet then why not, get a move on they won't be here for long.

Our first 2016 outing was to the Bicester Sunday scramble this as it would suggest in the title is held at Bicester Heritage in Oxfordshire but not as I thought a scramble (I'm getting worse). The weather wasn't at its best but there was plenty to see and enjoy if you were brave enough and armed with a sturdy umbrella, I'm sure this will be revisited and hopefully the weather will be kinder, that said there was a good turnout of classics and a very broad selection too. Only one GT6 though!

So there it is 2016 off to a good start, there's an awful lot on the calendar this year so if your car isn't ready (Paul Hanson) best get a move on and if it is ready have another beer and think about what you're going to wear.

Please remember you don't need your car on the road to come along and join in at the area meetings there's help, advice (not always good) and quite often the spare parts that you are after to get on with.

Keep your eye on the list below and we look forward to seeing you soon.

*Andy*

#### Events.

**13th-14th February the Great Western autojumble at Shepton mallet.**

**Sunday 21st February the MG & Triumph spares day at Stoneleigh**

**Isle of Wight, first weekend in May. Still time to join in.**

**Laon Historique 13th-16th May.**

**TriumFest UK 2nd-3rd July at Santa Pod.**

**Classic LeMans 7th-11th July.**

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

Hi Folks, here we go again with the start of a Happy New Year for 2016

The Christmas Dinner for 37 of us was exceptional. Well served, hot, and good quality, it all went off really well. Jo managed her usual Raffle with some more unusual prizes, Nicky got the Mug with a hooter on it, I'm sure Graham will give it an operation before the weeks out.

9 of us awoke early to see the LMS Pacific Dutchess of Sutherland come storming through Harlington Station at 8.30 on Saturday the 19th on its way to York, followed up by Martin and Sara who live close to the station with some magic bacon butties and a coffee. We had an area meet on the 28th Dec. for a change, this normally falls into the busyness of Christmas

We have a list of events we expect to support being generated into our print at home calendar, there will be a number of ad hoc the suns out off we go idea's as the season progresses, this will go out on my local email circulation very soon.

John's wife Christine has volunteered to take over from Jo as raffle mistress !!! who expects to move away from the area early in the new year, we wish Jo and Derek a painless move and a few unprintables as well.

So it's watch this space for what we get up to. The Area Pub meets continue at the **The Crown PH Shillington SG4 3LP on the fourth (not the last) Monday around 8pm.**

This is getting a busy evening with a regular 30+ guys and partners attending, it's a good social noggin and natter for all the family Happy New Year

*Pete*

### Stop Press! OXFORD AREA

**WE NEED AN AREA ORGANISER FOR THIS AREA**, if you are interested or need to talk to someone regarding this role. Please don't hesitate to contact **Nigel or Di on 07976 163006**.





## ISLE OF WIGHT WEST KENT . . . MANCHESTER

### TSSC AREA NEWS

### ISLE OF WIGHT

e-mail: [tssciew@hotmail.com](mailto:tssciew@hotmail.com)

[www.facebook.com/groups/786750551371248/](http://www.facebook.com/groups/786750551371248/)

Well January seems to have whizzed by and Christmas celebrations a thing of the past. Hope you are all having a good 2016 so far and sticking to your New Year resolution which hopefully was to get out in your Triumph as much as possible this year. We hope to see you at our Sunday brunch runs during the year, please see the dates in last month's Courier or email us at [tssciew@hotmail.com](mailto:tssciew@hotmail.com) and we can send you the list.



Our last run of the year in 2015 was for Christmas lunch. Thank you to Colin and Christina who kindly hosted pre-Christmas drinks and mince pies at their home in Brighstone before we convoyed to the Buddle Inn for a lovely festive meal. The food was brilliant and the company amazing, in fact we were even joined by Robin from the South Bucks area.

We all left with very happy, full stomachs.

We would also like to welcome new members Derek Wood and Malcolm Stables, Derek re-joined at the end of last year and has inherited Miff's Spitfire and Malcolm joined last month and has recently bought a Spitfire, we look forward to welcoming you both along on our Sunday brunch runs and joining in with our social get together.

Happy Motoring  
Tracy and Elaine

**Brunch run dates as follows, meeting at 10am at Upper Coppins Bridge car park, behind the cinema in Newport.**

**Sunday 31 January**

**Sunday 28 February**

**Sunday 20 March**

### WEST KENT

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Well what a year that's been. Started off very well with 3 great days at Detling and Chatham Dockyard at Easter. Fun days at the spares shows at Stoneleigh and the NEC so set for the summer. In all, not as bad as it could have been, 2nd day at Eastbourne, and Bexhill 100 no go with the rain, and Buds of May with 3 of us very soggy but we made it. All the other shows fine and warm. Glorious Sunday lunch meets with 130 at the last meeting.

Other highlights Leatherhead SEM, Donington and Duxford club meets, and some nice local days. Best of show for me was Faversham, local so really worth coming to this year. And of course by the skin of my teeth, Drive It Day. Great turnout and really hoping for better this year.

Very nice December meeting, I got there slingless at last with Anne, Pete and Jim already there. Followed by Phil and Ken (GT6). Big news is that Rogers GT6 is on the road so we now have 3x GT6's in the group. Little else happening at the moment, but I am interested at booking a club pitch at Bromley Pageant this year. They come in 3 or 15 car stands (slight difference) so

if anyone can help me out I'm most grateful. Nice if Sussex and Surrey can join us.

So just a reminder, the meal on the 29th, Then **Easter at Chatham** next run. That will be a full interesting day/days. And **Drive It Day**, is a definite. I've just spotted **Motor Sports at Crystal Palace**, <http://www.motorsportatthepalace.co.uk/>

That's too close to miss.

More news on that next month.

*Colin*

### MANCHESTER Tel. 01524 791607 [www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Well ladies and gents let me introduce myself, I am Mark Kilgallon and one of the new area organisers for the Manchester area (others are Lorraine, Anne & Wayne) as you will know we have taken over the task from Pip and Frank, who have done a fantastic job for the club & area over the last 15 years and are a tough act to follow, but we will try our best. We would like to thank them for all their hard work and dedication over the years, they will still be staying with the Manchester area, so you will still see them at the events, but unfortunately their Stag (Ruby) has had to go.... I would also like to thank Mark Blease who has previously written the Courier area news article for Manchester over the years. Happy New year to you all, our January meeting has been put back a week therefore there is not much news to write since the last meeting in December, however there are a few things I can mention.

Most of you will have had your Xmas bash but as we did the Xmas markets, we decided to have a New Years bash in January to be held at the Village Hotel in Warrington on Sat 16th Jan, so news on how that drunken episode turns out in the next issue. A few of us attended the HQ Xmas meeting and met some old and new faces and was good to see Pip & Frank been made Honorary Vice Presidents and being presented with a nice framed picture of their departed Stag Ruby.

As it's the start of the year all of us who haven't yet got our cars back on the road, here are some quick updates on progress, Pete had his MK2 estate (Flash) stolen / recovered a couple of months back, unfortunately it came back with some gearbox gremlins, we wish him good luck in getting 'Flash' back running again.

Neil's Saloon 2500 broke down in October with some issues, he had a faulty rocker cover gasket which caused the engine to run lean and cut out on tick over and a stuck starter motor, the gasket replaced sorting the first problem out and the starter was caused by the car been resprayed some time back and the battery earth had been bolted onto the new paint rather than the bare metal body, causing a bad earth connection, now this has been rectified Neil said it starts better than ever.

Richard has a Spitfire which he has installed a Fiat Supermirafiori engine and the install is looking mighty tasty, hopefully it may be back on the road this year but having a new 8 week old baby may have an influence on that. Bill is doing a body off restoration on his TR6 which is currently in the body shop having its paint put on, but Bill works at a tremendous pace so think it will be on the road sooner rather than later.

Graham has a Spitfire which is now a movie star, as it starred in the Krays film LEGEND and was the car Mrs Kray was bought, keep an eye out for it if you get a chance to see the film. Anne and Wayne's car a Stag has had a few small niggles but is in the garage been rectified. My car, a Vitesse 6, is having another gearbox and carpet which I hope to have done by April for most of the events to come. All our other members cars are pretty much sorted for the year, but I do apologise if I have got some things wrong. Looking forward to seeing some of you over the coming months out and about at the different events.

Our next meeting is **Tues 2nd February 2016**

Please look at our Facebook page: [www.facebook.com/groups/tsscmanchesterarea](http://www.facebook.com/groups/tsscmanchesterarea) updates from our January and February meetings will be in the next issue.

That's all from me and the gang, regards

*Mark K*

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



### NORTH EAST Tel. 07917 738091

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http://tsscnortheast.blogspot.com/

### TSSC AREA NEWS

### NORTHERN IRELAND

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Well it's been a wet and windy start to 2016, let's hope it gets a lot better soon, I expect most of you have the odd job that needs doing to your pride and joy, I know I have a list of jobs that require attention, but I don't fancy doing them outside in the cold and wet so keep putting them off. If anyone needs small items cleaned Brian Armstrong has purchased a sand blasting cabinet, and has said anyone is welcome to put it to use.

Joe Grundy is the man to contact if you need a classic car or motorbike stored, he has a friend who is offering this service in Northumberland and lives on site so is fairly secure.

As expected January's meeting was a quiet affair even so there was 12 of us tucked in the corner of the pub and had a good natter.

First run this year may well be weather determined as a run into the **Yorkshire dales was proposed for the middle of March**. Our first definite outing will be the **Treasure hunt in April** (date to be confirmed)

Anyone thinking about going to the **Silverstone classic** this year tickets are available until March on a 2 for 1 deal, tickets are normally £98 for the weekend plus £49 each for camping. Deryck is considering taking his caravan down this year it will sleep 4 comfortably plus a large awning that will comfortably sleep another 4/5, so there will probably be no need to rough it in a small tent and has all cooking facilities, so all you would have to bring is your sleeping bag, so if tickets are booked early enough it would only cost £100 each for the whole weekend.

Anyone interested but has no one to go with let me know.

Tickets are now available for Spa, this year we have booked a Cottage / Barn about 8 miles from the Spa circuit that sleeps up to 10 so we won't be roughing it, We still have a couple of places left, if anyone is interested please let me know.

See you all on Sunday the **7th Feb**

*Geoff*

### NORTHANTS Tel. 07879 491778

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

Hi everyone, as you can see yours truly has been elected as Area Organiser again thank you for your support, not only electing me again but during the last year arranging events, from organising runs out to bringing raffle prizes it all counts.

Most of you by now should have had an email from me with our Diary Dates for 2016 this will usually be updated monthly as events develop, as you can understand some of these events take a fair amount of organising so if you would like to attend please let the organisers know as early as you can, if possible. If you have not had the email and would like to be added to the list please let me have your current email address and I'll keep you informed.

A couple of dates to be aware of if you are going to **Silverstone Classic** are **31 March** which is the last date for the additional early bird discount and **31 May** all club bookings must be made. All bookings using the club code entitle the purchaser to two for one tickets plus an infield pass for your club car. Those of you with a GT6 or Vitesse 2 litre will automatically be entitled to the parade lap when you buy your ticket with the club code which is **SCC16010**.

Booking forms are now available from me for the **Northants Camping Weekend at Wicksteed Park** and don't forget to book your tickets for **TriumFest UK at SantaPod** since it's just down the road for us.

Our next area meeting will be on and if you haven't been before I hope to meet you soon. Cheers

*Nigel*

AHHH Alan and I are still AO's I am just taking time off this evening from offending people on Twitface to write this very brief report. So what's new ? I hear you ask. Well Christmas is over Bah Humbug, I spent Christmas day at my sisters eating tasteless soup and cremated turkey. She will not read this ! Sorry Moira dinner was lovely.

Also over Christmas I bought myself a plasma cutter which did not work properly HF ignition fault so it had to be sent back to Germany. The supplier arranged collection by courier but I had to print out delivery documents, I made the supplier aware that I did not own a printer. Could the driver not be given the documents ? But no I had to print them. Brainwave I transferred the documents on to a memory pen and took it to the print shop at the end of the street to get them to print them. Closed over Christmas. I then walked down the town to two other office supplies stores both closed. Then decided to just buy a printer, I went over to a well known electronics store and asked them to sell me a printer They tried to sell me one at £60 when they had another on at £29.99 Took the new cheaper printer to checkout, the girl asks, Do you want to take advantage of our direct exchange scheme for another £10 ? I asked what is that ? She replied Oh if there is any sort of a problem we will exchange it. I said no but was thinking Sale of goods act takes care of that for free CROOKS ! Got the printer home of course it is a wireless printer and needless to say wireless would not install had to hunt down a USB cable then another half hour to install for a USB cable. Anyway I now have a printer and a plasma cutter as I speak returning from repair in Germany.

What is happening relevant to the club I hear you ask? Well the club meeting was last night, Alan my co AO had other arrangements so could not attend. The meeting was fairly well attended, not much discussion mostly about Douglas and his burning feet, Medical encyclopedias at the ready. I thought this was a GT6 related issue burning feet. Alan Forsyth is negotiating with Douglas on the sale of Dougs GT6 apparently the GT6 has a rattle which goes away when you apply slight pressure on clutch pedal Diagnosis started off at clutch bearing ending up as crank thrust washers falling out wrecking the crank and block. Negotiations ending up that Douglas will have to give Alan the GT6 and £500. Don't think it is going to happen though.

Our next event is our **annual dinner** which is usually very well attended. Can we please have the same level of support this year again. Date **20th of February** Look out for an e-mail on the subject with menu and venue.

See you

*Lawrence & Alan*

### NOTTS

Tel. 07976 163006  
Tel. 07837 110325

Hi all firstly apologise for last month's entry as I sent in last year's Couriers write up rather than the one I knocked up for this years - whoops. So writing this after our New Year's Run - what a day



### Notts Continues

what a turnout what about the weather, well we had it all blue skies (I kid you not) marvellous turnout of enthusiastic people and their classic cars many in fancy dress. Diversity was the order of the day Classics ranging from a Fifties Austin Cambridge, Mini's, Metro, Cortina, Escort, Lancia Fulvia, half a dozen Mg's many Triumph's and a 15 year old Hyundai (because owner didn't want to get the Stag dirty lol) as well as a few moderns



Guess who?

The Run went well with no reported breakdowns 100miles covered thru Derbyshire & Notts, although the club chairman had a slightly longer run after following a Triumph not even on the run! The Halfway point gave some chance for some retail therapy at Rowsley Peak Village then second leg heading across to North Notts via Bolsover Castle culminating at the Nags Head where 61 enjoyed a Sunday Roast. Everybody had huge grins on their face's and gave kind comments about enjoying the day. After the Raffle and awards we announced that thanks to everybody's generosity we raised £369 for cystic fibrosis – Great Roll on Next Year's.



Full & varied Classic's  
Future Dates.

- 21st Feb Triumph & MG Spares Day at Stoneleigh Park
- 24TH APRIL DRIVE IT DAY - NOTTS AREA – SCENIC RUN  
TO OIL CAN CAFE - payment deadline 8th Feb
- 2ND MAY ANDREW GREENWOODS CLASSIC CAR SHOW  
THORESBY HALL
- 13th- 16th May Circuit Historique de Laon - 25th  
Anniversary Tour
- 17TH-19TH JUNE PEAK RUN WEEKEND
- 20TH-26TH JUNE 2000 2500 REGISTER NATIONAL –  
KIRKCUDBRIGHT SCOTLAND
- 1ST – 3RD JULY TRIUMFEST UK - AT SANTA POD
- 29th - 31st JULY SILVERSTONE CLASSIC

So time to get all the jobs done ready for the new season, look sharp Drive it Day will be upon us before we know it.

*Adrian & Nigel*

increase the cost of a raffle ticket for each person (to cover the cost of the sarnies and chips) to £3.00 per ticket which should see us managing to hold our finances without eating into our balance. February looks to be kicking the year off with a busy month. **The Triumph Spares Day at Stoneleigh is on the 21st** and for those who like a bit of re-engineered motorsport then **Race Retro at Stoneleigh too on the 26th to 28th of February**. BUT Colin Saunders is organising the **February Feast run on Sunday the 28th of February** starting off with a bacon roll at **Sacrewell Farm and Country Centre, Thornhaugh** at 10.00am – this has proved a very popular run in the past and with the pub lunch, this year will no doubt be no exception.

Colin has already started taking deposits and bookings – please be at the next meeting for more details.

**Sunday April the 24th is National Drive It Day and the Stilton Cheese Run from Uppingham**. This is a very popular run and is limited to just 350 cars – so download your form and please book early. Now Tina has popped her head over the parapet and is organising a run to **Foxton Locks on Sunday the 17th of April**. More details available at the February meeting.

If you are considering the **Classic Le Mans** you may be leaving it a bit late- but some of the guys have planned well ahead and are already booked up.

Not a well known factoid – but Dave and Jo Beardsley are responsible for the GT6 chassis in the Club shop. They helped Bill Sunderland out all those years ago – and it was completed in a fortnight. So when you are in the Club Shop next time there's a bit of history for you. Dave and Jo are also now the TSSC International Liaison Officers.

Getting photo's of our cars to Paul for the Peterborough calendar has always been a bit of a chore to get them all in for him to collate – so another decision was made not to produce a calendar this year but if you want one for next year you have the opportunity to start photo-ing your pride and joy over the next few months to ensure Paul has them for the October meeting – so just 9 months to go!

One thing I didn't quite understand at the start of the meeting was a discussion amongst the ladies as to how socks – yes folks, socks – were put away and presented in a drawer! Probably more on this discussion in the March edition, lads.

Paul has had his difficulties with his Vitesse over the last few months or so with coils burning out, etc., however it appears that Dave Beardsley has now sorted it out for him and because it's been a long time since he filled it up with petrol he thought it ran on fresh air. Well coming back from a Sunday breakfast classic car meet on Sunday he's found that it doesn't run on fresh air!!

We look forward to seeing and welcoming you all again at our **next Club night on Monday the 8th of February at the Golden Pheasant, 1 Main Road, Etton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffle, food and noggins and a good natter and that friendly exchange of experiences – and sometimes advice too.

Having seen the amount of water on roads this year (and in this area we have been extremely lucky) a piece of advice I was given years ago 'If that puddle looks deep lad – it's probably too deep!!'

Here's looking forward to a year (and hopefully, many more!) of positivity.

*Doug*

### PETERBOROUGH

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

As I start to write this report I can see some of the daff's are out, together with the snowdrops and the grass needs cutting – thank goodness it's pouring down with rain and that's another job I can't do. Nature is very confused - even the blackbirds are singing.

The first Club night of the New Year and 20 plus people turned up. It was a night for decisions and everybody was in a positive mood. A unanimous decision was taken to continue meeting at the **Golden Pheasant** as it seems to offer everything we require for a meeting venue. Another decision unanimously taken was to

### SCOTLAND CENTRAL WEST

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<http://www.tsscscot.freewebsite.com/>

February, already. Firstly; the January meeting of 2016 did not quite go to plan as Lochinch was closed due to staffing problems, despite being agreed. So apologies, but a bit out with my control. We were therefore in the Cartha Rugby Club (our back up venue) but with no media screen. As this is a fairly quiet time for events the only reports I had were for The Monte start which is the same venue as last year and names for the night out. So reports on



## SOMERSET



## TSSC AREA NEWS

these next month. The SVVF year book is not out (at copy date) so events are those previously mentioned and until it is published we have to deal with other matters. The AGM has certainly sparked off discussion on how the Area members want to move forward. Part of this was an Area website and Facebook page.

For this it was over to Michael who has very kindly set up a new website for the area. <http://tsscscot.freemove.com/>. A presentation then followed with discussions on all parts of it. Very impressive and just right for our Area, easy to use and navigate, fantastic job. If you want your car featured on the website please contact Michael directly. Lots of points were raised after this so we went on to discuss meetings and weekend meetings. It is proposed to have a Sunday meeting as well as the Thursday ones to let people who can't make the mid-week ones meet up.

They will be on the **THIRD SUNDAY of the month at The Harvester in Kinning Park, Glasgow G5 8NP**. Due to the night out the first one will have been 24th Jan (so a report next time). This will be from 11am for breakfast, coffee or a run out in the cars. Then the next one will be **21st February**, and so on. The format of the meetings was also discussed and it is proposed that we have a pre-arranged activity or presentation at each one. **So Mark and Jacqui are providing archive film material at the February one. March is quiz night with John, Easter Eggs for April with Ken, May is restoration with David, and June is a fish and chips run to Helensburgh.** It was felt that July would be an evening at the venue only as it is between Santa Pod and LeMans and is likely to have depleted numbers due to travelling arrangements. The second half of the year will be published as soon as decided. Thank you to all present for their input and comments, we have an enthusiastic group and it was good to see how everyone wanted to move forward.

Phew, a lot to take in but it will all be up on the new website, and Facebook will provide immediate communication etc. I did not see any club cars as they all drove past me, but the gritters were out in force, so best keep Club cars in. One member could not make it because of a 150 ton boulder looming above a main road. I do hope that everyone has been safe in the recent floods and poor weather (this is for all in outlying areas of Scotland who cannot get to meetings).

The Area news will continue for publication providing information and comment in conjunction with website etc.

The only big event is **MG and Triumph Show at Stoneleigh (Feb 21st)** again report next month.

There will be a donation of at least £2 at each meeting to help with Area finances ie re-waterproofing the event shelter.

**The April Area run** will incorporate the **Marshal Point, camping and Drive It Day**. The Area will be manning a **Rally style Checkpoint in Berwick Upon Tweed**, at the most northernmost Pub in England, **The Meadow House on the old A1** (just over the border) from **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 at an eatery somewhere.

**TriumFest UK** will be at Santa Pod in Northamptonshire (1, 2, 3 July) with **Retro Car Show**. It should be a different and a brilliant weekend. **Le Mans is the following weekend (8, 9, 10 July)** and the **Silverstone Classic is (29,30,31) July** so check your calendars. 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. You can sell or be paired up with a vintage/retro retailer who will have your car as a backdrop. It will be over the weekend of **6th and 7th August**. More info when I get it.

We have another two possibilities in the Glasgow Area for town centre events in Bearsden And Milngavie

Until the Scottish show dates are published, dates can only be anticipated. Details will follow. All would have to be booked well in advance though.

**NEXT MEETING will be on Thursday 4th February 2016 at Lochinch which has been pre-booked, but you know the drill. And Sunday 21st February at Harvester.**

Dates for 2016. The event calendar is being prepared please see

above for an idea of events, website and Facebook.

**NEXT MEETING \*\* PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow. AND THIRD SUNDAY OF the MONTH at Harvester, Kinning Park, Glasgow G5 8NP \*\*** Please come and join us, have a chat and a coffee. Bring your car, bring bits of your car, photos etc.

For now

*Gregor G.*

## SOMERSET

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Hi Folks. The December meet was not so much a formal meet but more like a get together and exchange of stories/ideas of the past year.

The calendar for 2016 was discussed and a few of the regular shows were penciled in and the draft has been mailed to you all. If not then please ask for it at a meet and we will let you have a copy! The most urgent being **Coleford on March 28th (easter Monday) 2016**. Those of us who normally attend will know we join with Avon Area and convoy to the show.

We "NEED TO KNOW NOW" who is going and their car details as the entries **MUST BE IN by last day of JANUARY** (hopefully this months mag "reminder" will get to us all before the deadline)!!!

We also have entry forms for **Pecorara (Beer Devon) on Sunday 29th May** if you want to go ask either of us for the form. If you get them back to us we will sort the postage in bulk, so it will cost you nothing!!

Another date to think about and/or pencil into your diary is the **BCCS (Bristol Classic Car Show) at Shepton Mallet on 18th/19th JUNE**, where we will have a Somerset Area Stand again. This year we are hoping to do a GT6 50th anniversary display. With this in mind **WE ARE APPEALING** for 3 GT6's to be on the stand! Ideally we would like a MK1 a MK2 and a MK3 but we are not sure we have one of each mark available. So any GT6 will be gratefully welcomed!! We will need the cars from set up (**mid-day) Friday 17th till (5pm) Sunday 19th!**

Martin is also looking to organise a large number of Triumphs to attend the **Norton Fitz Warren Fayre over the weekend 6th/7th August**. More on this at the February meet and following Somerset area reports.

Now just a reminder of some other early dates for your diary.

### FEBRUARY 2016:-

**Tuesday 9th Club meet Fox nd Goose TA9 4HH 8pm.**  
**Saturday/Sunday 13th-14th Great Western Autojumble**  
**Shepton Mallet showground.**

### MARCH 2016:-

**Tuesday 8th Club Meet Fox nd Goose TA9 4HH.**  
**Saturday/Sunday 26th-27th (Easter Weekend) Festival Of Transport Beach lawns Weston-s-Mare.**  
**Monday 28th (Easter Monday) Coleford Classic Forest of Dean (in conjunction with Avon area).**

### APRIL 2016:-

**Tuesday 12th Club meet Fox nd Goose TA9 4HH**  
**After the success of our first Point 2 Point in October (see**



### Somerset Continues

**photo), we have decided to run a second one in April 2016.**

**This will be on Either 10th or 17th (date to be confirmed)!**

**You will need a co-driver/navigator.**

**This will be restricted to 10 CARS ONLY!!**

There will also be various local shows which we will inform you of as and when we can confirm the dates!!

Guess that's about all for this month folks! We hope to see as many of you as possible at any of the club meets you can get to..

Cheers for now,

*Martin & Derek*

### SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Notice to all new members of the TSSC. Hampshire, Surrey and West Sussex in particular. I was at the New Years Day meet at the Elsted Inn, a young man and his girlfriend was just leaving in their MK4 Spitfire. (hood down) I asked if they were local and were a member of any club, he replied, "from Liphook and a TSSC member". I said we met at the Seven Stars at Petersfield and we met on the first Tuesday of the month and they were more than welcome to come along. He thanked me for the invite.

My point is that you as new members do not need an invite to join us at meetings; it is your rite as a member to come to these meetings if you want too. It is also to your advantage as a Triumph owner as you can gain useful tips on the upkeep of your pride and joy and as to where to buy spares, insurance and even classic friendly garage services.

So newbie's we'd love to see you and your car(s), we are a friendly bunch at TSSC Southern and our area organiser Mike Gooding, although is new technology challenged, he is house trained.

Boxing Day at Romsey.

I set off at around 8.30am thinking that I would get a spot in the car park, I was sadly mistaken. When I did arrive at Romsey I was waved past the car parks as they were already full. I did a second lap of the town but to no avail. Classic cars were littered all around the town. I did eventually find a parking space near to the Abbey though.

Peter and Robin were parked next to each other and Robin had brought his new retirement present to himself, a very early MK1 Stag (Robin will correct me if I'm wrong) 94th off the production line and fresh out of the restoration companies body shop.

After a while I met up with Lee and wandered around the rest of the car parks. There was a great variety of car and bikes there to look at, and quite a few Triumphs.

New Years Day, the Elsted Inn.

I set off just before 9am thinking I might not get a place in the small car park, I was mistaken, I was the first there.

I was soon joined by Mike and Barbara in the 2.5 S, then Dave in his TR6 and Wendy in her MK3



Spitfire. Peter and Gil both in Stags arrived a bit later. Tim's red Stag was there also Neil and Maxine in the MK1 GT6. Paul and Carol turned up fashionably late in their E type.

The pub opened quite soon and was serving coffee and bacon butties to warm us up.

The car park soon filled up with all sorts of cars, Morgan's, Willey's, Armstrong Siddley, Railton, Alfa Romeo, AC's, MG's even a rickety looking Gordon Nash. But the predominant marque was of course Triumph.

I had a look at a couple of pubs in November thinking they might do for Sunday lunch meets in 2016. As I drove past the first pub, The Master Robert, I was surprised to see it closed. The second pub, The Five Bells was very cramped inside so we have decided to go back To the Bat and Ball, Hambledon as we had a very enjoyable dinner there last year.

**Up and coming events**

**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, Upper Froyle,**

**GU34 4JH**

**28th The Spring Vehicle Show.**

**Newbury Showground RG18 9QZ**

**April**

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

**17th Southern Classics Show,**

**Chichester College car park PO19 1SB**

**21st Roaming meeting. TBC**

That's all for this month

Take care

*Mark*

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A belated Happy New Year to all.

Hope you are all making plans for the new season, as its just after the Twelfth night as I write, I still have two more turkey dinners to get through, more belt slackening.

So going back to December a number of members made it over to the HQ for the Christmas open day, and a jolly good time was had by all, some gifts were also bought from the shop.

Again a big thank you is due to all the staff, volunteers and Com members who made it all happen, thank you again for all the hard work you do.

Our Christmas do had its usual Hiccups, with seating arrangements and a few late arrivals, but all came together in the end, and started Christmas off in good style.

Some funds were also raised with the Christmas raffle, again thank you all for contributions.

The New Year is now with us, with lots of events coming up over the year, more than I can fit in that's for sure.

In the next few meetings we will be arranging which events we wish to attend as a club, you will find a calendar on our website with dates and some links to details about booking to a number of shows.

I will endeavour to keep it up to date as the information is made available, if you have any shows or events you would like to be considered in the itinerary, do get in touch, that goes for anyone who may not have been involved with the area activities in the past, please email me if you would like to be added to the mailing list, we would love you to get involved as it's your Club.

Some space as been made in my garage, not sure how long it will stay like that, but it should mean that some work can be done on my Vitesse, with the hope to get it on the road this year.

This has been made possible by the kind members of the Cheshire area, who at the Christmas do gave me a round tuit.

I quote;

## SUFFOLK SURREY . . . SUSSEX

"At last the thing you have been searching for and longing to have, a tuit, but not just any old tuit. This is the rare and indispensable "Round Tuit" that will revolutionise your life. No more will you need to say "I'll do it when I can get a round tuit" you can start now on the long list of tasks which you have been forced to put on hold until you could get A ROUND TUIT.

So there we have it no more excuses I have really got to get Around to it.

Thanks again guys its what I always wanted, can't wait to get round tuit. Don't forget to check web sites for latest info  
Cheers

*Dave*

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

A welcome to Keith who came to January's meeting. He usually goes to the M25 East and the Essex groups meetings along with Brian of Mac fame. Keith has a 1978 Spitfire and hopefully, as he now lives at Clacton, he will become a regular. Welcome also to Jeff (or is it Geoff?) who also came along to the meeting. He has a green, 1964 Herald 1200 saloon. As he lives in Felixstowe he could join the Felixstowe run to the club meetings that take place in fair weather.

Mentioning Brian above reminds me that Mac now sits on a new chassis and is fully 6 inches lower than when Mac was mounted on the original version of the chassis. Even Brian reckoned that was a bit unstable and limited top speed to a maximum of 50mph on a good day. Events he intends to take it to include TriumFest UK at Santa Pod and Silverstone Classic.

Russell has been doing serious work on his Stag (fitted with a Rover V8 engine). The engine came out because of broken manifold studs and it being impossible to drill the studs out of the head and insert helicoils with the engine in place. Whilst it is out, he has cleaned up the sump cover, which is a considerably modified Rover sump so that it will fit into the Stag. No major work is needed on the engine but he is taking the opportunity to tidy up the engine bay, and sort out and re-route the wiring loom, which was exposed to excessive heat in its original location.

Chris's car renovations are proceeding apace. The TR250 has now been completely welded up with new floor pans, repaired sections on wings, boot lid etc. New openings have been made to convert the steering wheel to the correct side and surplus holes for steering shaft, pedal controls etc welded shut. It is now sitting in his garage in its new shiny green paint, looking splendid without any sign of orange peel. Brian has made a good job of the spraying. Simultaneously his TR5 body shell is being welded up. This one needs considerable work which was proceeded by the lady welder cutting it in half. Sounds drastic but is apparently the correct way to do to get good body gaps. Worth spending extra effort on getting it right on a TR5 as they make serious money when in A1 condition.

As part of the negotiation with my wife to get permission to buy my latest car I had to agree to extra holidays, three to be precise. Chris has not missed an opportunity to remind me of this. So, I hope Rachel realises, that as Chris has twelve cars, that is 36 holidays she is owed.

Colin is investigating the history of his recently acquired TR6. He called it interesting with, if I got this right, two different owners at the same time. Once, having ownership of the greatest number of cars, even though some might never move again, Colin has lost his crown to Chris. But, with his new garage, will he start acquiring more again?

A while back I mentioned that I had unintentionally removed the exhaust on my Vitesse, whilst moving, but fortunately slowly. This was fixed quite quickly with a few new exhaust parts and hangers. A casualty of this manoeuvre was a reshaped rear, central valance. This has since been reshaped to its original outline and resprayed. It is funny how something like this is taken off fairly easily but is a real pig to get back on and lined up. A job that is not made easier by covering all the hidden parts with Waxoyl that then gets transferred every where, including onto me.

## TSSC AREA NEWS



The next meeting is **Tuesday 2nd February at 8:00pm at the Sorrel Horse, Barham.**

*Peter*

## SURREY

Tel. 07900 657176

Dear all, strange this writing one month in advance, we have just had our post Christmas meet at the Wellhouse, well attended in the snug bar but we need to move back to the old bar with the roaring fire.

This month we had Karen and Adam with William and Jenny. Michael, Con and Liz, Jeremy, Bob, Paul and Cliff. The latter four are off to Le Mans for the Classic, and I spent a torrid couple of hours trying to make sense of the DFDS ferry booking service, anyway all done and should be meeting up with some old chums in July. Thanks Angie for sorting out the camping.

We raised a glass to Henry and look forward to seeing Will at the wheel of the TR6 (bankrupt with the insurance)

Still haven't got the Spitfire going but some new electric components might generate a spark which should help. Michael's total rebuild of the Herald seems to coming on well, albeit with some help from Audi.

Don't forget the **Classic Car show at the Excel on 18 - 21 February**. We are still hoping to get a ride out across the wilds of Surrey; probably early February so that should be fun, who knows there may be snow by then. Below is a photo of Bobs car



at a pleasant event, but not skiing where he is now.

OK folks look forward to seeing you next month,  
Cheers,

*Cliff.*

## SUSSEX

Tel. 01444 450941

Hi my name is Ian Gordon and i am the new A.O of the Sussex branch, I have been a member since 2004 and I have a MKIII GT6, I live in Ringmer, E Sussex. I would like to start by wishing everyone a Happy New Year.

We had our christmas dinner at our meeting venue, which was well attended, the food was good and everyone enjoyed themselves.

A few of us went to Clive and Gill's for New Years day, to celebrate Doug's 50th birthday, which was very enjoyable and thank you to Clive and Gill for organising it.



Our January meeting was attended by 9 members and was one of the only days it didnt rain.



## TSSC AREA NEWS

### Sussex Continues

A few of us are going to **Stoneleigh in February**, myself included which usually turns out to be a good weekend.

Clive, Pete and Martin were talking about going to **Classic Le-mans**, of which they are all going.

Colin is making a recovery after his fall, and is now driving again, and was able to make the meeting.

I myself am doing a bit of work on my Triumph on the rear drive shaft, I have rotolox couplings which are showing their age and with Pete's help I may convert to CV jointed and this is my winter project and I will keep you updated as it goes along.

Hope to see you all at the next meeting which is on **Wed 3rd Feb**  
 Regards

*lan*

### THAMES

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Well one month down already. Hope that you are keeping to your resolutions and spoiling your Triumph. **Please note that from March we are moving Venues to the George Inn at Wraybury. It won our hearts at the New Year meal being friendly with a big(ish) carpark. Easy to find (I hope) the address is 29 Windsor Road, Wraybury. TW19 5DE.**

I had a wonderful time at Brooklands on New Year's Day, as well as our New Year's meal at the George Inn, see the reports below. Hope to see you at our meetings on the 3rd Thursday of the month from 8pm.

Over the festive period I had chance to find out why my Vitesse was being a pig to start, after testing the battery all was fine so I checked the fuel supply which was also good and strong, then I moved on to the distributor, the cap and leads seem OK as did the electronic workings, only on refitting the red rotor arm did I notice it did not locate very positively. Looking closer the locating lug had a groove in it letting the rotor arm to move on its own while the shaft was rotating with the engine. With a new one fitted (carry a spare one) it soon boomed into life and was once more back to its glorious self.

**SOCIAL EVENING AT THE FOX & CASTLE - 17th DECEMBER.**  
 A Quiet meeting just before Xmas saw Martin, Graeme, George, Mike (Southern AO) and myself at the Fox & Castle. Martin kept the Triumph flag flying in his Mk2 2000 saloon (mine would have been there if it had started). Mike kindly gave me one of their area calendars & after looking through we found a photo of mine being loaded up on a recovery lorry at Donington last year. A pleasant evening in great company.

**SHOWS & EVENTS - 1ST JANUARY 2016 at BROOKLANDS.**  
 With the Vitesse running well I dragged my Dad to Brooklands New Year's meeting. We joined the que to get in, which took half an hour and were parked up on the old banked racetrack. I was glad that I had wheel chocks in the boot. We spent some time looking at the bus museum, Dad telling me stories of working on similar engine's that the buses used (but in tipper lorries). We ventured on to the plane that belonged to the Sultan of Oman (my Dad has never flown) and was pleasantly surprised to be invited to sit into the pilots seat and shown the controls by a member of the museum (an ex engineer on this type of plane). Once back at the Vitesse we had a cuppa and bite to eat. We had some Q&A time from admirers and met up with friends (Graeme, George, Olly & Nikki, John & Rob) and saw lots of classic cars that I knew (sorry we missed you). After lunch we looked around the racing car displays. By which time my Dad was ready to leave. Back at the Vitesse we headed to the exit, when a Vitesse 1600 owner asked for help as his rotor arm had packed up on the way in. I had the roto arm that I had swapped a few days before and showed him the problem with it. It was soon fitted & the Vitesse

started up instantly, I just hope it got him home trouble free. It was a great day out and the turnout of cars was amazing, well worth the waiting to get in.

**10th JANUARY. THAMES AREA'S NEW YEAR'S MEAL** at the **GEORGE INN WRAYSBURY.**

With our Vitesse boot loaded with wrapped up raffle prizes, we made our way to the George Inn once there we park up next to George in his Mk1 Vitesse. We head into the pub and have a coffee while waiting for our tables to be set up and look around as more members turn up, Tony & Penny, George B, Bob, Graeme, Martin Caroline & Eddie from Thames & Mike, Barbara, Val David & Wendy from Southern. I managed to get them to sign a birthday card for George (Happy Birthday George B). Once we were all here we took our seats and picked our meals from the very tempting menu. The meals arrive in good time and everyone seemed to enjoy their food (lots of clean plates anyway). With the tables cleared we held our prize draw. A big thank you to Southern area for donating some prizes to compliment ours. The winners were: - Wendy won the Winter car kit, Mike won some men's toiletries, Martin won some ladies toiletries (hope Caroline likes them), Penny won some ladies toiletries, George won a tub of chocolates, Barbara won a bottle of sparkling wine, David won a Marvel comic mug, Bob won a bottle of wine as did Julie and I won a box of chocolates. Puddings where next on the list and another round of clean plates soon followed. The Triumphs in the car park got a lot of attention we had Martin's Mk2 2000 saloon, Graeme's TR6, Tony's Stag, George's Mk1 Vitesse convertible & my Mk2 Vitesse convertible. A big thank you to you all that made the effort to make this a wonderful day, in a lovely pub, with Good food and drink, and fantastic company. So much so that from March we will be holding our regular meetings here.

Our last meeting at the **FOX & CASTLE from 8 pm is in February on the 18th & in March on the 17th we will be at the George Inn Wraybury.** Please come and join us for a warm welcome or call me on 07773 623807.

#### Coming events.

#### February

21st Triumph & MG spares day Stoneleigh

21st Brooklands classic breakfast Brooklands Museum

#### March

5th & 6th Practical Classics restoration show

NEC Birmingham

*Mickey & Julie*

### NORTH WALES

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Hello, everybody. Tuesday 1st December was our group's buffet and presentation night, and we started with curry, chilli, rice and chips at 7.00 p.m. Our monthly meetings normally have 45 - 50 people attend, but this night 60 arrived. Consequently the buffet was running out, being enjoyed by so many, but Dave, Nicky and their staff soon rustled up more chilli and chips. A big thank you goes out to them, they did a wonderful job. M.G. Sam then showed the film he has put together of our group's shows, runs, and our Spanish trip.

This was very enjoyable, and once again well produced by Sam. The evening then progressed to our annual trophy presentations, some amusing, some for the effort that people have put in, all well earned and much appreciated.

The famous "Golden Spanner" went to Jan and Geoff this year,



## TSSC AREA NEWS

as they have had more problems than the rest of us:- however, it was becoming a close call when you consider the different gremlins that we, as a group, have experienced over the past twelve months! Let us go through some of them:- Richard's throttle cable broke at Gawsorth Hall, Dave Crossley had to have a new alternator fitted just before Spain, we had trouble with our Stag the day we were going to Spain, so had to take the Jaguar XJS, (oh, we suffered!), Martin's MGB was stuck in fourth gear all the way from Portsmouth to Ribadesella. Need we go on? It just about says it all. However, back to our presentation night:- through the evening Brenda had sold tickets for the gigantic raffle, and this was so good, once again with some interesting prizes. Out of the raffle £20.00 was given to the staff at the Trevor Arms to say thank you for their extra work. M.G. Sam also handed out all the calendars that have been printed, and once again, a great cross section of photographs, covering the events that have taken place over the past year. The price is £10.00 per calendar, and when the cost of printing is taken out all the remaining money goes to Macmillan Cancer Support, an organisation very close to all of our hearts.

Sunday 13th December was the traditional mulled wine and mince pies at Julia and Alan's house. Everyone who attended thoroughly enjoyed the afternoon, and what can we say, once again, a huge thanks to you both, it is much appreciated.

We did not have an OFFAL in December as it is not practical to hold one between Christmas and New Year.

Julia's Spitfire has had the major surgery required, having been much dismantled while all the corrosion was cut away. We know that Phil and Chris of Marchwiell Garage will have done a good job, so she will be back on the road now and looking good. The following is Julia's story written as her Spit was undergoing the necessary repairs:-

"Went in for sills to be replaced - had had an insert before last June to ensure she was o.k. for the Spanish trip - resulting in an interesting matt black trim effect. She is now in the process of having a major makeover! One side is worse than the other. A new sill, rear back panel and some work on the front door jamb on the driver's side - frightening to look at as the "moth" had had a serious nibble in places, and previous face lift was not as comprehensive as it should have been. It was a bit like visiting hospital and muttering platitudes to tell her she would be 100% better when the operation was over. Quite heart wrenching! The other side is now undergoing investigation, not as bad I'm told, but full sill replacement still needed, and whatever else that will make her both pretty and safe once more. She's even been promised a full carpet replacement if she comes through like a good girl. When she's finished, I'm promised both doors will open and shut all the time, and that will be interesting. I've spent 13 years only able to open the passenger door from the inside - good for keeping unwanted passengers from joining me, but that is about all. I may even have a semi-dry car in downpours rather than the need for strategic waterproofing on wet days, but I'll believe that when I experience it! Whatever, it's going to cost me an arm and a leg - and more than I paid for her thirteen years ago! But, as the saying goes - she's worth it."

During December M.G. Phil and Ilene had a call from the Bickerton Poacher regarding our skittles night. As the pub are having work done during February, the date for this has been moved to March.

So, that's all for now. Just a reminder that our monthly meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and not forgetting the meeting at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m. Hope to see you there, and in the meantime, take care on the roads during the winter season.

### Forthcoming events:- 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.
- 21st February:-** M.G. and Triumph Spares Day, Stoneleigh Park.

**23rd February:-** OFFAL.  
**March**

- 1st March:-** Monthly meeting at the Trevor Arms, Marford.
- 16th March:-** Meeting at the Plough Inn, St. Asaph.
- 18th March:-** Our annual skittles night at the Bickerton Poacher, nr. Cholmondeley.
- 20th March:-** Wheels Within Wem Show, Wem.
- 27th - 28th March:-** Weston Park.
- 29th March:-** OFFAL.

Regards,

*Helena & Roger*

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www.triumphwales.moonfruit.com  
e-mail: gwyndjevans@dolomite1300.plus.com

### RUNS COMING UP FEBRUARY

**GREAT WESTERN AUTOJUMBLE AT SHEPTON MALLEY**  
**13 & 14th**

**STONELEIGH TRIUMPH & mg SPARES DAY SUNDAY 21st**  
Driver's seat on the road **Friday 26th**

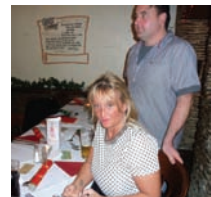
### MARCH

**Weston - Super - Mare show Sunday 27th.**  
**PRACTICAL CLASSICS RESTO SHOW NEC**  
**Sat/Sun 5th/6th**

**Weston - Super - Mare show Sunday 27th.**  
**Coleford Carnival of Transport Easter Monday**  
**28th March 2016.**

### SOUTH WALES CHRISTMAS PARTY AT THE UNICORN INN

Our Christmas party was once again held at our monthly meeting venue The Unicorn Inn Pontprennau. Rob organised the event again this year with "Auntie" Gaynor helping him to organise the raffle prizes. Thirty six people attended with area trophies being presented before the three course dinner. Father Christmas then made an appearance with a gift for everyone this



was followed by the raffle. The dining tables were then moved to allow those who wanted to have a dance (or sway) while others

### South Wales Continues



chose to have a chat.

It was a great evening and once more the food and the service from the Unicorn team was FANTASTIC! Thanks to Rob, Gemma & Dan for a great night out.  
Cheers



*Bern*

#### AMBER'S 16th BIRTHDAY RUN 2015



As Amber is a very well liked member of our club her birthday run has always been very well supported and this year being her 16th birthday had members turning out in large numbers. The weather had been threatening to put "a damper" on proceedings, but some sacrificial frozen Turkey Crowns from Aldi kept the day dry for us - FANTASTIC!

Al & I TR4A met Young Eddie and even younger Mo (13/60 Saloon), Mike The Cake & Emma (Spit MkIV), Rob & Pete, Ian & Louise (Spit MkIV), Mike The Bass & Sandra (13/60 Saloon), Martyn & Dan (Clean TR4A), Ant, Naomi & Birthday Girl Amber, Paul & Dotty G (TR6) and Tony "The Maggie" Pontin (Spit MkIV) at Nantgarw business park, just as we were leaving local Super Hero Paul "Johnny Breakfast" Price and henchman Lewis arrived in their typically dramatic style (Spit 1500) apparently they had been building up the flood defence barriers in Gelli Gaer. We all then set off along the A470 into the heart of the Brecon Beacons to meet up with Gwyn, Tim, Action Man & The Hammer (Dolly) just past the Storey Arms where we sang happy birthday to Amber and ate Mike The Cakes doughnuts and biscuits. Rumours



abounded about how Llangorse Lake had moved since last year so Gwyn was tasked with tracking down the Lake and he successfully led our convoy of cars to the Lakeside which was about ½ a mile closer than previous years due to the recent torrential rain.

This extended our stay at the Lake as Amber & Naomi had

pledged to swim across the Lake and back which took them an extra hour, while the rest of us held their coats and towels Action Man entertained us with some break dancing (well we thought he was break dancing, it turned out that he had "pulled" something in his back and was just walking to the toilets! – sorry Action Man). Ian (poetic license used for a reason to be revealed later) & Louise (Mike The Cake's parents, not the Spit MkIV Ian & Louise then turned up in their classic camper van).

After Amber and Naomi had dried themselves Gwyn led our convoy to Brecon Town where we parked up near the canal and strolled to the various cafe's for various lunches with a meeting time back at the cars of 2:30pm – 3:00pm.

When the group I was with arrived back at the car park Tony "The Maggie" asked our TR Reg Sec to adjust his Spitfire's tick over. I heard Al whisper to our Reg Sec "he only wants you to open your toolbox so that he can get his claws on one of your shiny tools" so warned our Reg Sec said that he would do it but only if The Maggie let him use his tools, a crest fallen Maggie opened his tool roll and watched on with disappointment while the adjustment was made.

At 3pm all were assembled and goodbyes were said and although we were all a bit sad that this was our last run of the year we were looking forward to the run to Coventry on Jan 17th and to the Mumbles on Jan 31st. Ant informed us that he was going to Abertillery and would not be following the convoy.

Tim, now driving the Dolly led us out of Brecon town, we got split up in the traffic, but were all back together by the time we hit the Beacons in the fading light, Al then had a txt from Ant "Mike The Cake & Emma will be late home, they've followed us to Abertillery!"

As we continued along the A470 cars turned off at their various exits and when we came to the M4 it was just Paul & Dotty's TR6 and my 4A, Al turned to me and said "well, what a great day out that was, well, what a great day out that was". "Why did you say that twice"? I asked, "well" said Al, "today has been a day of doubles, we both had Cod and Chips, there were 2 X Red Spitfires, 2 X 13/60 Saloons , 2 X green TR4a's, 2 X Super Heroes, 2 X Turkey Crowns sacrificed and 2 Louise's and Ian's"! "FANTASTIC, FANTASTIC"! I said, "yes" said Al "what we have had in numbers has been surpassed by the number of doubles", "yes" said Al "what we have had in numbers has been surpassed by the numbers of doubles". Roll on 2016 I thought! FANTASTIC!

Thank you to everyone who was able to support Amber's run.

*Bern*

### WESSEX

Tel. 01425 475376

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Email Trevor: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com)

or Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

New year's day, everyone tended to do their own thing. The weather started ok, but soon deteriorated, which was a shame! A group of us decided to take a chance and did the Sturminster Newton run, in aid of the Air Ambulance. Over 200 classics of all types were there, including a lot of early examples. The run was about 40 miles, which was just about right and only the weather let us down! - Certainly one for next year!

We will be planning our calendar soon, for the coming year, the main event being our **New Forest Run! Sunday 17th April**. 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, Thursday 7th July - Monday 11th July**, as the ferry bookings need to be made while there is still space. If you are interested in going please let Alan know in good time! - The same weekend **8th & 9th July, is the Dutch National Triumph Day**, which has also been put forward as a possible alternative venue for some of you. Any other suggestions for our 2016 calendar, please let us know. We have all been doing this for longer than we would care to remember, so anything out of the ordinary or different would go down well!

**Sunday 21st February is Triumph & MG Spares Day at**



## WEST MIDLANDS . . . WORCESTER



### TSSC AREA NEWS

**Stoneleigh**, which some of us attend on a regular basis with varying degrees of success! - Let us know if interested, so that we can work out how many cars we need to take! - I hope they have got the parking sorted out this year, after last years fiasco!

**Our next meeting will be at the Tyrrells Ford, Thursday 25th February 2016!**

As there is still not a great deal to say at this time of year I thought I would regale you with the completed fairy story from last month! I think the Wicked Witch had put a spell on it last month!

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 warning it's bonnet was lifted by one of the Ugly Sisters and mocked for it's shabby appearance. How embarrassing was that? But it was admitted, that it does not matter how good you look, you still have to get there and more importantly get back! But that was overlooked and others joined in with little comments and quips! But slowly but surely things were about to change. It started with new suspension all round and not before time! Age was catching up and parts had started to sag! After much prompting and not being able to think of any more excuses as to why nothing had been done, it's rocker cover was removed and given a new lick of paint and sealed (hopefully from oil leaks). You would have thought that was enough, but no! All nicely gunked down and jet washed (I think my owner was getting a bit fed-up with cleaning the drive with a toothbrush!). But I still felt a bit sorry for myself, but clean! Do you remember some seat covers and how they sat around for eighteen months?, I do! And I thought no chance! I won't see them for a year or two! But how wrong can you be! All fitted, comfortable and most importantly, no sponge falling out like dandruff! Now I hear you say - what about my respray and soft-top? - Well now that really is a fairy tale!, but like all good fairy tales, there is always a happy ending (oh no there isn't, oh yes there is!). Spitfire did go to the ball with it's new paint! And yes!, it was married up to a new, well matured hood which also was taken by surprise after languishing for the last twenty-five years, locked away in the attic!

All this, to celebrate Spitfire's fortieth birthday last November!

They do say that life begins at forty!

Response!

An interesting Spitfire fairy story from Martin, with a lesson to be learnt (it would seem) about the advantages (or, perhaps more correctly, lack of disadvantage) in turning a blind eye to its daily love and care. A new cover and shocks in the attic are patently worth far less than a lot of old ones on the car. The moral, surely, is not to touch that which is unbroken, which may prove a useful mnemonic should I feel an urgent need to reach for my own cleaning equipment.

It's a timely reminder, too, as I've long considered buying a little Spitfire - perhaps the loveliest of all the Triumphs, and always a car I've admired - but on the basis of this Cinderella story, it seems I should be adopting the stance of the Ugly Sisters and looking to stare into the open bonnets of as many of the grubbier, neglected examples I can find. Domestic scrapyards, here I come!!

**Jon**

Thanks Jon, you must have a guilty conscience, - what makes you think that Spit was referring to you as an Ugly Sister? - But if the cap fits! - Does that mean that you will now be going around scrapyards disguised as Prince Charming, with puckered lips to awaken all those Sleeping Beauties! - Now that would be a Grimms' Fairy Tale!

*Martin*

**WEST MIDLANDS Tel. 07969 024999**  
**Chris. 07505 110922**

First of all may wish everyone a Very Happy New Year and hope that the New Year 2016 brings you all you wish including good health and happiness.

Tuesday 5th January 2016 was the first meeting of the New Year

for the West Midlands Area, a cold, wet, miserable night, so you would expect the number of members attending to be down. Not so the West Midlands area, in fact as regards numbers it was one of best attended nights for many months. A total of 41 persons attended which included 2 visitors from another area, Andy and his wife Gay, and three new members who we haven't seen for quite some time. Ray Hollinshead and his two sons Steve and Gary. All three are the proud owners of Triumphs, Ray has a Triumph 2500, Steve a Triumph Stag and Gary a Triumph 2500S. Welcome and we hope to see more of you this year.

I welcomed everyone and congratulated them on their attendance, as their area organiser it makes me proud to see so many people attending our meetings especially during the winter months, come the Spring and the Summer it makes me wonder if we will have enough room for everyone.

There was little on the agenda for this month meeting, mainly reminding everyone of forthcoming events, namely the New Year Run being organised for Sunday 10th January, and the **International Spares Day at Stoneleigh on Sunday 21st February**. There was a brief discussion about the new venue for the TSSC International Meeting in July, but the rest of the evening was spent in catching up on points of interest and general chats between members.

The **Worcester Area** hold their meeting on the **1st Monday of each month**, which means that they will be meeting on **Monday 1st February 2016**, the day before our meeting on the **Tuesday**. A group of members including myself are intending to travel down to their meeting on **Monday 1st February 2016** which is held at the **Peartree Inn, Smite, Worcestershire**, which can be reached off junction 6 of the M5 south. The venues postcode is **WR3 8SY**. If you want any further details contact me either by 'e' mail of on 0796 9024999.

At next months meeting Ken and TJ will be holding another quiz and I will be providing major prizes to the 1st, 2nd and 3rd winning teams. Form your teams of six and as well as brushing up all things automobile and Triumph, I would also suggest watching Eastenders, and Coronation Street.

See you then, Cheers

*Roger*

the guy with the Honda engined Triumph

**WORCESTER**

**Tel. 01527 894125**

**www.tssc-worcester.org.uk**

Hi Folks, just when you thought the Worcester Area had slipped into hibernation up we pop!

It has been fairly quiet over the last few months and whilst a few members made it to the NEC Classic Car show and a couple of the other big events there wasn't really a club 'thing' we did.

That said December saw us field a team at the Birmingham TR Register Christmas quiz - as winners for the last two years the pressure was on! All I can say is that I now know how the National teams feel in any sport when the media turns the spotlight on them, we collapsed spectacularly finishing in the bottom three! The quiz was brilliantly thought out (hands up those who know the first name of Captain Pugwash?), all the answers were on the tip of our tongues, unfortunately that's where they stayed. One small consolation was that the winning team happened to have two of our members in, they just happen to be part of the TR group as well - can we claim it - probably not.

The Sunday before Christmas a few of us managed to get over to Malvern to sample the last Filling Station breakfast of the year, obviously to make sure it hadn't gone downhill - it hasn't.

New Years Day saw one intrepid member make it down to the Cotswold Vale meet which was well attended as the weather was actually being kind to us on that day, which is more than can be said for the Bicester Heritage Scramble meet on Sunday 3rd



## WORCESTER . . . WEST YORKS

### TSSC AREA NEWS

## Worcester Continues

January! We started off in the rain, met up with Jane, Andy, Celia and Mike in the rain, got there in the rain, walked around in the rain, ate our breakfast in the rain and went back in brilliant sunshine and blue skies - ok I made that bit up. In spite of the rain (did I mention that at all!?) it is a brilliant meet and well worth getting to. Highlight of the day for me was not the bacon toastie and hot chocolate (contrary to popular belief) but the vintage mobile cinema that lives down there when not on tour. Despite much ridicule I queued up (in the rain) to wait for the next show and the rest of the group joined me, some out of genuine enthusiasm but some I suspect to get out of the wet. In we trooped and what a fantastic piece of kit it is with a fascinating history and access to all the old Pathe News clips - all that were shown were motoring related with the Amphicar being the most appreciated on that particular day!

At the last meet the calendars were distributed with various events included, there will be a fish 'n' chip run (probably two), there will be pub runs, I should even be able to sort another treasure hunt (tho' not the weather!) but there is plenty of space for more stuff to be added. Now's your chance to add things in or ask to see what's possible, just pop along to the next meet, have a chip or three and let's see where we can go!

Cheers

*Vicky*

## WEST YORKS

Tel. 07800 551363

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

Thank you to everyone who came along to our first meeting of 2016! The great news is that we now have a new Area Organiser, his name is **John Tailford**.

I'm sure you'll join with me in wishing him well in the role, particularly as he's quite new to the Club. Of course Vivien and I, Dennis and Lyn, George and Alan will still be around and will assist wherever we can, but I'd like to ask that everyone support him as much as you can. I know everyone has diverse interests and are members of other Clubs, but the TSSC West Yorkshire meeting is first and foremost about TSSC events and activities, so let all get behind our Club/Area events and make it a successful year. The first thing I've no doubt will be our **Drive it Day Event**, so at the February meeting hopefully we can discuss and agree this.

Finally on a personal note thanks to everyone who has supported me through my time as Area Organiser, I'm looking forward to being an ordinary member, first time for many years!

Best wishes for the future,

*Victor*

## SOUTH YORKS

Tel. 01302 820119

[www.southyorkshiresstsc.yolasite.com](http://www.southyorkshiresstsc.yolasite.com)

**WE NEED AN AREA ORGANISER FOR THIS AREA**, if you are interested or need to talk to someone regarding this role. Please don't hesitate to contact **Nigel** or **Di** on **07976 163006**.



# 27<sup>th</sup> Isle Of Wight Triumph Weekend

## May Bank Holiday 2016

Friday April 29th to Monday May 2nd

Appuldurcombe Gardens Holiday Park, Wroxall

[www.appuldurcombegardens.co.uk](http://www.appuldurcombegardens.co.uk)

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

[tssciorw@hotmail.com](mailto:tssciorw@hotmail.com) or call

Elaine on **07842 249591** or Tracy on **07754 751672**

## 5 Point Tour

***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

# Bookings Close 29th February!

# 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](http://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 .....

**Payment by Cash**  **or Cheque**  **Total £** .....



# LAON HISTORIQUE 2016



THE  
TRIUMPH  
SPORTS SIX  
CLUB

**TSSC MEMBERS PRICE £139.00**

Price is per person based on 2 persons in a car - campervans/caravans on request

## 13th to 16th May 2016

### 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!!

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

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

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







## Northants Area

proudly present our...

# CAMPING WEEKEND

incorporating the

## STANDARD TRIUMPH RALLY

**Friday 3<sup>rd</sup> June – Sunday 5<sup>th</sup> June 2016**  
**At Wicksteed Park, Kettering, Northants**



Friday – Welcome

Saturday – Local Run Out

Saturday Night – Big BBQ and Games

Sunday – Standard Triumph Rally



This year's Saturday fancy dress theme will be....

## PIRATES....AAARGH!

**Camping £20 per pitch per night**  
**Barbecue £5 per adult (under 12's £2.50)**



For a booking form please email:  
[nigeljohnhawes@gmail.com](mailto:nigeljohnhawes@gmail.com)  
 or pick one up at our Monthly Meet.

**Look forward to seeing you there!**



## Derwent Valley's Peak Run Weekend 17<sup>th</sup> to 19<sup>th</sup> 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.**

Sunday is the day of the 28<sup>th</sup> Peak Run—a scenic drive through the breath-taking Derbyshire Peak District and finish at a Derbyshire attraction.

Camping available from 3pm Thursday 16<sup>th</sup> until noon Monday 20<sup>th</sup> June at the Peak Gateway Campsite near Ashbourne. Sorry NO electric hook up available.

Visit our **Peak Run** website at [www.peakrun.weebly.com](http://www.peakrun.weebly.com) for more information.

Name .....

Address .....

.....Postcode .....

Phone Nos. .... Email .....

Car Make ..... Model ..... Reg. No. ....

Package	Rate	Tick Below
"Early Bird Weekend" and Run with up to 4 nights camping. Available until 30 <sup>th</sup> April 2016.	£45 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with up to 4 nights camping.	£50 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run with 1 nights camping.	£30 per car and 1 tent/caravan	<input type="checkbox"/>
Weekend and Run excluding with no camping.	£20 per car	<input type="checkbox"/>
The Sunday Run only.	£10 per car	<input type="checkbox"/>

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:**  
Kim and Paul Dale - 01335 345784

Count from





**Car Club Members Package:**  
2 adult admission tickets & a  
vehicle display pass from only £42

- Be part of the infield car club displays which are now over 120 clubs strong
- Have your car on show in your car club's dedicated area
- Watch over 1,000 cars from across 80 years of racing competing in more than 20 races over the weekend
- Live music concerts on Friday and Saturday night
- Track parades, passenger ride activities and drag strip demos every day
- Fun family weekend including aerial displays, giant wheel, vintage fun fair and much more
- Retail village with automobilia, parts and accessories
- Weekend tickets, hospitality and camping provide excellent value for money



Use the official club booking code:

**SCC16010**

Early Bird ticket savings end 31st March

Ticket Hotline: 0871 231 0849 Calls cost 11p per minute plus network charges

Tickets & Info at

**www.silverstoneclassic.com**

Official Partners



Media Partners



The Daily Telegraph



**Leicestershire and  
Rutland Area  
Triumph Sports Six Club**



You are cordially invited to the  
**31<sup>st</sup> SUNSHINE RALLY**  
**5<sup>th</sup> - 7<sup>th</sup> 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 (1<sup>st</sup> come - 1<sup>st</sup> served), less than a 10 minute  
walk to Greetham village with 3 pub restaurants

**Camping Friday 5<sup>th</sup> & Saturday 6<sup>th</sup> 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

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk