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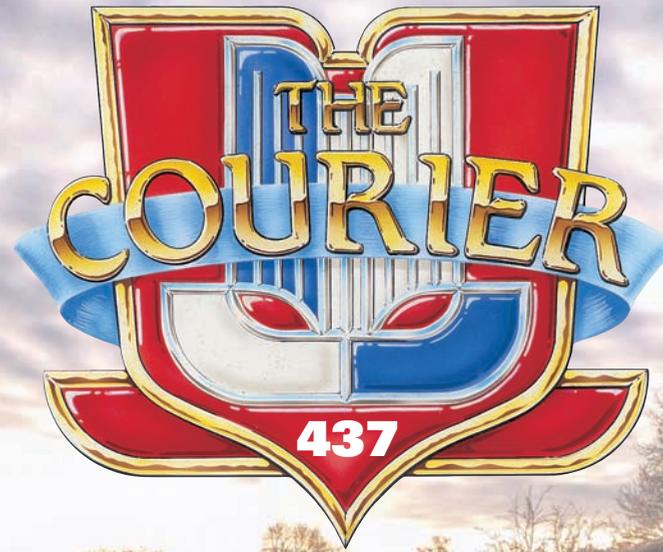
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Triumph Sports Six Club

The Courier 437

NOVEMBER 2016



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No.437 VOL 38. November 2016
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Sunderland Court, Main Street,
Lubenham, Market Harborough,
Leicestershire. LE16 9TF.

Tel: 01858 434424 H.Q. Fax: 01858 431936
H.Q. e-mail: info@tssc.org.uk

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

Headquarters open 9am - 5pm Mon to Fri

HONORARY PRESIDENT

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HONORARY VICE PRESIDENTS

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GENERAL SECRETARY

TBA (Chris Gunby - Acting GS)

email: gunsec@tssc.org.uk

CHAIRMAN

Chris Gunby. The New Room, Church St,
South Witham. Lincs. NG33 5PJ

Tel: 07843 435190 email: chairman@tssc.org.uk

BUSINESS MANAGER

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

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

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

COURIER EDITOR

Bernard Robinson

Courier copy / Area News

COURIER PRODUCTION

e-mail: courier@tssc.org.uk

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For a full list of TSSC officials see page 72.

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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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AN EARLY
AUTUMNAL START
PICTURE COURTESY OF
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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

PLEASE SEND ALL 2017 EVENT INFORMATION TO TRUDI AT CLUB H.Q.
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TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

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December 2016

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TSSC Headquarters Christmas Open Day Sun 4th December



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CoM ment

BY CHRIS GUNBY
TSSC CHAIRMAN

More Experience Required

Things change all the time in the world we live in and your car, Club the TSSC is no exception, in the last few weeks we have lost four of our Council of Management team due to a variety of different reasons.

Throughout the history of the TSSC the CoM has worked tirelessly to make the right decisions to carry our Club in the right direction, the CoM is a team of volunteers who meet six times a year to manage the Club that we know and love.

Have you ever thought about putting something back into the TSSC?

We are presently looking for volunteers with HR experience or people with good expertise in running a busy commercial business and that can spare the time to join a forward thinking group of people on our Council of Management.

If you would like any further information do not hesitate to contact me at chairman@tssc.org

As the season starts to come to a close we still have the biggest classic car event of the year just around the corner, the NEC Lancaster Insurance Classic Car Show is a must for any classic car enthusiast and this year the TSSC are celebrating the 50th anniversary of the GT6 at the show, the stand will have every model of GT6 on display and hopefully the yellow Spitfire rebuilt by the TSSC HQ staff in three weeks earlier this year with help from the Army for our own classic car SOS.

this years show will bring a first venture for the Forum Triumph Clubs with a joint Standard

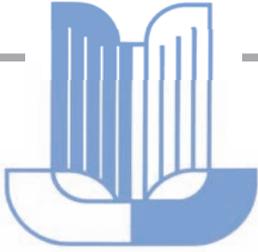


Sir Stirling Moss will be visiting the TSSC Stand 3-250. Will you?

Triumph Forum Stand, showcasing the sporting pedigree of Standard Triumph cars with rallying and racing cars on display, surely got to be worth a look.

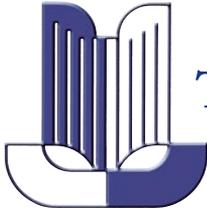
Looking forward to meeting you all at the **NEC on 11 to 13 November..**

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



THE
TRIUMPH
SPORTS SIX
CLUB

TSSC Member **Online** Demographics Survey

In order to direct our efforts as effectively as possible, it is important that the Club understands our members, the cars they drive and how they enjoy them.

To assist in this process, we are launching what we hope will become an annual survey of membership demographics.

The questions are straightforward and not too enquiring, but they will help the Club in shaping the events, services and products that are most relevant to you, the members.

As an added (Christmas) bonus, we are offering Five £20 Club Shop Vouchers to be selected at random from all responses received up to, and including **30th November 2016**.

Winners will be listed in the December Courier and notified directly.

A summary of the results will be published in the New Year.

Please take some time to respond to the survey. It should take no more than 10 minutes and will be greatly appreciated.

To complete the survey, please **enter the link below** into your web browser or **Click the Advert for this on the TSSC Website Home Page** <https://www.surveymonkey.co.uk/r/BSXPXH8>

Many thanks

TSSC Council of Management

TSSC Club Shop **Contacting By Email**

Just a quick reminder, if you need to contact the **Club Shop** by email, please remember to use the **clubshop@tssc.org.uk** email address as it ensures that I get to see it as quickly as possible.

Regards,

Garth Jupp

Club Shop Manager



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

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

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

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

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

Sunday 4th December 10.00 am to 4.30 pm

Don't miss out this year!!

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THE
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TSSC HQ
XMAS Open Day 2016

Sunday Dec 4th 2016 - 10am to 4.30pm

Council of Management Meetings

NEXT MEETINGS: 15 JANUARY 2017.

19 MARCH 2017. 9 APRIL 2017 (AGM).

*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: **Chris Gunby**
The New Room, Church Street, South Witham, Lincs. NG33 5PJ
or email: chairman@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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Colin Lindsay

Yes SAH!

I had one of those totally surreal experiences early this morning when about three miles from home, on a completely deserted country road, I was suddenly confronted by a British Racing Green Jaguar D-type, complete with aero windcreens, and driver resplendent in silver helmet and flying goggles. I'm still not sure if I imagined it, given the lack of coffee at that hour, but it was lovely to see as he shot past me at quite some speed and disappeared off into the mist.

A few hours later back at home I was looking for D-Type Jags on the Net, just to confirm my identification was correct, and whilst surfing race cars of the 1960s I found a few references to racing TR3s and Triumph-tuning guru **Sid A. Hurrell**.

Sid is better known to many of us by his initials – SAH. He himself raced a TR3A but his expertise and passion for power optimisation thankfully filtered down the food chain to the Herald range.



I have an SAH rocker cover for my Herald; bought some years back, I actually - and thankfully unsuccessfully - tried to sell it at Stafford one year to raise much-needed funds for other spares, but it came back home with me and will probably grace my 1200 convertible when ready. It's probably cheating somewhat to have a rocker

cover denoting an SAH tuned engine when it's completely standard, but it still looks good; better now that I had the rusty rocker cover screws remade in stainless. It's much heavier than the original but it speaks of a time when entrepreneurs cared about our cars and it was still economical to tinker, develop and upgrade even the simple things. Sid's company was one of the mainstays of Triumph tuning back in the day, along with other well-known names such as Lawrencetune, and their catalogues still appear for sale on-line, as do some of their tuning accessories from the period - and what a huge selection of goodies.

Sid operated from Leighton Buzzard, a place I remember well from quite some years ago as I used to travel to G B Sportscars for Spitfire and GT6 spares; one of those pre Health and Safety places where you were handed a screwdriver and told to get the parts you wanted, then pay at the office. If you ever get a chance to buy one of the old SAH catalogues it's a real trip down memory lane; not only the prices in pounds, shillings and pence, but the sheer number of parts available for the Herald.

Wouldn't I love a four branch manifold for the Solex Twin Automatic carburettor, in heat

A special twin-pipe silencer unit is also recommended. This entire kit would set you back a cool £32 15s, but for a power increase of 15% and an outlay of £15 you could go for a flowed head with raised compression ratio, polished and flowed chambers, inlet and



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MANIFOLD
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for the Solex
Automatic Twin
Carburettor

exhaust ports polished and enlarged complete with modified inlet manifold, or a stage 2 camshaft for an extra tenner. Wouldn't you love prices like these today?

Add the lightweight competition glass-fibre bucket seat – no nasty plastic here – plus an African Mahogany wood rim steering wheel and possibly Magnesium Minilite wheels with crescent section spokes and large spoke ducts for increased brake cooling.

resisting bright nickel finish and giving a power increase of 11 hp – quite substantial over the standard 44.

These last will set you back a cool £59 11s 8d, almost a tenth of the price of a new Herald!

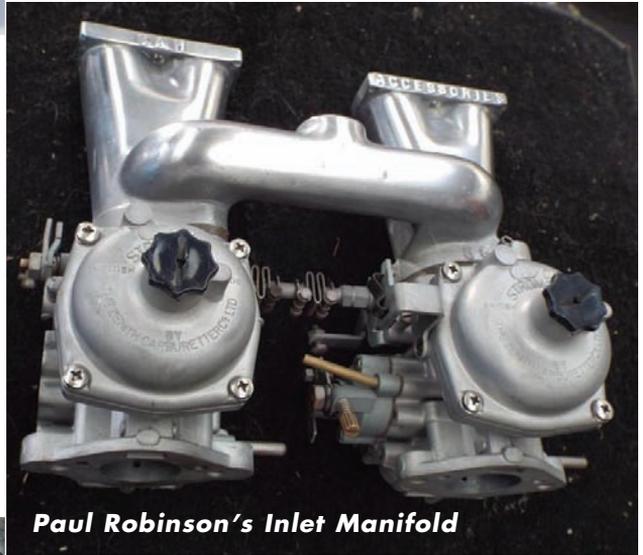
These are only from the illustrated part of the



advised running in each position periodically, but drivers forgot - and were often cut out and replaced with standard shocks. Does anyone have a working set? Witter or Dixon towbars, Motometer gauges (as fitted to Rolls Royce, no less) - and a 'Silent Travel' kit simply consisting of thicker carpet underfelt. Many of these additions are long gone; not even a photo on the Internet, so I'm grateful for the many metal parts that have better survived the ravages of time and still carry those iconic three letters.

My thanks to **Paul Robinson** for allowing me to photograph his beautiful twin-Stromberg SAH manifold back in 2014; a real rarity in lovely condition, which according to the catalogue when combined with their tubular

catalogue; the fold-out price list is a wealth of forgotten accessories or upgrades. What about a heavy duty competition clutch, or a Delco-Remy type A distributor with cable-drive tachometer? A transistorized electronic ignition system KL77 type 12p? A Prestolite 40 amp alternator? Armstrong Selectaride adjustable shock absorbers, which had four stiffness settings and were controlled from a switch on the dashboard? Expensive at £12 10s per pair, many of these seized up due to underuse - the catalogue



Paul Robinson's Inlet Manifold



Selectaride Shocks

exhaust offers 33% increase in BHP at the rear wheels. This one bears the full "SAH Accessories" legend across the flanges.

If I'm correct - and feel free to embellish - SAH later morphed into Triumphtune through Sid's son **Terry Hurrell**, and some of the later catalogues carry both names on the cover, with SAH listed as



“the conversion specialists for Triumphtune”.

I had a nice set of Triumphtune stickers on my 1200 wings; probably akin to go-faster stripes, but to me they looked the part. In fact, they lasted a lot longer than most of the car did... Triumphtune period accessories appear for sale from time to time; at the time of writing there's a Triumphtune 6-cylinder rocker cover on eBay for £350, so they're quite sought after these days; four cylinder versions appear harder to find. I sold mine for quite a bit less a few years back, but it was some years ago and I did only pay £20 for it in the first place after all.

Triumphantune are now under the Moss Europe umbrella and still manufacture go-faster bits for Club cars, but sadly not the Herald. It seems if you've got a Spitfire engine fitted you're landed, if not – it's the small ads for you, my lad! Sid's catalogue says on the rear cover: **“It pays to patronise those who specialise...”** so thankfully we still have enthusiasts and suppliers manufacturing uprated and lightweight parts for our cars - please support them. (especially at this time of year when the bearded man makes an appearance!!) Incidentally I'd love to see photos of rare and interesting accessories for

the Herald so send 'em if you got 'em! Don't let them fade away...

Colin

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Phil Willson



Herald in Suspension

Back in April I covered the overhaul of a rear spring for my 13/60 Estate. I finally got around to fitting it in mid-September along with the overhauled diff that I covered in the same article. I have fitted polyurethane bushes to the spring ends, the diff front mounts and the radius arms. At the same time I also fitted a pair of Gaz adjustable dampers that I had in stock.

At the time of writing they are set to minimum but I will be firming them up a bit as it's rather bouncy at the moment.

I have also lowered the back by adding a spacer block under the spring. I had previously been running on a 1/2" block in order to compensate for the back of the Estate car being set a little high in the factory in order to cope with heavy loads. As I never intend to load the car or carry rear seat passengers then it seemed reasonable to lower it a bit. Having been running like this for nearly 5 years I decided to go one stage further. The main effect is to reduce the usual wheel tuck-under and on the road it runs with neutral or slightly negative camber. Being an Estate it has a very stiff rear spring which does benefit roadholding anyway. I will see how it goes as I can always raise it again if necessary. One important thing to note is that the six spring-to-diff securing studs are not long enough for this degree of

lowering but you can buy longer ones from most of the usual suppliers. The cover plate will only just fit over this modification if you then cut the excess from the top of each stud. Photo 1 shows a modified cover that **Rarebits4classics** have on their website to cope with this but I am not sure if it is still available.

I will also check the rear wheel alignment using



Pic1: *Rarebits4classics modified spring access plate*

my Dunlop optical tracking gear just in case anything has changed. These instruments are still great pieces of kit and can be bought second-hand for reasonable prices as they have been in production since the 60s and are still, I believe, made today. I have seen new ones on the internet for around £475 but good old ones can be had for much less than that. Mine actually cost nothing as it came my way from a friend who was having a clear out! It was a bit knocked about but is now fully operational.



Pic 2: *Optical alignment gauge*

When set up properly the instrument gives an accurate direct reading for toe-in or toe-out. They can be used on the front and rear of the



Pic 3: *Safety Spring compressor*

Herald but for the back you will need to rotate the whole gauge assembly through 180 degrees so that the mirror and telescopic viewer are at the very back of the car.

However, it must be borne in mind that the reading will then be reversed i.e. for the correct toe-in of 0 to 1/16" you must aim for a reading of toe-out by the same amount. Confusing I know. Sorry.

So now I have moved on to preparing the parts for the front end. I have cleaned up and painted a spare set of original springs and fitted them to another pair of GAZ adjustables. These are the fixed pan variety so that they will give a standard ride height with standard springs. First, in photo 3 you can see the best type of front spring

compressor for 'our' cars. These devices can be bought from the TSSC shop and other suppliers. Some TSSC local areas also have a stock of special tools for use of members. I got lucky and picked mine up at the 2015 TriumFest autojumble for a bargain £5. You can also use claw type compressors in two's or three's but these are more fiddly to use and likely to damage any nice paintwork on the spring or damper. Photo 4 shows the compo-



Pic 4. *GAZ dampers and springs*

nents before assembly. The damper, spring, top pan etc. are assembled inside the compressor, making sure that the lower mounting is lined up parallel with two of the top mounting screws,



Pic 6. *Tightening the locknut*

Once the top nut has been tightened then the compressor screws can be undone. The assembled units can be seen in photo 7 ready for fitting to the car.

As a final safety note, please ensure that you



Pic 5. *Assembly under compression*

which you should be able to see in photo 5 – this is much easier to do now rather than once it has been assembled and under pressure. Then the two large screws are tightened in order to compress the spring. Once it has been squashed by between 2 and 3 inches then the damper’s central shaft should come through far enough to be able to add the final fittings. Finally the top locknut can be fitted and tightened down. I used a ring spanner to tighten the nyloc nut while holding the central shaft with an adjustable spanner across the flats (Photo 6). The standard dampers use two nuts at the top that lock against each other but Gaz units come with a single nyloc.



Pic 7. *Assembled units*



Pic 8. Suspension arms ready for prepping.

WITHOUT HAVING COMPRESSED THE SPRING FIRST.

500 lbs of force being instantaneously released will do you a lot of damage. Once fitted to the car the spring will be compressed by about another 1.5 inches bringing the total to just over 800 lbs. I am preparing a technical article about springs and dampers for next month for those who are interested.

Finally, photo 8 shows a spare set of upper suspension arms that are being refurbished ready to fit when I have time. Since taking the photo I have removed the old bushes to make way for new ones of the poly variety. I do find it useful to carry spares like this so that most of the prep work can be done in advance and save time on the day of installation. At least, that's my excuse for a shed full of what my wife calls 'junk'.

Phil

always use a good quality spring compressor tool. The force required to compress a spring is considerable – almost 500 lbs. In case you don't believe me, the spring rate is just over 200 lbs/inch and you need to compress the spring by about 2.5 inches.

NEVER EVER UNDO THE CENTRAL NUT



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Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Bob Sprott	Cheshire	Mick Paul	Norfolk
Gary Hayward	Derbys	Keith Wheatley	Notts
Richard Mason	Derbys	David Halifax	Shropshire
David Roscoe	Devon	Alan Woodier	Somerset
Robert Horsman	Devon	Michael Obee	Somerset
Daniel Moore	Devon	Ken Robertson	S. Lanarkshire
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Clive Arnold	Essex	Jason Snelling	Surrey
Robert Piechulla	Essex	Jennifer Metcalfe Phillips	Surrey
Kevin Hill	Hants	David Cook	Sussex West
Robert Baker	Hants	John Henderson	Sussex West
Nigel Williamson	Herefordshire	Marion 'Mazz' Tupper	Sussex West
Nick Young	Herts	Victor Spencer	Warks
Dave Stilwell	Isle of Wight	Nick Garlick	West Mids
Kevin Wales	Kent	Paul King	Wilts
Andrew Orwin	Leics	Graeme Walsh	Worcs
Iain Ross Detrey	Leics	Jem Chilton	Worcs
Bradley Cogan	Lincs	Peter Pearson	France
Carl Wright & Katie Steadman	Lincs	Simon Gealy	USA
Joe Carville	Middlesex		
Emma Cook	Norfolk		

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GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
e-mail. gt6@tssc.org.uk



Andy Cook

50th Anniversary Events

A shorter than the normal report this Month, but still plenty of pictures. The excuse I'm using is that I was preparing my other Triumph, the Dolomite, for the Club Triumph Round Britain Reliability Run and then taking part which took up most of my spare time over the last few weeks. Anyway back to GT6s.



International GT6 Weekend St Wendel

I had mentioned in some previous articles that the International GT6 weekend was taking place in St Wendel, Germany from September 30th to October 2nd. This was also being billed as another GT6 50th anniversary meet.



do have some nice pictures courtesy of **Andy Walton and Ron Breukelman.**

*Pictures 2,3 & 4 courtesy of Andy Walton
Pictures 5 to 9 courtesy of Ron Breukelman
Picture 10 inside Bastuck*

Seems like it was a great weekend again, one highlight looks to have been a visit to the German Classic Specialist **Bastuck**, from the pictures looks like a real Aladdin's cave a bit like our own **T D Fitchetts.**

GT6s Out and About

Sorry the pictures are a bit dark, but



Doug Browns's MK3

winter is now coming up and our evening TSSC meets are held in darkness! Anyway, just thought I'd post up pictures of the GT6s that attended the September local area meet for East Berks at the Shire Horse, I felt out of place there in my Dolomite, I really should have dragged the GT6 out!

Unfortunately as it was the weekend before the RBRR I couldn't be there but I



New Member Olly Barker's MK3



East Berks AO Mark Smith's MK3



Andy Collins' MK1, owned since the 70s!

Scotland, the Lake District and through the middle of Wales, then across the Severn and down to Lands End, then back up to North London, a distance of approximately 2,000 miles covered within 48 hours. This is non-stop driving including through the nights in teams of 2-4 drivers for each car. The event also raises money for charity through team sponsorship and over the years has raised in excess of £½ million. Initially it was used by the Triumph factory to test new models, and started 50 years ago in 1966, so like the GT6 this year is the 50th anniversary. This year the start moved to Knebworth in Hertfordshire but apart from that it was the same well proven and tough format.

Here are some of the GT6s and teams that took part.



GT6 MK3, Daniel and William Eglington

GT6s on the 2016 CTRBRR

There were several GT6s entered in the Club Triumph Round Britain Reliability Run the year. For those of you who don't know about this event, it's run by Club Triumph every two years and is known as a real "Hardcore" classic car driving event, probably the toughest classic car road event in the UK. The run normal starts in North London, then runs up to John O'Groats, then down through the wilds of

GT6 Mk I - II - III Register



GT6 MK2 Ian Foster and Gary Whitehead



GT6 MK1 Roy Lacey and Doug Jenson



Doug visited from the USA to take part. In fact we had other international teams from US, Belgium, Holland and Germany and Drivers from as far away as Australia taking part this year.



**GT6 MK3
Chris Childs and Chris Bailey**



**GT6 MK3 Rob Pearce and
Andy Pearce**

Also on the run was an Imported US GT6 MK3, Driven by **Dennis Benson and Andrew Howorth.**

Dennis recently acquired this car and converted it to RHD. He has completely restored all the mechanicals and trim but left the very solid bodywork unrestored 22

with sun bleached tatty paint. With a decent respray this will be a top quality car. One point to note that makes this car stand out is the US bumper bars attached to the front and rear bumpers, or maybe we should call them fenders as it's a US car!

There was also a Green Mk3 taking part driven by **Dicky Milson and Oli Croft** but I didn't manage to get a picture.

From Cookie's Archives.

As I'm in a Round Britain Run mood, here is a picture of my own GT6 on the 2008 run taken in the North of Scotland, parked up overlooking Loch Naver.





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Dave Rumens



Those Hills are Alive!

H

ello all, this month I can put my anorak away as **Carol and Steve Hill** tell us about their Scottish tour in of course their Vitesse.

up over the challenging stretch called the Baelach Na Bà - the Pass of the Cattle. This single track road is the highest in Britain - at an altitude of 626 metres and is famous for its winding bends and switchbacks. The NC 500 continues up the west coast hugging the



Loch Lomond

Day 1

Carol and Steve Hill set off to sunny Scotland to drive the North Coast 500 route which starts in Inverness. The North Highlands of Scotland boast some of the most impressive and remote landscapes in the UK. Their stark beauty is only matched by their timeless, rugged nature. The North Coast 500 is a touring route designed to highlight these qualities and has been described as one of the best in world. The route proper commences from Inverness then heads due west to the stunning coastline,

and the deep Glens to Scourie - near the most northern tip of Scotland (Cape Wrath) - then across to John O Groats, finally returning down the east coast to Inverness; a return journey from the Wirral of some 1284 miles!

Carol has never visited Scotland before and after watching Countryfile some 8 months ago and seeing Ellie Harrison ride her bike up the Baelach Na Bà gave me the idea to drive our Mk 2 Vitesse convertible along the same route. I had the Vitesse ready to go, gave it a good service, had the carbs tuned and was just

Loch Long & the 'Cobbler'

any help or support if we got into any trouble.

It is so nice bumping into complete strangers who offer help, much appreciated. After the hold ups we motored onto Loch Lomond and our first stop of the night at Arrochar Hotel our room overlooking Loch Long and the 'Cobbler'.

Day 2.

waiting for the weather to improve.

Knowing from many past experiences the chances of getting a few sunny days in northern Scotland is as rare as 'hen's teeth'

however with grim determination I checked the synopsis every day for a possible window of opportunity, on Sunday the 15th August my prayers were answered.

The western and northern aspects of Scotland were going to be bathed in sunshine for at least three consecutive days. To take full opportunity of the scenery it wasn't rocket science to realise that clear visibility was the most vital factor, having warmth and being in the dry was a bonus. So with 2 hours notice we packed our bags and our dog Tilly and drove from sunny Wirral with the roof down all the way up the M6 (photographed by at least 5 cars en route) arriving on

the outskirts of Glasgow just in time for rush hour. Whilst slowly crawling along the motorway another motorist (Glasgow Scaffold Supplies) pulled alongside and started chatting telling us of his Herald collection and offering

We were blessed with the same weather, absolutely stunning sunshine, up early for a big breakfast plus fried haggis we jumped into the car and drove off towards Applecross, we

Approaching Rannoch Moor**The 'Ben'**

headed towards Rannoch Moor, Glen Coe, Fort William (I have climbed many routes on Ben Nevis in the winter and this was the first time I had actually seen the top!) and on towards Invergarry where we decided to take



Bealach na ba pass is stunning to say the least, the views, the geology, everything was so breathtaking, especially in 27 degrees of sunshine!

We arrived at Applecross some 250 miles from Arrochar, thirsty and very, very hungry.

The guys in the Youth Hostel made us very welcome, the food in the Inn has a very good reputation, especially the sea food, however those dratted midges started to show themselves once the heat was gone from the sun.

Day 3.

Believe it or not it was even hotter and sunnier!

We then departed Applecross and drove around the single track road to Sheildaig where we were informed of a cracking cafe beside the loch, cafe found, porridge and honey with bacon and egg butties - superb. The next part of the journey was to drive through Glen Torridon and off towards

'Pap' of Glencoe

a more scenic route instead of the busy main Isle of Skye route.

We had several stops for tea and coffee, exercised Tilly and had many more photos taken of the Vitesse - which was performing faultlessly and an absolute joy to drive. The

Hostel made us very welcome, the food in the Inn has a very good reputation, especially the sea food, however those dratted midges started to show themselves once the heat was gone from the sun.



A view looking down the Baelach!

Over the top looking over to the Isle of Skye and to Ramsay





Carol enjoying a refreshing drink at Applecross.

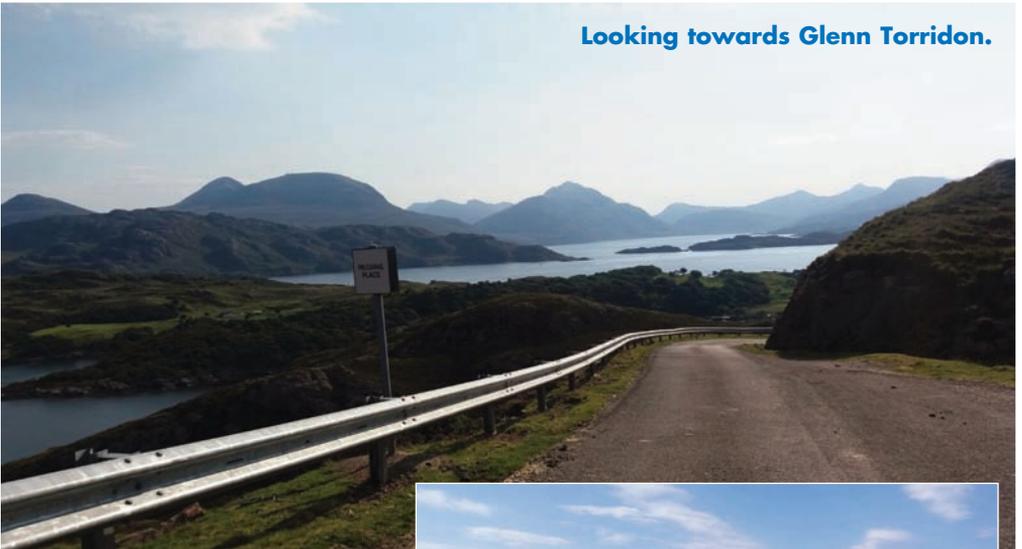
our B&B (Greenhill) made our way to the closest pub for our evening meal, those midges even access the inside of pubs!

Day 4.

A little bit misty but very humid and warm so we kept the roof up for an hour until the sun burnt through the mist, our destination was John O Groats and our evening B& B at Whetton outside Wick.

The road along the northern tip is a single track with passing places every 50

Looking towards Glenn Torridon.



Ullapool, breathtaking scenery around every corner, easy to drive roads with hardly any other motorists to be seen. We stopped to take photos of the mountains every 5 minutes and whilst we were looking in the distance it took us 30 seconds to realise that right in our foreground three stags (not Triumphs) were grazing just some 150 meters away near a burn!



Wow! on our way to Scourie

We arrived in Scourie around 5.30pm, found

yards, we stopped at the Kyle of Tongue for a very welcome coffee and scone, we eventually

**Carol and Steve at
John O' Groats**



arrived at John O Groats and took the obligatory photo. We cruised on down the road to Wick and found our very friendly B&B. The pub (The Brown Trout) made us feel very welcome and fed us really well. Midges not so obvious, maybe the wind kept them away!

Day 5.



East coast spectacular views

After a stunning Scottish breakfast, we left Wick to drive back to the Wirral, we couldn't believe it, the sunshine was out again! The east coast is far flatter than the west with hardly any massive mountains beside the road, the sea views however made up for the lack of height!

We drove all the way through Inverness towards Aviemore where the weather started to become cloudy.

As we headed towards Pitlochry we decided to put the roof up, the slight rain turned heavy for an hour or so, but soon stopped. It was getting dark and we kept the roof up until we arrived back on the Wirral, we used 24 gallons of fuel and the car returned umpteen smiles to the gallon! What a fantastic week, my wife thoroughly enjoyed her tour of Scotland and we can't wait to repeat sometime in the near future, perhaps an idea for a 'TSSC tour'!

The Vitesse took the NC500 easily in its stride, my only problem was my live feed for the overdrive had rattled off the fuse box, making the system dead for a few hours. After a quick check I found the loose wire, crimped it tighter and fastened it to the fuse box, result.

I had put in electronic ignition a few months ago and I am certain the car drove much smoother,

it had a lot of torque and with a fine fettling of the advance and retard sounded sweet.

We can't over emphasise how stunning this route is and it's just on our doorstep, we have taken the Vitesse to France and Southern Ireland in the past but this holiday by far will remain in our memories for a very long time.

Steve & Carol

Thanks Steve for an excellent account of your tour and I wonder how many people you had approach you saying they had a Herald or Vitesse in the past?

That's it for this month,

"Keep Running On All Six"

Dave

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Trevor Collett

An MMM Threesome?

As I write there are three Herald-based Midgets for sale on eBay. Same marque may be, but quite different in many ways. Another thing they do have in common is that they are all to be sold without an MOT. It's interesting to speculate how much effect this has on the value of these cars. It's all very well for the seller to say, "little work needed for MOT", but if it really was "a little" why hasn't the seller done it?

I suppose we know that the mechanical bits and pieces of the Herald are not that complicated and do not cost a fortune, but it's still an unknown amount of money that will need adding to the purchase price. There is the other complication, which we know for certain applies to two of these three Midgets, of being still registered with Swansea as Heralds.

The advert for PVC9G, is titled, "**Triumph JC Midge kit car. Hillclimb**", and has an asking price of £3,250. The seller's description: "*Hello and welcome to my classified advert for my JC Midge kit car. Based on a 1969 Triumph Herald 13/60. No MOT as I am selling it as*

an ongoing project. I've owned it since early 2013 and have done much work to get it up and running. It runs, drives and brakes. New tyres. Head gasket was replaced. Carb reconditioned. Brakes were gone through. Recent new starter. PVC9G registration comes with the car. When I bought it the auction house



said the reg is worth £2,500. I have the log-book here in my name. This will be a regrettable sale but sadly I need the space in my garage for my Fergie tractor. Open to offers!"

Interesting looking example, with some serious modifications to potentially make it competitive for hill climbing, like the number on the side and the strap across the bonnet! (Exclamation point there just in case you thought I was being serious). The bulbous-looking tyres on the back probably do give grip in the mud, and the



plates, also a few parts you couldn't make yourself, then made your own body etc., building it onto a Triumph Herald rolling chassis. The vehicle was built around 1990, and used



four-point harness will help keep the occupants on board on full bounce.

If the buyer of this car could really exchange the number plate for 2,500 portraits of queen he'd effectively be getting the rest of the car for £750 – now that sounds like a deal to me – even without an MOT.

The red car, **PTV 700G**, has clearly not been set up for any form of motor sport. It is equipped with the original 13-inch wheels, which, in my opinion, look too teeny weeny for a body of this style. This

is what the seller had to say about it: "Here I have for sale a self build car based on a 1969 Triumph Herald 1296cc. The model is called a Midge.

Apparently you bought a set of plans and tem-

regularly up until 8 years ago when it was taken off the road and dry stored. The vehicle uses all



the Triumph running gear, chassis, engine, gearbox, steering and back axle etc.

Does run and drive but needs recommissioning or a light restoration before use. Looks very period and would look great with just enough done



to get it back on the road and useable. I have the V5, is registered as a Triumph Herald, I believe this is OK as it retains most of the original Triumph with just a different body, I don't believe it is classed as a kit car."

The seller believes the Midge is not classed as a kit car; in one way he is right – the DVLA's definition of a "kit-built vehicle" is one where all the parts are supplied new by the manufacturer. It uses the term "kit-converted vehicle" for a vehicle that has had a kit of new parts added to an existing vehicle, or old parts added to a new kit.

Notwithstanding, it is my understanding that this Midge should be registered as a Midge, not as a Triumph Herald.

The auction has just ended, with the winning bid showing as £1,670.14 – if the deal goes through at that price I'd have thought the seller is quite pleased.

From the photos we can confidently say that Midge number three, we don't know its registration number, is the furthest away from achieving

that vital certificate of roadworthiness. Here is the seller's original description:

"We have a MG Midge kit car on a Triumph Herald chassis. We have a log book for the Triumph. This is a lovely looking style of a classic sports car. It did run and drive, and I will try to get the time to get it going again before the sale finishes - a nice winter project so you are

ready for the spring?"

A little later he added, *"For those who are not sure there is no MOT! It is not registered as a*



MG, I have a log book for the chassis that is Triumph Herald. It is not running at the moment, it still needs work to finish it."

The bidding on this item has also just ended, at £1,040. Neither the photos nor the description give a potential buyer any clue as to the condition

of the mechanical and structural parts, I can only hope that the EBayer handing over a grand went to see it first. I wonder what he/she thought about the rear hung doors – some might think this is taking homage to the original MG J2 Midget a tad too far.

Three cars all with keen new owners, hopefully – all three new owners with a project on the hands, and not a project that could be completed over a weekend. I wish them luck and enduring perseverance, and look forward to seeing all of them at a classic car show at some time in the future.



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Restoration Time

The nights are now drawing in and by the time you read this

the clocks will have moved back, so cold dark nights which I now find limit my enthusiasm for the garage – getting fussy in my old age!

Firstly I have heard from **John Kempshall** who is restoring a 1966 4s, he had been in touch with me a few times since February, when he wrote the following:

On the 9th February this year I became the owner of a Bond Equipe GT4s 1966 which was purchased from a salvage yard in Northumberland on e-bay - buy it now. Having retired at the end of 2014 I was looking for a project preferably Triumph and this little gold Bond looking very original caught my eye (although I think the colour is not original).

The car was delivered to me in Sussex by the sea very late on Monday 15th and I started my full rebuild on the 22nd.

I had been told by the salvage yard that the car had been barn stored for about



fourteen years but in the otherwise empty glove box was an invoice for two loads of wheat dated June 1979.

The rear off side brake was seized, out with the



WD40, adjuster backed off, big hammer applied and it was soon free. The exhaust had rusted so badly only the front pipe was left. The rear boot outriggers and cross chassis supports require replacement, the rest of the chassis may need some plates, the side rails have been replaced but I will not know the full story

seat pan are well rotten with rust, the rear body section is currently in my front garden, the wife not happy.

I had fun removing the back axle as I could not get the back bolts out, in the end I did manage to get a chisel under the bolts. Refitting the reconditioned unit was also interesting tight fit into the chassis."



till I get the body off and will probably end up replacing most of the outriggers.

The engine turns but may have suffered from over heating as the thermostat housing was completely blocked."

An update a couple of months later read:

"I took your advice and was pleased with the outriggers I got from Chic Doig which are now all welded in place and paint looking very

He has recently written:

"I got the rear hubs sorted - some second hand bits, lots of heat and a very big hammer. The rear spring has been taken to bits and new rubber pads fitted with new bushes all round and shocks (see photo). The front end is also coming on, I have taken artistic licence to some of the item colours as I think black is so boring. I carried out some

research on the colour of Golden Sands and found a Jag paint of the same name and era, which is a light gold and is quite a good match to the un-resprayed bulk head. Paint details Opalescent Golden Sands code B290B, which the front sub frame has been painted in (see photo).

I am looking forward to having a rolling chassis so I can move the car out of the garage

and clean my garage floor before moving on to the engine and gear box.

The DVLA has been contacted and cannot take the production of a V5 anywhere until the car is in one piece.

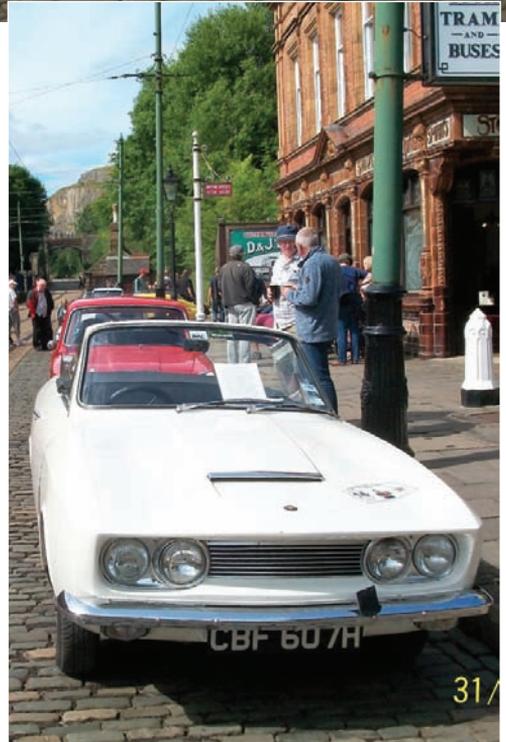
However they did confirm the car tax ran out in November 1979 which ties in with the invoice I found and sent me a very friendly e-mail for a government dept asking me to phone them when the rebuild is finally completed."

Great to see that John is making good progress.

Moving a lot further south, I have heard of a 2+2 in Australia – as far as I know it is the only one there – unless you can tell me different!. The car is in need of complete restoration, the owner has had the car since the 1980's and is hoping to start the restoration soon but he is currently looking for a replacement bulkhead - not an easy job to find one over there.

view of the car – *"It is a cool little thing - a hairy drive but cool"*

Finally I have recently had an email from **Steve Brett** – a 4s owner visited Crich



While down under, I've also heard of a 4s in New Zealand owned by **John Dazley**. His

museum – and sent me the following photos of **Richard Wellers** Convertible and a 2+2 which he also saw there.



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Acclaim Register



e-mail.

chrisgunby@btinternet.com



Chris Gunby

My 200,000 Miles

I am writing this just before I go off to do the Club Triumph Round Britain Reliability Run, it's the 50 year anniversary of the first event taking place this October and is the only known event started by the Triumph factory still being run, at the minute there is about 140 Triumph cars of all shapes and sizes booked into the start. 2200 miles in 48hrs takes some physical doing let alone mechanical doing so our team is doing it in luxury in my Acclaim CD. This year six Acclaims have entered the event so others have seen the virtues of Triumphs last Saloon, any way more about that in a future article.

So we will be racking the miles up over the weekend but what about 200,000 miles over 26 years? That's what one Acclaim owner has done, I will pass you over to Michael

I wanted one from launch in 1981 but I was still at school at the time. I bought mine in 1989, an Acclaim CD, second hand but only 34,000 miles and very nice condition.



Subject: My Triumph Acclaim
TSSC Member 11/79311

Dear Chris

I thought I would send a few words and a photo after your Acclaim Register feature in The Courier 422.

I have had my Triumph Acclaim since 1989,

I still have it, 26 years later at 236,000 miles, it's had an engine rebuild, gearbox rebuild and

Acclaim Register



standard, sunroof, spotlights, rear panel, I had colour coded 14" revolution alloys and front air dam with the restoration and the respray.

It has factory fitted air con, I have had this retro fitted with new parts and cfc free gas. There are various other changes and there

are always further things required to keep it in top condition.



Totally Equipped to Triumph!
Kind regards

Michael



body restoration, unfortunately with the amount of use and out in all weathers this has been necessary to keep it on the road in nice condition.

You will notice it is not completely

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Rear quarter valences Herald 1200/13/60	£38.00
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Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£260.00
Track rod ends	£9.50 each
Rear shock absorbers GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Synco (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
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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
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HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£9.50
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
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)	£300.00
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	£385.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
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
Stag Mk II Rostyle wheel trims	£100.00 set

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 trunking 142377/8	£35.00
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
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Diff mounting lower 134236	£2.50
HT lead set	£12.50

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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
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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
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Front wheel arch inner 909797/8	£60.00
Headlamp support panel assembly 818871/2	£49.00
Front quarter valance 815391/2	£97.50
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Sills non original 903097/8	£58.00
Sills O.E. 903097/8	£87.50
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	£160.00
A' post lower filler panel 706288/9	£27.00
Bonnet hinge pivot box RKC362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£185.50
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£230.00
Rear valance 908970	£99.50
Boot floor	£169.00
Boot lid 913127	£570.00
Rear inner wheel arch 725563/4	£170.00
Rear outer wheel arch 909661/2	£99.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£25.00
Exterior door handle (black) YKC2837 LH only	£81.00
Window regulator 911271/2	£82.50
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
St/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
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Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£385.00
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Recon Exchange Diff	£350.00
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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
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£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	£21.80
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	£1,300.00
Front wings Mk I 908113/4	£140.00
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	£385.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£264.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk III/III rotiflex GBS750	£17.00
Brake shoe non rotiflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap OE	£14.50
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

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 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£11.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£66.00
Interior grab handle ZKC 7017/11	£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
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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
2.5PI Restyle Wheel trims	£125.00 set

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Dolomite Rear lamp assembly R/H TKC938	£52.00
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bulb 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 HT. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50 3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cap washer 138826	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157659	£36.00
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£22.50
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
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Bernard Littlewood



TR5 Chronicles of Gary Flynn

In answer to my appeal for articles **Gary Flynn** came to the rescue with a great article about his TR5, his story starts in September 2015 and continues to the present day, this month covers up to the end of 2015. There will be articles in future editions and one day we may catch up with the present day or when he may have cured all maladies?????

So in Gary's own words.....

Triumph TR5 Ownership The Up's and Downs one year on.

After the sale of my Triumph Vitesse in May 2015 and also a Property I owned later in August 2015, I finally managed to have the finances available to buy my Dream car, a

Triumph TR5 PI.

After around 6 Months of looking at around a dozen or so cars, both TR5's and TR250's some good some not so good and missing out on a gorgeous Valencia Blue Surrey Topped TR5 at the Brooklands Historic Auction in August 2015 I finally got what I wanted in Early September 2015, this was a car I had previously viewed in July and the owner/restorer Sean had decided to sell due to personal reasons, this was a TR5 Roadster model, finished in my favourite colour combination of Valencia Blue with Tan Interior and after a 6 Year Nut & Bolt rebuild was in excellent condition Bodily, chassis wise and mechanically (So I thought?), so here is a resume of my first year of ownership.

September 2015

Sean manages to break-down while driving the car down to me, not a good start! It turns out to be a Duff Lucas Fuel Pump. After Replacement with a good second hand pump (didn't know they even had good brand new ones - that'll get me some e mails!) we get the car running, although a miss-fire is present, my mate Steve checks the Injectors and finds a blockage in number 2, after stripping down and cleaning we have a smooth running car again.

Not many miles covered during September, but a trip



What a Beauty!

Bonnet up as usual!

on this, hoping it may have just been over-filled, but consider the possibility that the re-sealed Master Cylinder is leaking Fluid and may need future replacement? (Annoyingly some of the Paint is stripped on the Wheel arch below the Master cylinder so this is cleaned down and Dinitrol rust proofing Fluid applied for now).

To Be Continued....

Whether 6 cylinders or 4 a TR is more (with a Bosch fuel injection pump)

TR3B or not TR3B?

to the Local Newark Autojumble is completed with a strange breakdown near Mansfield when the car just cuts-out, on investigation I can find nothing wrong and the car re-starts, the rest of the journey to and from Newark is completed without any trouble although the 18 MPG is not good (Little did I know that the cutting out would haunt me for the next Six months?!)

October 2015

After purchasing a new Sports Coil, HT Leads and an Electronic Ignition system and resetting the timing, smoother running is obtained but not for long? After trying to start the car to go out for a spin the following weekend there is no spark? A change of Coil and HT leads brings no change so the old Points & Condenser are put back in and the car fires into life?

So the Electronic ignition module is sent back for a full refund, I'm not impressed!

November 2015

Not much to report in November, the car is kept in the Garage with the weather not to clever.

December 2015

Again not much to report, the car was started, warmed up and driven in and out of the Garage. I have noticed the car is not a good starter at all, running on 3 then 4 cylinders to start, then on 5 and finally on all 6, I put this down to the normal foibles of the Lucas PI System?

I notice a drop in the level of the Brake Fluid and also witness at the join between Master cylinder and Servo, I make a mental note to keep an eye

I recently had a question sent to me from **Peter Douglas Winn** via Angie at TSSC HQ. Peter wanted to know why he was unable to find out any information about his friends TR3B. Peter currently owns a TR6 and a 2000 Saloon and in the past has owned other Triumphs including a 948 Herald, Mk 1 2000 Estate and a Mk 1 2.5 PI.

His question came about because he quite rightly recognised his friends TR3B as having a TR4 engine

The TR3b was a North American-only update of the successful TR3a, and was never officially available in the UK, although a few have since been re imported.

Triumph never intended to produce another side-screen car after the TR3a, but initially the North American dealers displayed doubt about the all-new, sophisticated TR4, with its wind-up windows and full width bodywork. They feared that it was too modern, recalling the enormous number of TR3a's sold in the late fifties. To appease the North American dealers Standard-triumph decided to produce one last batch of TR3's, in part to use up the supply of TR3a bodies that were still lying around the Canley factory. The TR3b was produced from March 1962 until October 1962; six months after the last TR3a had been manufactured in the previous October. The supply of bodies ran out shortly after the 3,331st TR3b had been completed, making this one of



TR3B

the rarest of the TR-family.

The TR3bs were produced by the Forward Radiator Company, using the same tooling that the parent company Mulliner had used to produce the TR2 and TR3. The first five hundred cars were virtually the same as the TR3a, the only difference being the TSF commission number and the gearbox - they all had the 1991cc engine coupled to the all-synchromesh TR4 gearbox. Although the layout of the gearbox remained the same, the extra space needed for the first gear synchromesh meant that it had to have a new aluminium casing which was not interchangeable with the non-synchromesh box. The TSF models are nice cars and very rare, but of greater interest is the TCF series. The TCF-series TR3b is normally thought to be the nicest of the side-screen cars (but that's a matter of personal taste), but it is the most sought after. Fitted with the 2138cc TR4 power plant and all-synchromesh gearbox, it had the best combination of drive-train and was the only pre-TR4 with this combination. The gear

ratios were changed to match the 2.2 litre engine which produced more torque than the 2 litre unit.

The gearbox remote was also modified to reduce the play in the gear linkage. Most of the TR3a specification was unchanged including the overdrive unit and front wheel disc brakes, which had been introduced in 1957.

Not a lot is known about the TR3b, the specification varied according to whatever parts were left over from TR3a production. There were some very unusual colour schemes, and even strange trim combinations.

Chassis numbers.

TSF1 to TSF530 (all-synchromesh gearbox)
TCF1 to TCF2804 (TR4 Engine and all-synchromesh box)

Hopefully Peter will persuade his friend to send some information and images of his car to me so that we can all revel in its majesty.

Whether an A or a B it's the place to be.

Bern

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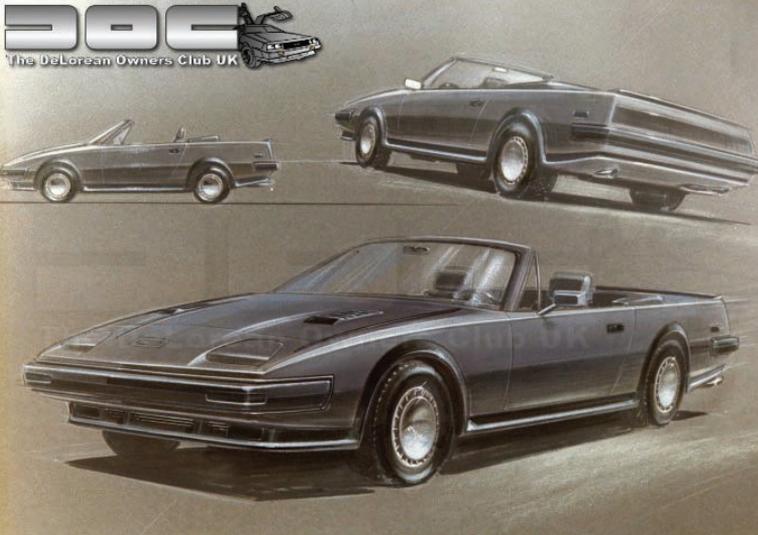
tr7-8@tssc.org.uk

Paul Lewis



The DeLorean Connection

Why I am writing about the DeLorean you may ask? Whilst reading an excellent book "**John Z, the DeLorean and Me**" by **Barrie Wills** who was the production manager at DMCL, I came across links to the TR7. Reading more, the story unfolded into a bid to carry on production after BL had closed the line in 1981.



1985. The founder John Z. DeLorean was a former General Motors executive who bucked the corporate establishment and set off on his own with a vision of creating a state of the art sports car. Manufactured initially for the American market from 1981-1983, the car features gull wing doors and an innovative fiberglass body structure with a steel backbone chassis, along with external

The DeLorean DMC-12, now 35 years old became and remained famous as the time-traveling car in the Back to the Future movies of 46

brushed stainless steel body panels.

The car was manufactured in Dunmurry, a suburb of southwest Belfast, Northern Ireland

by the subsidiary Delorean Motor Company Limited (DMCL).

Storm clouds were already gathering even before production had got up to full speed. Despite promising early sales the queue of willing buyers had dried up by the end of year – the chill wind of recession had struck the US



DMC-12

automotive sector, and stockpiles of unsold cars started to mount up, both in Dunmurry and dockside in the USA. The worst winter in 50 years also played its part.

As it was built on fragile finances, no way could DMC weather any kind of storm. John Z desperately tried to secure additional funding from any sources available to him in the USA, as well as managing to top up his investment from an unwilling Conservative Government.

In January 1982, production was slashed and the factory moved to a three-day week. Plans were accelerated to give the DMC-12 Euro Type Approval.

An emergency programme headed by Barrie Wills in Coventry was instigated – but it was already too late, the money had run out.

On February 19, the receivers were called in and, after forming DMC (1982) Ltd, funded the continued development of UK-spec cars while a viable rescue plan was devised. The deadline would be 31 July – John Z assuming that the date would come and go without financial assistance, and believing that the Government

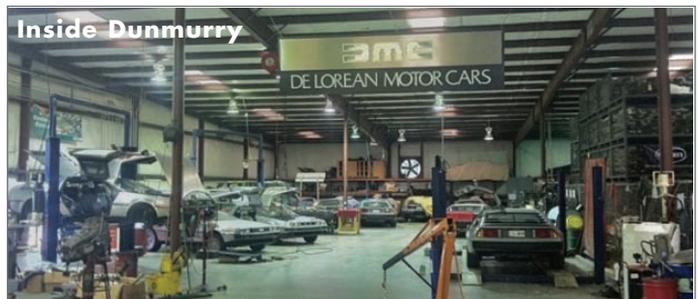
would offer a bailout to avoid heavy job losses.

How wrong he was...

DeLorean's Head of Marketing, Tom Ronayne, hadn't waited – he toured Europe hosting a marketing roadshow to sound out potential sales outlets. The feedback was positive – and, with the factory still on tick-over, but with time running out, a rescue bid was cooked up. The immediate issue was to increase demand and production at Dunmurry and start moving stockpiled cars in the USA, and that's when Barrie Wills' management team came up with an intriguing idea.

During the previous year, BL ceased car production at its Solihull factory, killing off the

Triumph TR7/TR8 in the process. Wills and Bennington approached BL with the idea of purchasing the tooling and the rights for the sports car, and building DMC-badged TR7/TR8s in the huge and under-utilized factory in Northern Ireland. On 29 July, Austin-Rover's Chairman, Harold Musgrove, and BL's Commercial



Director, Mark Snowdon, informed the pair that they could have the rights and tooling for a 'commercially realistic' price, as long as the car they produced didn't too closely resemble the **TR7/TR8**.

It was a plan that could have rescued DeLorean – with the smaller re-branded cars opening up the possibility of volume production to Dunmurry. It was a plan impressive enough for Wills and Bennington to receive a commit-



DMC - 24

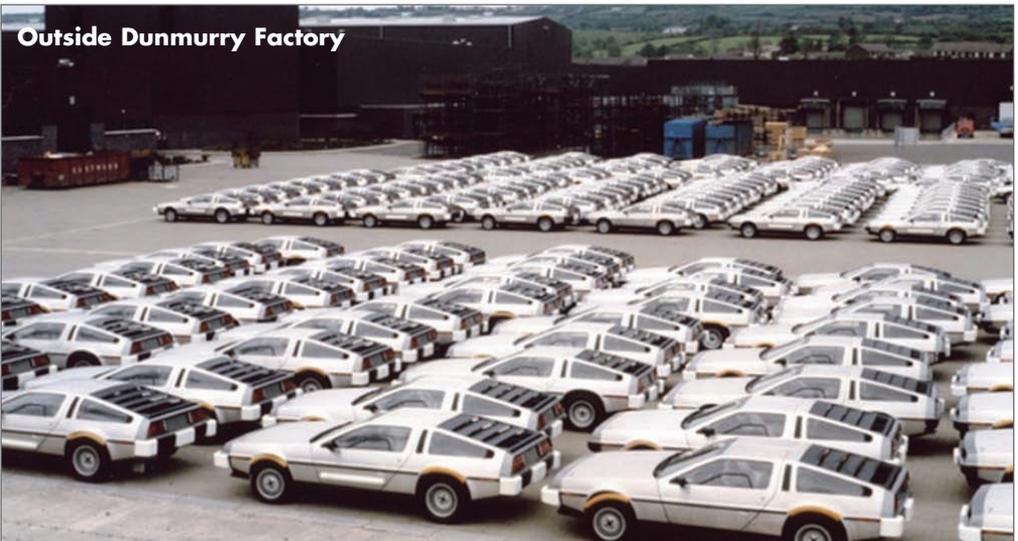
DeLorean in a Los Angeles hotel room for 'narcotics violations.' The dream was over thanks to a briefcase full of cocaine.

And it was over for Wills and Bennington, too. After running out of time and money, and with no chance of the British Government investing further money into the tarnished operation, the receivers were forced to close the company.

ment to funding from a consortium of financial backers – with the agreement of the receivers. However, on 19 October, after a four-month operation in the USA, the FBI pounced on

After a run of less than two years and around 9500 cars, Barrie Wills locked the factory gates for the very last time.

Paul



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Triumphant?
Where did the TR4 place in the Top 100 – there is only one way to find out.

Miss Brewer's

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In the December issue...

The **Practical Classics** Top 100 Classics is back! After a 12-year gap, we asked **PC** readers to vote for their favourite British classics of all time... there are plenty of Triumphs in there, but where exactly did they place? Meanwhile **Nigel Clark** reports on sorting out a braking imbalance on his GT6 MkIII.

SPITFIRE I - II - III Register

e-mail. spitfires@cadley.org.

Suzie Singleton



Roundtail Round Up



A short-ish article this month as I'm still low on items tucked away for this purpose and also we haven't taken our Spitfires anywhere for a while - I know, shame on us, but as we now trade at many for the events we attend, trying to fit everything into a Spitfire or tow a caravan with one doesn't really work.

- one is the Spitfire, another is something called a Sprite (whatever one of those is!)"

The website tells us that "During the 1950's, Scotty's racing involvement began in Scotland and has not stopped yet. . . . From 1985 to 1996 he held a half dozen Regional Championships in GT-5 and G Production, driving Datsuns and Triumph Spitfires".



The Triumph Spitfire in which Scotty won the 1990 G - Production S C C A Southern California Regional Championship.

Some of the miniature models shown on the website are amazingly detailed and two I particularly liked were the CO2 powered racecar and the in-line 4-cylinder compressed air engine shown here.

Looking for something to put into this month's article I found something I had actually received a few years ago but have not featured before.

With apologies to **Peter Howell** for taking so long to use this, he told me "*I came across another round-tail racing spitfire on the 'net'. If you go to www.craftsmanshipmuseum.com and search for 'Triumph Spitfire' you will get to a page on **William James 'Scotty' Hewitt**. Towards the end of the page are some photos from his racing career*



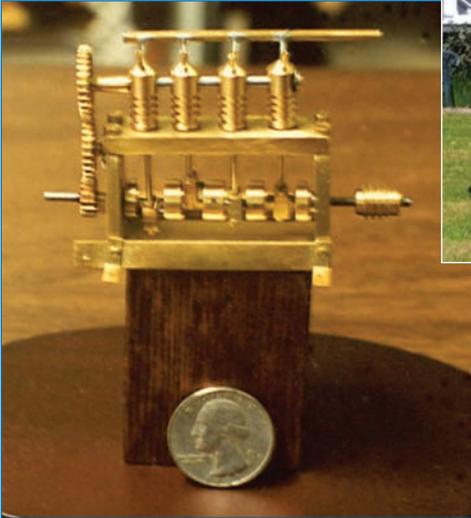
SPITFIRE I - II - III Register



acid green to the original conifer.

I hope to hear more from him sometime on the work he has put into the car but in the meantime he had a question that we hope someone reading this can answer:

"I have found a potential supplier of Spitfire roof rubbers for my Spitfire hardtop



(the ones that go on the outside of the window when it's shut - Woolies (www.woolies-trim.co.uk). My question is, does anyone know what the size and shape of the rubbers should be? The roof came in poor repair and I do not have an old one as a pattern"

All suggestions gratefully received and I will pass them on to Roy.

Just to keep within my remit I also have 'before and after' photos of **Roy Edwards' Mk2**



And finally, regular contributor to this spot, Keith Lister, is very good at keeping

his eyes open for Triumph related items and found it no hardship to check out the

bar at the ["Lincolnshire camping weekend held at the Tattershall Lakes Holiday Park"](#) for me – such sacrifice...

Spitfire which has undergone several years worth of work, the most obviously noticeable being the change in colour from the unusual



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CLUB SHOP NEWS

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by Garth Jupp

New Brighter Led Bulbs

New Brighter LED stop and tail bulbs. These new updated Cree LED 380 style stop and tail light bulbs really are the dogs dangly bits, I had them fitted to my Herald when I took it for its recent MOT and to quote the tester James at Lutterworth MOT *"These are the first LED bulbs that have impressed me and I want some for my car"*

These really do shine brightly and as LED's are quicker to illuminate than an incandescent bulb they are a positive safety upgrade for your Triumph.

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Area Showtime Special



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



Classic Le Mans 2016

Words and Pics By Vicky Dredge (Worcs Area AO)

If it's the second week of July and the year ends in an even number then it must be time for Classic Le Mans. With the size of our group (we are the famous, or should that be infamous Gloucester / Worcester group) planning starts the September before and that's just to decide the t shirt colour. All interested parties are rounded up, newbies told they must do it at least once in their life whilst old hands have their cheque books ready so they don't miss out! As with some best laid plans things can go wrong and this year it happened the weekend before the trip. Unfortunately one driver couldn't go leaving his passenger without a ride and all other cars were full. We nearly persuaded a chap to take his Vitesse with two days to go, but he pleaded prior commitments – something about a piano recital I think.

Fortunately Plan B swung into action. Usually found in the passenger seat of one of Jane Rowley's cars (she loves driving, I love navigating) this year with two days to go my TR7 was pressed into action. Within two hours of this decision being made I got a phone call



from a fellow Stag owner sounding a little down as it looked like his head gasket had blown (I know, I know a Stag with a head gasket problem, who'd have thought it). It didn't look like it could be fixed in time so he would have to use his modern. When I mentioned I had a spare Stag in the garage which he could take if he wanted, he seemed happy with the solution!

With only one breakdown (mechanical) to sort out on the way to the ferry (I swear the traffic police who came to our aid got their uniforms out of a dressing up box – or am I getting old?) we all made it safely onboard. The following



Red Shirt day

morning with all 20 cars lined up we set off on the pre-planned route that we had worked out 5 minutes before - with me at the front. This was the first mistake, having navigated the route for the previous 4 visits, when I came to drive it I completely missed the bridge turn and started on a complete mystery tour, which due to roadworks wasn't that magical! After about 45 minutes most of us were over using the second bridge and on our way, unfortunately I managed to lose all but three loyal cars at the next roundabout. Undeterred we rolled into our lunch stop looking forward to our plat du jour and suitably replenished we set off for Le Mans, which we reached with only one small overheating problem (a car) and one breakdown (emotional, when I got lost again!).

On site, tents were quickly pitched, a head count done for the evening BBQ supplies (just a mere 45) and party headquarters set up so we had somewhere to sit. One excellent meal later followed by a couple of beers, it was time to hit the air mattresses in preparation for the early start required by those doing track laps. Steve, who was in my Stag had a track lap booked and promised faithfully that he would keep it below 50 - yeah right. How would I know as I

wasn't going to be on the track - or so I thought. Unfortunately for another Steve he also hadn't



Track Lap Line up

been able to bring his Triumph and he really didn't want to do it in his Audi, was anyone interested in his track lap ticket - I certainly was, and five minutes later he was in possession of one our of limited edition t-shirts and a promise that I would take Angie round the track. Lining up in front of my Stag I mentioned to Steve that if I saw him go past I knew he would be doing more than 50. Fortunately for both of us, due to a problem in the queue I was the last one on the track for our session whilst he was the first one in the line for the next - I think we were both relieved!

This was the first time I've driven the circuit and what an experience! As I was the last club car on the track the only thing in my rear view mirror was the pace car and all that was in

front was a small speck that turned out to be a GT6, which we passed halfway down the Mulsanne straight. Then it was just me and the open road for nearly two laps, it was truly amazing and will stay in the memory bank for a very long time.

Back at camp and another head count for supplies, which were duly collected and stored, and off into Le Mans to show the newbies the cathedral, the Le Mans sculpture and to sample the local beer or ice cream depending on taste. After another glorious meal (this time



shindig, however before then I had work to do. I was covering Le Mans for MSN but they didn't want the racing, they wanted to capture the owners and clubs who went. As this involved talking I was in my element and as support I took Jane along should I run out of questions. We spent a fabulous afternoon talking to various owners about their cars and collecting some fantastic stories for the feature.

Start time was looming so it was off to the pits to watch the action from the pit wall, with a bit of swapping and changing we both managed



for 50) it was off to the drive in movie for Fast and Furious. I guess there is something slightly bizarre about sitting in deckchairs watching a film about cars racing whilst having the real thing go on around you.

Saturday dawned – party night, harrah!



Word had clearly spread and the catering corps had 63 diners booked for the evening 56

to get in as press to see the flag drop which was quite a sight. Back to base and it was time to get ready to party! The beer pool was filled, the seagulls inflated and the lei given out, the BBQ's were lit and it was time to feed the diners that had booked in. The atmos-

phere was unbelievable as costumes were admired (did I not mention it was a pool party



with appropriate beachwear?!?), the beer pool tested and various beach games breaking out with the handily placed beach balls. I'm still not sure how everyone got fed but they were

garage, things were duly sorted and a mental note made not to fill the offending car with petrol to the brim!

We all eventually made it to the port and onto the ferry and I think a few were already planning for 2018! All in all another fantastic trip and thanks have to go to Bern, Angie, Chris and his dad, Henry and the other TSSC HQ staff who worked their



and there was still popcorn left over for me to take to the Drive In to see Back to the Future, result.

Sunday was spent getting some trackside pictures and I couldn't believe how unbelievably hot it was! As I was surrounded by concrete it was like being sat in an oven on high for 3 hours but at least I got some decent pictures – well I like to think so. Sunday evening and it was time to relax with a very cold drink and catch up with old and new friends. All too soon



socks off making sure we were all looked after and more importantly, kept in beer.

More Area Showtime Overpage



Silverstone Classic 2016

By Nigel Hawes (Northants Area AO)

Here we go again with Silverstone Classic. Already I hear you cry, but in actual fact I was already thinking about 2017 before this year's event. Having found out at the AGM that it will be the 40th Anniversary of the TSSC, thanks to Trudi, it seemed only right that I should enquire about a parade lap to celebrate it at the Classic. This has been approved although we will not know on which day it will take place until nearer the time. At the time of writing the launch date for ticket sales is scheduled for 5th of November so look out for the advert with the club discount code which will be in the magazine as soon as possible. And so to this year's Classic.

This year Tracey and I decided that we would get to the campsite at Litchlake Farm at lunchtime on Thursday to get our tent set up

early and have time to get settled before going over to the circuit to erect the marquee and figure out how we would set the display up. I was a little surprised to find that the guys from M25 East Area had already arrived and claimed for us the row halfway between the toilets and the bridge, what we consider prime



spot as the bridge gives easy access to Silverstone Circuit on foot. In the evening John Fairey arrived with the club van and we set the marquee up and got the sides on seconds before a massive downpour. As they say it's all in the timing.



This year exceeded all expectations with regard to club bookings with over 70 cars booked to attend over the weekend and 56 on display on Saturday and only a few cars less on Sunday. This was largely due to the GT6 and Vitesse 2 litre model anniversaries of which we had coincidentally 20 of each.

As you can understand this made it interesting getting cars parked, especially



when 40 of them had to be able to leave the display area on Saturday to participate in the parade lap on the circuit.

For the first time we had a display in front of the marquee which along with the poster supplied by Bernard (HQ) created more of a focal point to the stand. The display consisted of a Vitesse 2 Litre belonging to Richard Gash and Mk 1, 2 and 3 GT6s belonging to Matthew Fields, Mike Titchen and Dave Beardsley respectively, thanks to you all. The area not only served to lure in public interest it was also used as a hub for our members, giving them a place to rest and partake of tea, coffee and biscuits, supplied by the club, before returning to the rest of the show. When you calculate that 70 cars with at least 2 occupants per car that's a few cuppas creating



efforts David Janacek's GT6 would not behave, if you are reading this David could you contact me, I'd like to know how you got on.



quite a buzz and a very friendly atmosphere. Given the number of cars in attendance it was no real surprise that there were a few technical problems and it was good to see members pulling together to keep the cars running. Unfortunately despite Dave Beardsley's best

On the other hand when Chris Smart had to nip home it gave him the opportunity to pick up a couple of sealed beam units he had in his garage to give Charles Porter enough light to drive back to Scotland. It's always good to see Triumph owners helping each other out.

It was interesting that people had travelled from all over the country to be there. The furthest distance driven by one of our members was most likely Alan French who drove over 400 miles from Northern Ireland via Seven Oaks. The furthest distance travelled has to go to a lovely couple who had come all the way from Victoria Australia, having seen a picture of their car collection I can conclude that they do

like their big saloons down there. It was good of Jo and Dave Beardsley in their role of International liaison Officers to spend some time with them.

As I have mentioned in previous articles there is a whole lot more going than our display. There were over 100 car clubs on show from the Nissan Figaro club through to exotics like Lamborghini and Ferrari. It was good to see new Triumphs on display all be it the two wheeled versions. I was a little surprised to see Carl Fogarty sitting on a bike with no one around him but I soon changed that and took the chance to get a picture with him, then people realised who he was. He came over as a real down to



earth guy with no airs and graces.

The village area was busy with various traders selling a variety of wares from beer to racing memorabilia. Next to this was the free funfair ever popular with children and adults alike. Once again sponsored by Jet there was a game and competition area where you could pick up a variety of useful Jet freebies.

An integral part of the event are the parade laps celebrating various historic milestones.

Since we have been celebrating the anniversary of the GT6 and the fact that the Vitesse gained its 2 Litre engine 50 years



ago we were given a parade lap on Saturday evening. With all the participants signed in and ready to go the cars were guided to the assembly area and lined up ready. Matt who marshalled our area seemed happy to see our cars lined up and during a chat with him it tran-

spired that he once owned a Herald 13/60.

A surprise addition to our group was David Newell who had won an eBay competition which gave him £4000 and a 3 month deadline the restore his GT6. He is a bubbly enthusiastic chap and he had to be to get the car done in that timescale. From this point on the theme seemed to be smiles, it was great to see so many people enjoying themselves. The cars looked stunning in two parallel lines and the anticipation built as the time to enter the track approached then the signal came to start the engines and 40 straight sixes sounded

impressive enough to make Matt and quite a few others smile as we drove onto the track. I was lucky enough to be offered a lift with Dave Beardsley and Tracey went round with Jo Beardsley in their Mercedes which also had a celebration lap. Strangely this was my first ride in a GT6 given the years I've been involved with the club and it was an experience I greatly enjoyed, these cars really look the part on a track and from the comments after we had

finished it was certainly a highlight of the weekend for most.

One of the great things about Silverstone Classic is the sheer amount and variety of motor racing that takes place over a packed three days of racing. This year saw a few inter-

esting additions to the programme within them were the CanAm 50 Interserie races and Sunday was dubbed tin top Sunday covering 50 years of touring car racing. My own experience of the racing was limited to a few laps of the Group C race on Saturday evening and watching the Santa Pod streetcar shootout although I did manage to see the cars in the pits which is great because you can actually get up close to the cars. While wandering it was good to see 3 very nice Dolomite Sprints which had been raced, although I may be a bit biased, we have a 1500 HL.



The evening entertainment had a lot to compete with after Status Quo last year although with Limehouse Lizzy, an Elton John tribute and The Boomtown Rats on Friday and an AC/DC tribute, Reef and The Stranglers on Saturday night I think they did a pretty decent job. Since I was sampling Silverstone Brewery's ale while watching the bands I was having a pretty good evening. The bands were complemented with aerial displays by the Twister Aerobatics team who surprisingly perform with pyrotechnics on the aircraft as the sun goes down, I'm not sure how they get that past the CAA but it's certainly entertaining.

Sunday saw another highlight to the weekend with a visit to the stand by

Freddie Hunt. Freddie had been at Silverstone as part of the 40th anniversary celebration of his father's Formula 1 World Championship victory in 1976. He proved very popular and was happy to sign autographs



and chat with the members. He even had a little sit in Mike Titchen's GT6 although with MX5 seats in it he didn't have much head room. He is a thoroughly nice guy and it turns out he still had his own GT6 Mk3 at the time.



These are only some of the highlights of this year's Silverstone Classic but hopefully I have given you some idea of the scale of it.

We have been thanked by many people for sorting things out and we would just like to say you're welcome, it is certainly one of the highlights of my year.

In addition we would like to thank everyone who attended and contributed to the atmosphere, without you it wouldn't happen.

If you are interested in this event for next year I have set up a Facebook page called TSSC Silverstone Classic where I will be posting information as it comes through. At the moment we believe that the club deal will be as last year's with 2 for 1 tickets and an infield pass for your club car. I would just like to point out that this can only be used for Triumph or Triumph based cars covered by the club as it is a display package. By using the club code you will automatically qualify for the parade lap and signing on is usually done on the day. In previous years there has been an early bird discount if you book before the end of March and club bookings end at the end of May.

If you require further information please contact me, I am listed in the Area Directory as Northants AO, calling after 6pm and at weekends are best for me.

More Area Showtime Overpage



Duxford Triumph & Classic

By Peter Lewis (Herts & Beds Area AO)

Here's a report on Our 23rd Herts and Beds Area All Triumph Day at Duxford September 18th. This year we had the old hangar base (from being blown up for the Battle of Britain filming) well stocked with Triumphs and a few Other marques to make it more interesting, with 120 cars attending with 172 paying adults plus 10 children

profit, Yippee! The raffle had the usual mode of 'pull it again' when the tickets didn't produce a winner, this plagues us every year but eventually we forced the prizes on the lucky few, Alan got the top prize of the Trolley jack, hope all the other winners find the prizes useful and don't pass them on to their area raffles (got that Tee Shirt).

I spoke to far more members than I can remember and sorry if I didn't chat for long, it



We overspilled onto the apron grass, so many thanks to all who made the effort to arrive and bring some sunshine, it wasn't out for long but it brightened a cloudy but dry day.

Bern from HQ was busy doing Insurance Valuations and Angie Hill sold an array of parts from the Club shop.

In our Area gazebo we made nearly 200 cups of tea and coffee, pretty much all the cakes and buns disappeared, we spent a fortune on catering for 'donations' and were pleased that the service was appreciated, many made brilliant donations, in fact we made a small

is a bit manic running things like this, many have no idea of the amount of work behind the scenes to make it all run like clockwork. But here's a thanks to the Herts & Beds Area Team who worked away all day to make this all happen. So a **BIG Thank you** to all The Marshalls, The Raffle Girls, the Catering Teams. The Kiosk team and Myself and Barry.

Ashley made the unwise decision to select 3 winning cars, we always try to find something loved rather than blinged and he had hair before he started, but a short period of hair pulling and decisions made and we finally

ended up with:



1st - Paul Bagshaw

1st Prize went to Paul Bagshaw's 21yr owned rather nice Herald 12/50, 2nd was Grant Cumming's brilliant TR7 and 3rd as I put it went to Jo Ewer's "Bloody Exceptional Stag".

We don't give prizes to area cars, but Jo had moved and unfortunately she became a definite possibility.

John nipped up the control tower to get an ariel shot of

the Display, he wanted to go up in the Spitfire but our treasurer didn't approve the £3k charge was within our overdraft limit

Feed back from many was that we do this again next year, the old Hangar base is a cosy site with all facilities easy to reach.

I begin to wonder if this is the longest running Area organised event on the books... ..maybe Bern has the answer ([Leicesters' Sunshine Rally - 31 Years.](#))



2nd - Grant Cummings



3rd - Jo Ewer

South of England Meet - 34 years - Thames & Southern Areas. Ed)

The only mishap was one of our kettles blew up.. any comments please write to somebody else, any helpful suggestions write to me.

Thanks to all who made this a really good day out, so it looks like the 24th is going to happen...

Pete Lewis and the Herts and Beds Area



Readers

Write

Totally Triumph

After the We have just returned from Totally Triumph in Great Yarmouth, an event which most will remember as the Mile Of Triumphs (MOT), an event run by the Norfolk area, and headed up by Joe Craske.

In the past next to Stafford and the Peak Run, this for me was one of the best TSSC events, a brilliant way to end the car camping season.

This was our first time back to Great Yarmouth since 2011, and it was utterly brilliant, good cars, good attractions and side stands to keep people entertained, good attendance and a varied collection of cars.

But most importantly, in my opinion, was people's positive outlook on the future of the

classic car scene, the up beat feel of the atmosphere, the sun was definitely shining on the MOT, and the welcoming reception from the collective of car enthusiasts from different clubs, all with the same aim of preserving and enjoying all things Triumph.

Brilliant!

So, 2017, MOT, let's make Joe Craske's dream be full filled, let's get 380 Triumph cars, all makes and models, from all different clubs and affiliations, and let's make that mile.

Time to stop talking about how great it used to be, what a good time we used to have. Let's continue, let's grow, let's keep on enjoying all things Totally Triumph.

Jonathan Ingram
(ex TSSC Northants AO)

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Dave & Jo Beardsley

Email Addresses Problem

It is hard to believe it is now November and the nights are starting to draw in. Hope you have all enjoyed using your cars over the summer and attended one or more events. And, for those of you in the Southern Hemisphere, spring is sprung and the summer awaits, you lucky people.

In September we sent out an email asking for feedback on the Club Shop and provide a further update. Unfortunately, several emails failed to be delivered. If you recognise yourself from the list of locations below and **DIDN'T** get an email from us please let us know.

Gibraltar
Bad Vilbel, Germany.
Frankfurt, Germany.
Como, Italy

County Roscommon, Ireland
Aalborg, Denmark
Stedem, Netherlands
Chester, NY, USA
Warsaw, Poland

On **December 4th the Club HQ is holding its last open day for the year.** If you are visiting the UK around this time then come and have a look – we'll be pleased to welcome you.

This month's photo was supplied by **Stefan Vandendijk of Belgium.** As always we are interested in hearing about events in your country happening in 2017 so we can promote these and also receiving pictures of your cars.

Wherever you are in the world, enjoy your Triumph – and be sure to tell us about it.

Dave & Jo



SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Steve Payne



Spitfire Q & A

I received a couple of questions last month which I thought were worth sharing. Firstly trouble removing a headlamp cowl and secondly a miss-behaving overdrive. I know [Bernard Littlewood](#) had an article on this last month (he just pipped me to it) but I hope you find this register equally informative.

Hi Steve

I have a 1971 MK IV Spitfire and the offside headlight isn't working. I have bought a couple of new headlamps with halogen bulbs, but can't seem to get the cowl off. I see two screws which I have removed but the cowls are refusing to budge. There are also three screws with nuts that I have removed which seems to allow the headlamp itself to come off. If only I can get the cowl off! Am I correct in saying there are only two screws holding the cowl on?

Also my overdrive has ceased to function, the switch seems OK at the gearbox so any help would be welcome on that issue also.

AI

AI,

I've recently replaced my headlamp cowls so that's an easy one. There are three screws



Headlamp Cowl fixings

that secure the cowl. If you view the car from the front, the bolts/nuts for the nearside headlamp (right hand as viewed from the front) are located as follows;

- 1.** One on the left hand side accessed from inside the bonnet 'nose'.
- 2.** One below, slightly off centre to the headlamp towards the inner edge of the cowl
- 3.** The third at about the 5 o'clock position below the headlamp accessed again from inside the wing

The offside (left hand headlamp viewed from the front) bolts are a mirror image of this.

On my Spitfire all three fixings were bolts with a washer and locking nut, although I believe the third was originally a stud with a nut

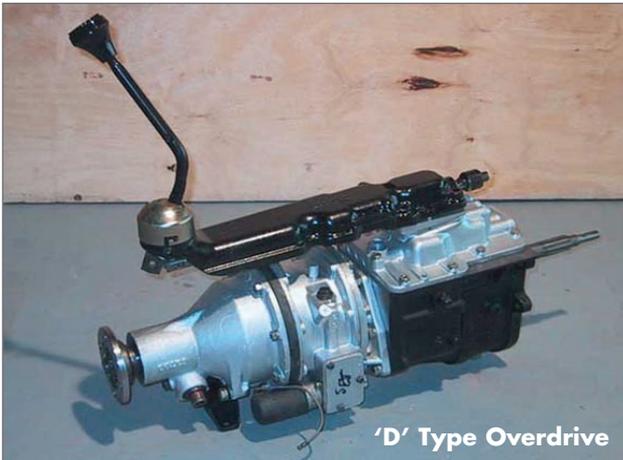
and a washer.

Be careful, I found that the cowl was not manufactured from the best alloy and the thread was slightly damaged and looked as though it could easily be stripped if over tightened. Use plenty of WD40 or Plus Gas and gently unscrew the bolts or nut, when removed clean the thread and apply some copper slip when you replace it and don't over tighten.

I've included a picture which identifies the fixing locations (probably slightly clearer than my explanation).

I currently have the non overdrive box fitted to my Spitfire, which I rebuilt about 20 years ago! However I have an overdrive box sitting on my garage floor waiting to be re-conditioned so I thought a little research may come in handy. I found this information which I hope will be of help (I assume it's a D type as it's pre-1974).

Overdrive (Type D) Operating Lever Adjustment

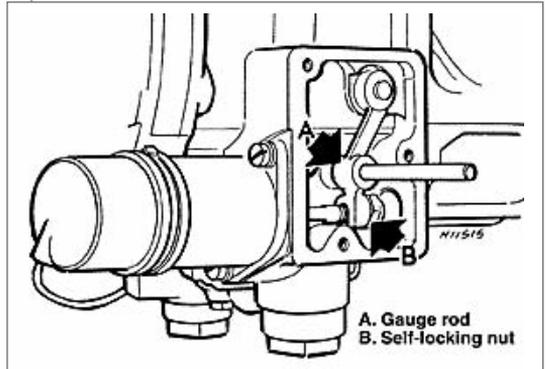


1. If the overdrive does not engage, or will not release when it is switched out, providing the solenoid is not at fault, the trouble is likely to be that the operating lever is out of adjustment. Adjustment can be made without removing the overdrive.

2. Undo the three bolts and washers holding the solenoid cover plate in position, to give access to the operating lever and the solenoid plunger.

3. Procure a short length of mild steel rod of 3/16 in (4.76 mm) diameter. Switch the ignition on, put the car in to gear, and flick the actuating switch to the overdrive position.

4. If the 3/16 in rod can now be passed



through the hole A in the operating arm into the hole in the casing, adjustment is correct.

5. If the solenoid does not move the arm far enough for the rod to be inserted into the hole in the casing, or if it moves the arm too far, hold the solenoid plunger from turning by means of the two flats machined on its shank, and pressing the plunger tightly into the solenoid, screw the self locking nut B in or out until the 3/16 in test rod can be pushed fully home into the hole in the casing.

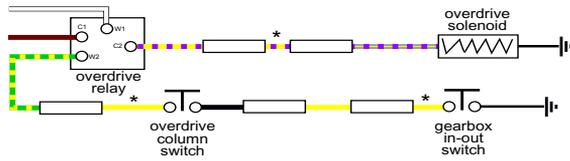
6. Operate the switch several times, checking with the test rod to ensure adjustment is correct. Measure the current consumed by the solenoid which, with the

operating arm correctly set, should be 2 amps. If a reading of about 20 amps is obtained this will show that the solenoid plunger is not moving sufficiently to switch to the holding coil from the operating coil.

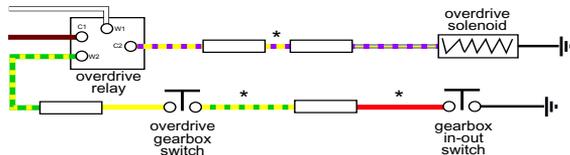
7. Continuous high current will cause premature solenoid failure.

8. With the solenoid again de-energized, realign the setting holes and insert the test rod. Hold the solenoid plunger against the blanking

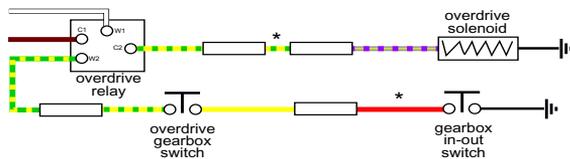
Haynes Manual: MkIII (*wire colors may not be correct)



Haynes Manual: LHD MkIV to 1500 (*wire colors may not be correct)



Factory Owners Manual: LHD MkIV



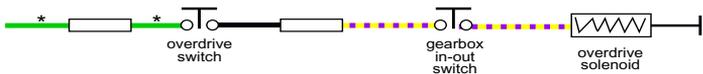
Haynes & Bentley Manuals: 1500 from Comm. Number 1 to FH100020



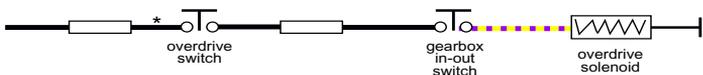
Haynes Manual: US 1500 from Comm. Number 1 to FM40000 (Haynes does not indicate wire colors)



Haynes Manual: US 1500 from Comm. Number FM40000 to FM95000 (*wire colors may not be correct)



Haynes Manual: US 1500 from Comm. Number FM95001 and up (*wire colors may not be correct)



plug and check that dimension A is between 0.150 and 0.155 in (3.81 and 3.937 mm).

9. To obtain this dimension, alter the thickness of the blanking plug washer (on early models) or on later units turn the adjuster screw.

I hope this helps. I've also included the wiring diagram so you can identify any possible electrical issues.

Good luck and please let me know how you get on.

Channel 5 pay tribute to the Spitfire, amongst other cars, on 'The Cars That Made Britain Great' programme. It actually included a clip from the series 'Rising Damp' which was referenced in an article from a reader earlier in the year. I didn't agree with all the comments made but overall it was well presented.

Please continue to send me your restoration stories or questions, whether you think them trivial or not, the chances are someone else will find them interesting reading.

Steve.

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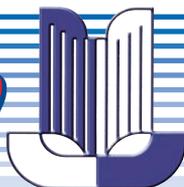
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Vitesse

VITESSE MKII SALOON. Much work done, illness forces sale. Value £5,500. Engine Crane. Loads of spares. All must go. SORN. Trailer away. Michael Ovenden (Lincoln) 01522 684880.

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SPITFIRE 1500 / MK 4 / MK 3 wanted. Triumph Spitfire 1500 or earlier, all condition cars considered but prefer something near the mark, mail me on johnsolo@btinternet including pics if poss and let me know what you have, or call me, Russell Johnson (Hampshire) 07876 616886.

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GT6 Mk2 Front Wing O/S, New Stanpart Item £130. Also Panelcraft N/S Door Skin No Holes At Handle So Could Fit Most Models £50. Photos If Required. Des Whelehan (OL4 4RS) 07814 694825.

HERALDPARTS. Herald saloon roof, missing sunroof, flat conifer paint, rear left mounting point rusty, with glass and pillars £50. Matador Seat £5. Jerome Flaxton (Aylesbury - Bucks) 07818 557956.

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SPITFIRE FLOORPAN & TRIM. Does anyone have the O/S front floorpan/footwell repair panel? Or possibly a full floor that has been cut in half? I also need the moulded vinyl MK3 trim that fits to the dash panel. Chris Bayne (Gloucestershire) 07960 088646.

BULKHEAD OR BODYTUB. Looking for a Vitesse Mk2 or 13/60 Bulkhead or a good rear tub. Joe C. (Stanmore) 07886 294006.

FAWN TONNEAU. For Vitesse MK 2 Convertible. Wanted Fawn Tonneau or information as to where to buy one. David Whitaker (Herts) 01992 717308

GT6 DOORS Wanted, or parts to convert my Spitfire doors to Quarterlights, eg Glass, runners, mechanisms etc. A D D Greenwood (Hampshire) 01329 239148.

13/60 HERALD BULKHEAD. Wanted bulkhead with good wind screen frame for Herald 13/60. Peter Mckenzie (Dumbarton) 01389 763871.

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Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER

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

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

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.
Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG
Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: spitfires@cadley.org

SPITFIRE Mk IV/ 1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton Works. CV11 6YJ.
Tel: 07792 987353 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA
Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk
<http://cook1e.blogspot.co.uk/>

BOND

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

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

Need a Register Sect!. For Details Bernard 01858 434424

TOLEDO/DOLOMITE 1300/1500

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

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.
Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA
Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Sth Witham. Lincs. NG33 5PJ
Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath, West Sussex RH11 7AQ.
Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARIES

Dave & Jo Beardsley,
4 Short Close, Warrington, Peterborough. PE8 6WG.
e-mail: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Chloe Parker ISSC HQ, Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 e-mail: chloe@tssc.org.uk

TSSC TRIUMFEST UK EVENT MANAGERS

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

AREA LIAISON OFFICERS

Di Allen & Nigel Hill. 32 Hollyhill Road, Selston, Notts. NG16 6EF.
Tel: 07976 163006 e-mail: alo@tssc.org.uk

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.
Tel: 01527 894125 e-mail: pro@tssc.org

CHILD PROTECTION OFFICERS

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

November 2016



Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



TSSC - Derwent Valley – New Year's Run 2017

Meet at Sainsbury's in Ripley (DE5 3QP) at 10am for a 10:30am start. Fancy dress theme for 2017 is "The Olympics". All makes and models of classic car welcome - you can even join us if you bring a modern car. Entry fee only £5 per car with monies going to charity. ALL WELCOME.



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

CENTRAL & WEST	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.
NORTH EAST	Danny Stroud: 01224 742315		

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.30pm
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Wayne & Anne Ash: 07402 948380	The Joshua Bradley, Stockport Road, Gee Cross	1st Tues.
NORTH EAST	Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976	STOCKPORT. SK14 5EZ The Travellers Rest WITTON GILBERT DH7 6TQ	7.30pm. 1st Sun. 7.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 07766 354449	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
WEST YORKS	John Tailford: 07712 862556	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Bob Meller: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemans Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 8.00.pm
LINCOLNSHIRE	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
OXFORD	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Brewers Fayre, Oxford Rd, BICESTER. OX26 1BT	3rd Tues. 7.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 01952 371783 Simon Morgan : 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 01952 581391	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 Chris Allen: 07505 110922	Sharman's Cross - SOLIHULL West Midlands B91 1HT	3rd Wed. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	1st Mon. 7.30pm

WELSH AREAS

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

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD The Good Intent - HORNCHURCH	4th Sun. 12 Noon April to October
NORFOLK	Mike Carroll: 07828 103064	The Oak Tree Ipswich Rd NORWICH NR4 6LA	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Laurence Cochrane: 07577 210100 Alan French: 02891 882728	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Lloyd Garvey: 01635 255159	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Gooding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Clifford Darby: 07900 657176	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Ian Gordon: 01273 813691	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
WEST SUSSEX	Nigel Ayre: 07799 660212	George & Dragon, Dragons Green - HORSHAM RH13 8GBE	3rd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrighton: 0744 3841162	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Carol Coventry: 01726 824523	The Wishing Well - CODRINGTON BS37 6RY	1st Tues. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8.pm
		The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

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



ALO REPORT . . . ANDOVER INC NORTH WILTS AVON . . . SOUTH BUCKS

TSSC AREA NEWS

10th Nov - Regular meeting at The Bell, Weyhill, SP11 0PN
16th Nov - Regular meeting at The Bruce Arms, SN9 5LR

Guy & Suzie

AREA LIAISON OFFICERS

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

AVON

Tel. 01454 327059

Now is the time for all Area Organisers to begin filling in and getting your area registered. Remember this is very important as you will not be covered by Public Liability insurance if you are not registered. You will need 2 area members, one to propose you (this should NOT be yourself) and one to second you, they must be TSSC members from your area.



We will email out the registration forms and it is shown here (Opposite) please read both sides and the registration forms need to be **back to ourselves no later than 31st January 2017** so we can keep the Directory details up to date and to make sure that your meetings are covered by TSSC Public Liability insurance for 2017.

Are we ready again for another exciting season to begin? So dates confirmed already to put in your diaries. **The Lancaster insurance classic motor show at NEC 11th -13th November** we have a great stand planned so please come and join us. Look in your Courier page 33 for the NEC discount code to quote for your ticket Bookings.

December 4th is HQ Open Day, Christmas get together, join the staff and COM for coffee and mince pies...

...So into 2017 starting with the annual **New year run with Notts and Derwent valley on Sunday 8th January** starting from Sainsburys car park Ripley, check Derwent Valley Site Facebook page for more details.

Annual AO and AGM seminar in April, date to be confirmed. All the fun at **TSSC TriumFest UK 16th-18th June** hoping to be another successful year at Santa Pod. **Derwent valley Peak Run** camping weekend is confirmed and is in **June, dates 22nd-24th** and dress up is compulsory, this years theme is **Pantomime** time.....oh yes it is.

And another fantastic event is **Silverstone classic, July 21st-23rd** see details on Northampton Facebook or contact AO Nigel Hawes.

Keep safe and hope to see you at NEC Classic or TSSC HQ Christmas get together.

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

Sorry, not much news this month, we'd already had our meeting at the Bell when we wrote last month's news and only John was able to get to the Bruce so a quiet evening there, apart from Lily trying to share her rawhide chew with John.

By the time of the November meeting we will have booked our Christmas meal, although at the time of writing this we have not yet confirmed where it will be held. Please contact us for more info and to book your place. The usual 'Naff Raffle' will be held so start thinking about what you can bring as a gift.

Next meetings & Events:

5th - 6th Nov - Bristol Restoration Show at Bath & West Showground, BA4 6QN

October brought another great turnout for the meeting.

Welcome to new and some old faces - hope to see you all again next month. I went to the Castle Combe autumn classic day at the beginning of October. A very wet day but well attended and some great racing.

At our meeting we chose **The Cross Hands, Old Sodbury for our Christmas meal which will be on Tuesday 6 December** in place of our December meeting. Judy will be taking menu choices and payment at the **November meeting on Tuesday 1 November**. If you want to look at the menu before then, it is on www.oldenglishinns.co.uk/christmas/christmas-food-2016/festive-menu-2016.

A piece of useful information I found in FBHVC magazine this month is that using black and white number plates now links in with the historic class tax, so if your vehicle is registered before 1.1.76 you can use black and white plates. Apparently this has not yet been updated at all MOT stations.

I can recommend being an individual member of Federation of British Historic Vehicle Clubs - the TSSC is part of it but they need all the help and support they can get to continue to fight and challenge any legislation that affects us using our cars. To date they have challenged and will continue to do so on topics such as DVLA, fuel, banning vehicles from cities etc.

See you all on **Tuesday 1 November** and remember the Christmas meal replaces our usual meeting in December.

We will also need to elect an AO at some point during these.

June

SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

A very early morning Sunday alarm signalled that it was time for this years Goodwood Revival. After some last minute changes of plan my brother and I ended up going down in the Stag while my friends took their boring modern BMW. I do enjoy early morning drives, there's no traffic and don't you find carburettors work just a bit better in the cool morning air? The motorway part of the journey could have been dull, but the sunrise was a nice distraction. It was also fantastic seeing other classics on their way, more than 4,500 cars visit, and that's just pre-76 ones. I even ran with a stunning S1 E-type for a short while, before he flashed round a roundabout and I lost him. As usual the festival itself was amazing, with some great racing and so much to do that you have to choose what you miss. At the end of a long day the Stag transported me and my brother home, at a more leisurely pace, in comfort and style to the occasional thumbs up and even gentle applause from those sitting outside the pubs on the route home. What an event.

I also visited the Croxley Green weekend classic car show. This had the usual mix of mostly American and British cars, with something more exotic here and there. Lots of non-classic car owners also visited, which means lots of donations for the charities this very pleasant event supports.

Weather for the Harte & Magpies was good for only the second time this year which meant it was absolutely packed, with some fairly imaginative parking going on in some cases. As usual lots of American cars and trucks were in attendance, including some stunning Cadillacs. There was also a DeTomaso Pantera and a Porsche 914 amongst others. I even saw a couple of fellow Triumphs, which are quite rare at this event. This must be the only classic car show I go to where mine is the only Stag!

The next meeting is at the Squirrel pub in Penn Street on **November 16th** from 8pm. Hope to see you there!

Daniel

AREA ORGANISERS REGISTRATION FORM 2017

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

The term of office to be for one year from **1st January 2017 to 31st December 2017**, unless a duly elected substitute be registered during that time. If Areas elect **Joint Area Organisers** please **COPY** and complete a Registration Form **each**.

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

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

I Membership Number: /
 as **Elected Area Organiser** wish to **REGISTER** Area
 with the Triumph Sports Six Club for **2017**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / **confirm that**
 **has been elected by** (area)
to be our Area Organiser for 2017. Signed Date:/...../.....

Organiser Confirmed by:

I Membership Number: / **confirm that**
 **has been elected by** (area)
to be our Area Organiser for 2017. Signed Date:/...../.....



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

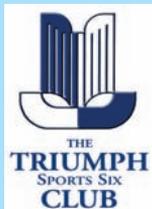
TSSC Area Registrations.
Di Allen & Nigel Hill
32 Hollyhill Road,
Selston, Nottinghamshire.
NG16 6EF

AREA ORGANISERS CODE OF CONDUCT 2017

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

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

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



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

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



TSSC AREA NEWS

CAMBRIDGE Tel. 07795 436149
e-mail: cambridge@tssc.org.uk

The good weather increased our numbers further and we had a good collection of Triumphs in the carpark at the Plough at the start of October. Howard's TR7 and Rob's GT6 were all prep'd ready for the Round Britain Reliability Run the following week.

Nick brought his 1600

Vitesse and his mate Dave, Andy his Spitfire and Toby his Hurricane which is much



warmer now it has carpets, and Joe joined us a little later in his Vitesse convertible later. Mike and I weren't in one of our Triumphs but at least we both came in convertibles.

We took the opportunity to lean on John a little further to make some actual progress on his Herald but he has yet to get a petrol tank or a battery in it. His other commitments may stop him but he left with the notion he was going to try and achieve at least one of these in October. New faces Nick and Dave told us about their collection of half a dozen Triumphs including a pair of early 948s, a convertible and saloon. The original idea was to use the saloon as a donor for the convertible but with the rarity of 948s nowadays Nick couldn't bring himself to sacrifice it so he'd ideally like to restore them both. He has good form on this front as he restored his first Triumph and picked up a few trophies with it around 2003; we have no doubt he'll manage it. New face (but long standing member) last month, Chris, showed us pictures of his Damsun GT6 which has been garaged for 17 years whilst he got his kicks riding and fixing motorbikes but there was a renewed enthusiasm for getting it back out on the road again in his demeanour as the night progressed.

Somehow the conversation drifted onto blowing things up, with hideously dangerous tales of home made sugar and weedkiller explosives, drilling out the barrels of plastic spud guns to shoot .22 bullets and home made land mines that took your eyebrows off when you went back to it to see why it hadn't exploded. Oh how proud Wylie Coyote would have been!

Rob brought along some old RBRR photos reprinted in his magazine which we tried to work out what year each one was. He had been rather organised and handed out slips with the details of how to sponsor his car for Guide Dogs for the Blind, this run's charity. Howard's preparations for the run seemed much simpler: arrive back in the country, get in, drive; perhaps he was making lighter of it than it really was or perhaps that's the beauty of TR7s: younger cars just aren't old enough for everything to start wobbling and creaking like us owners.

November 11-13th sees the GT6's 50th anniversary display at the Classic Motor Show at the NEC on the second weekend. Our next meeting at the Plough in Fen Ditton is on Monday the 7th of November. The following meeting on Monday December the 5th will be a Festive Meal with complimentary glass of Prosecco and Roast Turkey on the menu for those who want Christmas to start early this year. Long-suffering wives and other halves are welcome to join us and I'll be emailing and facebooking out details when I send the reminder for November's meeting.

Tom

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

There hasn't been that much activity at the Branch Office this month, as we've been to Italy for a bit of a break. I'll just reflect that our son said that the taxi defied the laws of physics on its way from our hotel in Naples to the airport. Running the red light was the least of the issues.

News of our cars has been a little sparse of late, but there has been activity. John has had his new carpet fitted in the Spitfire, along with the furry strip things that sits on the door and stop the

window rattling (or in some cases reduce the amount of rattling). This activity revealed a bodge by a previous owner which stopped the fuel gauge from working, and now the voltage 'regulator' for the gauges has decided to 'malfunction'. I know all this because John came round to tell me in person (in the Spitfire with the hood down) that he couldn't make it to the meeting!

The gearbox in the Managing Director's GT6 seems to be having lots of tantrums. I received reports of noises when idling which went away when the clutch was disengaged, and later of musical accompaniment in all the lower gears. Then the overdrive started misbehaving as well, the fault being a sudden rise in engine revs while tootling along in direct 4th gear. A decision has been taken to tidy up the garage at Head Office before trying to assemble a replacement gearbox or take the defective gearbox out of the GT6.

I have no news of projects in Crewe or Gawsworth. Hark the Herald has had some electrical additions, one of which should allow me to see what's going on while reversing into the (unlit) garage on Chester Road. This was tested in the unlit streets of Gawsworth, and the Cock and Wotsit car park, and seemed to light things up adequately. There's also a new heater valve, which may allow the heater unit to blow cool(ish) air in the summer when extra warm air is not that welcome. I was tempted to try the electrical valve solution as demonstrated by another local Herald, but I've stuck with the traditional part for the moment.

We had one of the cosiest meetings for some time this month. We discussed the DoT proposals for changes (I put a link in the meeting invite email) in the age of cars for testing (MOTs) but it's necessary to read both the document I referred to and the impact statement before responding, and that lot totals around 40 pages. We also discussed the Club Shop at some length, and I will try and summarise my notes when I report the findings to Nigel Hill. Three of us will be attending the Restoration Show at Stoneleigh, more on this in next month's report.

I have one November event in the calendar – the **Classic Motor Show at the NEC on November 11 to 13**. Our Adrian is planning to go on both the Saturday and the Sunday, it seems, while others will probably restrict themselves to just one day. One ticket has already been bought, I understand, but will be travelling by train rather than joining in one of the communal cars.

Our next meeting is on **Thursday 3rd November at the Cock and Pheasant**. Once again, I'll be there around 8:30, probably in Hark the Herald as long as weather permits.

Henry

CORNWALL Tel. 01726 824523
www.autos.groups.yahoo.com/group/cornwalltriumphs/
e-mail: cornwall@tssc.org.uk

Hi All. Sorry I missed September's meeting driving to Swanage, but I did have a phone call from Southern scribe Mark who attended with Jackie. They were down in Cornwall on holiday and dropped into our club night. They had a meal first and sounds like Mark was very impressed with his Steak and Ale Pie. They also attended the Lanlivery Rally along with other Cornwall and Devon Members and I am sure Mark will have written a bit of a tale in his news report. Thanks for your phone call Mark glad you had a lovely holiday in our bit of the country.

And as if by magic an email appeared in my inbox and here's Mark's news!

Jackie and I had been down for the camping weekend at Pentire Haven earlier this year and having decided that we were not going to go abroad this year made plans to come down to Cornwall in September. The original plan involved driving down in the TR7 towing the Eriba , but as we were going away for two weeks and with extra kit I thought it might be a bit too much for the TR to cope with so we ended up towing with the Eurobox.

As our holiday coincided with the Cornish TSSC meeting night we thought we might surprise a few people and turn up on the meeting night at the Hawkins Inn.

We got to the pub about five pm only to find out that it did not open until six, so we parked up and took a walk through the vil-

Cornwall Continues

lage . We got back to the pub just as it opened and ordered some food. It was getting near eight pm when Mike turned up , saw us , turned on his heels and walked out again. He did return along with Jane and John and later Des. We had a pleasant evening nattering and left around 9.45pm .

When we did leave the weather had turned and there was thick fog and heavy drizzle. The sat nav had taken us up the A30 towards Bodmin and then presumably down to Sweehouse then across to St.Awful , but the A30 had been closed before Bodmin and we were diverted . The sat nav had a mare, "do a U turn, turn right , turn left , do a u turn . I did eventually find a sign for Roche and I took that road , at least I knew where I was going now. We eventually got back to the campsite at East Crinnis gone eleven o'clock very exhausted.

Sunday 11th we visited the Lanlivery steam and country fair. It was much like the one we took in at Padstow, although the weather was not as good . We had a look around the stalls and eventually got around to looking at the cars. We did find a small group of Triumphs with Tony and Helen sat in the big saloon—so we chatted for a while.

Tuesday 13th we moved back to England, to Ross Park caravan park near Newton Abbot. A cracking site, with all the amenities you want. We made plans to meet up with Mike, Claudia , Sally -Ann , Antony and Wendy and Brian at Compton Castle , a Medieval fortified house. We thought we had missed them at first but they did eventually turn up and we had a very enjoyable picnic lunch together and a good old natter.

The good news is we did make it safely back home on the Saturday, the bad news, we will be back for the Christmas bash at the Metropole.

Mark

Thanks for this news Mark much appreciated. On Thursday 10th November at the club night, I will be bringing along the calendar for next year's events to be planned, please do try to attend.

Past events from September saw myself and two others travelling up to the Transport Rally, at Harmans Cross, Corfe Castle. Graham, Karen and I attended this year, this is a brilliant weekend. We arrived on Thursday a day before the event , no problems with cars this year both went like a dream. Tents put up in a bit of a gale, which was very interesting ! I managed all by myself poor Graham and Karen who had a new super-size tent needed an extra pair of hands, so to the rescue our homes were ready for the weekend.

Friday morning came with the sun out, the first steam train passes by our tents, giving us a obligatory hoot on the whistle! They were getting ready for their first passage trip of the day. After breakfast we ventured down to Harmans Cross to the rally field to put our cars on display. After a quick look around we took the steam train to Corfe Castle, there we had a coffee and a stool around the village. Onto the train again to Swanage were the folk festival was setting up for the first performance of the afternoon. Listening in the sunshine to great music a good time was had. Onto the train, this time to pick our cars up from the show, and back to the camp site for a bit of tea. After tea Karen drove us all into Corfe Castle to meet up with their friends for a drink or two, lovely evening spent in The British Royal Legion Club were we have been before in previous years. We were all made very welcomed I was even given a Spiffire Pump logo!!



Saturday no Sunshine, torrential rain all day long, so we decided not to show our cars in a field, the thought of getting out through the mud was not worth it. Karen drove us in her 1300 to Norden where we parked the car up and jumped on the train to travel down to Swanage for the day. We arrived in time to have

lunch before the musicians started in the main area. Once seated inside the big marquee with a pint in hand we forgot about the weather and had a very enjoyable afternoon. The bands that performed were amazing great diversity in folk music. After the performance the sun was shining so with food in mind it was Fish and Chips by the sea side. We all decided to take in the evening show at the Marquee . A great evening of some wonderful talented musicians, with variant ages, lovely to hear young players performing.

On Sunday sun shining, show day once more at Harman Cross. A lot had turned up today I would say there must have been about 500 exhibitors this year. They were very well prepared for the show field, with shingle down at the entrance there was no problems with entering and exiting. We did spend some time having a chat to follow exhibitors and looking at their cars and motorbikes. Onto the train again into Swanage, to meet up with our friends to enjoy another afternoon of music. What can I say that I have not already mentioned nothing, just brilliant show men and women. A meal out in the evening, and then to the British legion, to say our goodbyes for this year.

I have also had some news from Tony and Helen who attended lots of Rallies this year, and hear it goes:

What a shame that summer has finished, and that we are now into autumn. So roll on to summer 2017, when we can really get into spending lots of weekends doing the shows. Here are details of four of our favourite shows. A group of us tend to go along to the shows for the whole weekend if they are 2 day plus shows, with our caravans, motorhomes and tents.

Our first show that we enjoy is based at Powderham Castle near Exeter in Devon. This is a huge show and at this show the Cornwall & Devon TSSC Clubs united. The majority of people placed there cars on the stand that the Devon area set up. There



were also a few people who had there cars as independent. Here they mix together with other car makes, models and owners. They have lots of stands for lots of car clubs, they also have steam engines, commercials and lots of craft stalls and autajumble.

Our second show was a one day show, based at the Royal Cornwall Showground at Wadebridge and is known as Wadebridge Wheels. It featured over 1000 cars this year from modern classic cars to cars that were over 100 years old. They also have many displays from the different clubs that attend.

Our third show is a big three day show at the Boconnoc Estate, near Liskeard. It features steam engines, classic cars, military and commercial vehicles, tractor pulling competitions, lawnmower racing and many craft and country stalls to look around. This year we had a group of around 20 of us with some of the Devon area coming and joining us for the weekend.

Though we had many other shows that we attended throughout the summer, the fourth show I'm going to tell you about was the final show of the year for us. The show was the Lanlivery Show which is a small village near Lostwithiel, but is a very popular show that is getting bigger year by year. It is an amazing show featuring steam engines, classic cars, commercial vehicles, classic motorbikes and tractors. There are also many stalls to look around and lots of them featuring lots of Cornish Food and Drinks that you can try.

So here is a small selection of the shows, that we have enjoyed this summer, perhaps you might like to join us for one of shows in 2017. If you get hold of Carol, she can give you details of shows that we are attending. Or perhaps you might know of a local show that is good and that we might attend. Roll on Summer 2017

Many thanks for this report Helen and Tony, and please if any of you would like your adventures mentioned in the Cornish area news please just drop me an email.

Well with Christmas fast approaching our event for our Dinner and Dance is taking great shape. I am looking forward very much to getting my dancing shoes on, so if you have not booked and

COVENTRY . . . CUMBRIA DERWENT VALLEY



TSSC AREA NEWS

December meeting on the 6th, could we please have your choice of menu at the November meeting.
See you all soon

Phil & Lyn

Forthcoming Events :-

- Tuesday 1st November** our monthly meet at the Bull & Butcher, Corley Moor, 7.30pm
- Sunday 13th November** Heart of England meet at the Griffin Inn, Bedworth from 11.30am
- Sunday 20th November** Dalos Day run planned by Keith & Trish Details to follow
- Saturday 3rd December** Heart of England Buffet Dance, Bulkington Workingmen's Club tickets available from Roger Perkins

fancy coming just get in touch.

Well that's all the news I have for this month see you at Club Night, Oh and just a thought anyone fancy taking over in the New Year, or just Helping me with A/O duties? Would appreciate immensely offers of any help. Safe Motoring Regards

Carol

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Septembers first outing was the Heart of England meet at the Griff on Sunday the 11th which was well down in numbers, 18 in total which included 3 Triumph cars plus a Triumph Speed Twin motorbike, the poor turnout was due mainly to the Atherstone Show taking place plus it was the first Sunday meet for a while. Never mind, the weather was good and a nice social couple of hours was spent once again in good company.

Dalos Day (Drive and Lunch on Sunday) on the 18th was planned by Mike & Viv, this was the first one they had planned and what a good job they did, there were 9 cars with 18 people taking part, the run started just outside Rugby and concluded in their own village Charlwellton at the Fox & Hounds for an excellent lunch. The run took in some lovely villages, lanes and rural views along with some very rough roads resulting in a new name for Mike, " Racing rough road Rowell" another great day out in great cars and great com-



pany well done Mike & Viv.

Well folks the show season is now over and no better show to finish with but Sywell Piston & Props on the weekend of the 24th / 25th where we had a stand, apart from a downpour of about 10 minutes on the Sunday the weather was very good and the Battle of Britain Display was incredible consisting of a Spitfire, a Hurricane and Lancaster Bomber

the display lasted well over half an hour absolutely fantastic. A great weekend was had by all. A special thanks to the ASOC central area for the loan of their event tent.
Our monthly meeting at the Bull & Butcher was down a little in numbers due to holidays and sickness of some of our regular members but there were still 3 Triumphs on display in the car park, it was a mild evening for the time of year but of course no longer warm and light enough to stay outside so after another good meal in the restaurant it was into the snug for our meeting.
Nice to see one of our area members (Mike Hadley) with an article in the 13/60 Herald register in Octobers Edition of the Courier, well done Mike good article.
With the help of a few parts, workshop manual sales and Sywell fees our club funds now stand at £126.37p.
Novembers Dalos Day run on the 20th will be planned by Keith & Trish, details to follow.
The menu's are now available for our Christmas meal on our



CUMBRIA

Tel. 01229 474077

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

The Millom bike and car show, 18th September, was the last organised show for us. The date had been moved from the beginning of August to September as it clashed with some other events. Moving the date proved successful as the show field was packed with cars and bikes and attracted a lot of the public. I have been told since the show that the date will now always be in September and we are again invited.

As Xmas and New Year fall on a Sunday, which is the normal time that we have our monthly meeting, we have decided to do the same as last year and have a **Xmas party on the 11th December**. Therefore there will be **no monthly meeting at the end of November or at the end of December**. It may be possible to organise something for the **first Sunday of 2017**.

Phil has made a provisional booking at the **Pennington, Ravenglass, for 10 to 12 people for the 11th December in the "Garth Suite"** Christmas lunch menu is £22.95 - 3 courses + coffee, mince pies and crackers!! Lunch is on pre order basis for those that want to go for it with choice of 3 items per course. OK for meals ordered on the day from the normal lunchtime menu. People can check out the menu's for themselves www.penningtonhotel.co.uk. If you are coming then please let Phil know. You can contact him on our TSSC Cumbria Facebook or Email: bikerphil27@gmail.com.

Our meeting at the end of October will be at the Pennington, those that attend can confirm at this meeting. Every couple please bring an Xmas present to the value of no more than £10 and we will do the same thing as last year. Lucky dip.

Remember to keep in touch with all the updates and what is going on; follow us on our Facebook page TSSC Cumbria. Safe motoring

Roy and Phil

DERWENT VALLEY Tel. 07813 397731

www.derwentvalley-tssc.org.uk

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

Hi everyone, firstly, apologies there was no update for Derwent Valley last month due to personal circumstances.

So it's November already. It's that time of year when most of us start tucking our classics up for the winter, and events are getting thin on the ground.

Over the last few weeks some of the Derwent Valley members went to the Lincolnshire Triumphs weekend and had a good time, and also the Lubenham Scarecrow weekend at HQ.

The September meeting was well attended and even Gary's TR5 made an appearance in the car park.

Hopefully you will receive this just in time for our November meet which includes the AGM when we elect the AO(s), Treasurer and Peak Run Secretaries (Paul and Kim)

So coming up:

1st November Derwent Valley AGM and Monthly meet.

Smalley Common Ex-Serviceman's Club from 7:30pm.



DERWENT VALLEY DEVON . . . GLOUCESTER

TSSC AREA NEWS

Derwent Valley Continues

[DE7 6FY]. ALL WELCOME.

3rd December Classic Car Christmas Dinner. Jurys Inn, Derby. Meal £29.95 per person. Discounted rooms available with Party Code. Contact Di and Nigel your TSSC ALO's.

4th December TSSC HQ Open Day, Lubenham LE16 9TF

6th December Derwent Valley Christmas meet. Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY].

ALL WELCOME.

3rd January Derwent Valley's monthly meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY].

ALL WELCOME.

8th January Derwent Valley's New Year's Run 2017.

Meet at Sainsbury's in Ripley (DE5 3QP)

Meet at 10am for a 10:30am start. Fancy dress theme for 2017 is "The Olympics". Sunday lunch available at the end of the run. All makes and models of classic car welcome - you can even join us if you bring a modern car. Entry fee only £5 per car with monies going to charity.

ALL WELCOME.

2017 Peak Run plans are underway and our theme for next year is "Pantomime" and there is a flyer elsewhere in this edition.. (Oh yes it is!) The dates are **22nd to 26th June** so put them in your diary now. Venue and camping as 2016, and of course the usual Derwent Valley party and games on the Saturday evening.

As always keep an eye on our website and Facebook pages for updates and photos of events, and if you have any photos of any of the events, please send them to Colin for inclusion on our site. That's all for now.

Bob

DEVON Tel. 01548 821348
www.tssc-devon.org.uk
 e-mail: sueandjohn@tssc-devon.org.uk
<https://www.facebook.com/groups/134271493433942/>

Devon TSSC descended on Goodwood Revival this year in some style – a fantastic event which we would thoroughly recommend you get to some time.

We had a 7 car stand at the lovely Sidmouth Chamber of Commerce Show on 17 September. Over 300 cars entered and in a great location with opportunities



for shopping and eating ice cream. We were delighted to have Peter & Barb join us from Taunton, along with the Exmouth two (Chas and Dave), Ians, both Briggs and McCabe, Russ & Robbie and Jackie & Allan.

The following day, several Devon cars enjoyed a trip up the M5 to the ever popular Thornfalcon Show at Henlade near Taunton which this year enjoyed far better weather after last year's washout with the change of date.

A great turnout once again for September's Club Night at the Star – a total of 8 Triumphs on parade. The two Ians once again travelled together, this time in Ian's M's Spitfire. Mike's lovely MkIV was out again, as was Nigel's 1500, now with refurbished seats. Nigel has been constantly improving this car over the last 12 months, and it is looking fantastic. Best of all, he is having a great deal of fun with it. Terry brought his TR and friend Nigel, Dan the trusty Herald Estate and Maurice's choice was his 1500TC. New car on the block was a stunning red unrestored and low mileage 1969 GT6 MkII and we are delighted to welcome Bob back to the joys of TSSC membership. He has had this car for around 30 years. At the beginning of October Rob, Helen & Alice Northcott arranged

our annual Treasure Hunt. In brilliant weather, tops down, we met at the old Harrowbeer Airfield at Yelverton. It was great to welcome the whole of family Moore to their first Club outing with Daniel driving his Acclaim. It was a 'Dan' day, with Daniel, Dan and Danny all there. The route took us down some lanes we have never driven before, which is always a bonus, and we had a stop at the lovely Lopwell Dam with great views downriver to Saltash. Many thought provoking clues and fiendish anagrams later, we stopped for lunch at the Moorland Hotel at Wotter, again with lovely views down to Plymouth and even better, great food. Family Northcott had the job of marking the answers, all teams were very close but the 'winners' of the 'sponge' were Maurice & Mary. Family Moore produced the best origami car, and the overall winners were Roger & Maureen who now hold the 'Two Jags Chris' trophy for the year.

We managed to get to the Crealock Arms for the October meeting there, and were delighted to be joined by Nigel & his Spitfire. Great venue and great food if you have not been there yet.

COMING UP IN DEVON

Sunday 6 November we are planning a run in the East Devon area. Starting from Exeter M5 Services with lunch after. Taking in a scenic route on the way via the coast and the East Devon Area of Outstanding Natural Beauty. Hopefully some of our East Devon members will be able to make this one – do let us know if you can come. Start time and venue to be confirmed before the November Courier comes out and will be advised via email.

North Devon meeting will be Thursday 3rd at the Crealock Arms – growing in popularity all the time.

Club Night at the Star Inn is Wednesday 16 November and we hope to see you there. It will be our very informal AGM(!) and we'd welcome your input for 2017 events. If anyone fancies our jobs do let us know!

On **Sunday 20 November**, we need you for our Skittles team! We are playing against the Stag Owners Club and Dolomite Owners, meeting at 11 am at the **Waie Inn at Zeal Monachorum. EX17 6DF**. It is a lovely venue, about 9 miles from Crediton so very central. Always great fun, they have two alleys, and the food is really good. No proven skill necessary – just a good day out organised by Claire and Stephen. As usual we will need numbers a week beforehand..

On the countdown now to our **Christmas evening meal at the Dartmoor Lodge** – may be too late now but contact us anyway if you'd like to come.

And finally – we are once again producing (with the help of the ever wonderful Bern at HQ) a limited edition Devon calendar – as always featuring our cars in some great locations. If you'd like one (or more) please do let us know and we will let you have details of price etc. There may even be a sneak preview on our TSSC Devon Facebook page

DEVON DIARY

Thursday 3 Nov & Thurs 1 Dec

North Devon Meeting at the Crealock Arms, Littleham

Sunday 6 November

East Devon Run from Exeter Services

Wed 16 November

Club Night at the Star Inn Liverton

Saturday 3 Dec

Christmas Evening Meal Dartmoor Lodge

Sunday 8 January

Our 'New Year' run and lunch at the Smugglers

Sue & John

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

Well here we go with our latest round up of stuff done and stuff to do. I have missed a couple of month's news and so will go back a bit but just to gloss over the really good bits.

Once again Vince, Jane and family kindly handed us the use of their lovely home to hold the area BBQ and as always it was an excellent evening, a good turnout and food and drink everyone knows it's what we "the Gloucester area" does best. Our thanks to the Royle family.

Our Bank holiday drive took us out to the lovely roads in Wales

ISLE OF WIGHT WEST KENT . . . LEICESTER & RUTLAND



TSSC AREA NEWS

WEST KENT

Tel. Colin 07810 102525
Tel. Del 01732 743747

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

Work means I probably can't make the meeting on the 25th Oct, but you probably know this by now. **The meeting on the 29th Nov** will be very important though. We need to sit around and decide on 2017 sort of AGM so please as many of you pop over that night.

I have some thoughts about new venues, the White Rock is local to us, the Vauxhall Inn (south Tonbridge) would work, the Moody Mare on Seven Mile Lane I'm checking out, and lastly Crown Point on the A25 is a possibility, still easy for us, but easy for Maidstone.

I've been asked if the **last Wednesday** is feasible as we have 3 members who can't make Tuesdays.

I'll have a full report in Nov.

So to outings. Duxford was a great success, filling the area and overflowing by 20 cars. Fast run up but Dollys water pump limping home. Now replaced. Battlebridge show as good as ever and was really pleased to join the M25 group stand.

And lastly the Sunday lunch meet. Over 120 cars, good to see Jim and Paul there.

Meeting was a thin one this month, 7 of us there with Pete and Annie displaying cars, and the rest, John, Paul, Jim, Del and me in a lazy mood with moderns. We all felt tired and Glyn not well so early finish. So please, as many in Nov, and if there's any ideas, please bring them to the table.

Colin

LEICS & RUTLAND Tel. 07530 307371

On Thursday 6th October 23 of us went to Launde Abbey for an evening meal. We are regulars at Launde Abbey and on this night they did a steak night for us and we had exclusive use of the restaurant. It's a lovely place owned by The Church of England and it's always a pleasure to go there. Anyone who has been on our recent Sunshine Rallies in August will know this place as it's one of our stop off points along the drive round route.

Most classic cars are now being put to bed for the winter but we have had a few last events to attend as the weather has been pretty good of late. Bosworth Water Park started the year a bit damp but the last two gatherings were nice and warm. This event is finished for the year now, as is the Melton Mowbray town centre evening gatherings, the Hinkley town centre also has finished now for the year. The Lubbenham scarecrow festival weekend was a success with a full car park again at the Clubhouse.

For our group we now have a skittle night with AGM on 1st November when I will say my thanks to all area members and hand out a few trophies, then it's just the **Christmas meal on Saturday 3rd December**. Both these events are held at **The Rose & Crown at Thurnby**.

The classic car show at the NEC is looming too of course.

I recently sold my 2000 to John Edwards who is enjoying the car and winning prizes along the way. He won best car at Lincoln weekend and best tin top at Great Yarmouth recently.

I will have waved goodbye to my beloved Stag by the time this goes to press as it now owned by Bob Mellor, a/o at Derwent Valley. I have also sold one of my Trojan Bubble cars as it needed someone to progress with it's restoration and I couldn't. I still have the other one though, along with the Dolomite, the 2.5Pi and the 2500S which is nearing completion of it's minor restoration. Watch out Adrian and Julie Hatfield, I intend to give you a run for your money.

Everywhere I go now I see more and more big saloons. I have always loved them but just recently they are becoming popular and being dragged out of garages for renovation. Chris Witor has never been so busy and we as owners are beginning to see body panels being re manufactured again now so making renovation of

that we've enjoyed on so many occasions and the glorious weather only made it all the more enjoyable with us finally ending up at Devils bridge for food and drink.

The last pub run of the season was to the George at Cambridge, a quiet evening would be best to describe it as Martin Brown joined me and we had a cosy chat.

Club night although cooler and darker brought out an impressive number of cars and people, Dennis was there in his "just on the road" round Britain GT6 and the "stop press" news is that he and the car showed the 2000+ miles how forty year old cars are very capable.

A fine Sunday morning had us meeting up at Morrisons in Tewkesbury for a run to Weston Super-Mare for a classic meeting in the town, we had a convoy of nine cars for the trip and had a nice run along the A38 and then managed to all get separated, several laps of the town later we all finally managed to find the venue. Once parked up the obligatory fish and chips, a walk on the beach, ice cream and crazy golf were all enjoyed. We will putting this one on the list for next season it was a great day out.

Lastly Vicky, Jane and I shadowed the Club Triumph Round Britain Reliability Run to take pictures for use in an upcoming book to celebrate the events 50th anniversary.

If you are completely mad, and a chronic insomniac then this is the event for you, the ONLY upside to it is that it raises lots of money for good causes, this year it was Guide dogs for the blind, more than £50,000 was raised by 140 competitors, a fantastic result, Most finished, some didn't but quite an achievement, well done to all that took part.

It was quite interesting watching the sun come up on Saturday morning in John o'Groats and then again the following morning at Lands End.

If you fancy a less "full on" trip then you should try the Five Point Tour, we did this earlier in the year and I highly recommend it, great fun, you only need to be a little mad for this one. Obviously having done both I'm not sure what that makes Vicky, Jane and me, you can decide that.

Keep a look out on the events list for something to do and we look forward to seeing you soon.

Andy

EVENTS.

Sunday 5th November Bristol Classic car show
at Shepton Mallet.

Fri 11th-Sun 13th November The NEC Classic car show.

Sunday 20th November breakfast at the Filling Station.

Monday 21st November Club night at The Swan AGM and
(possibly a movie review of some 2016 events) TBC.

Sunday 27th November Malvern Drive-In classic car & bike
autojumble.

ISLE OF WIGHT

e-mail: tssciew@hotmail.com

www.facebook.com/groups/786750551371248/

Well can you believe that we're nearing the end of 2016? We've thoroughly enjoyed meeting up with you all for convoys, breakfasts and barbecues as well as drive outs for pizzas followed by an impromptu visit to the pub for drinks and puds, it's all been great fun. If you've also enjoyed what we've organised and are happy for us to continue as Area Organisers for the Isle of Wight, then we'll be completing the registration forms next month, so speak up now and let us know what you think!!!

Hopefully you'll be joining us for our **Christmas run out for lunch on Sunday 18 December** if you'd like more details then please get in touch and we'll send you the menu selection.

This month's run is on Sunday 20 November, hope to see you then. Happy Motoring

Tracy and Elaine

IMPORTANT NOTE

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



LEICS & RUTLAND M25 EAST . . . MANCHESTER

TSSC AREA NEWS

Leics & Rutland Continues

these cars possible again. I hope the same happens for the Dolomite with wings and door skins etc. It may stop some being broken and we really need to save every Triumph we can as we don't have the luxury of new Triumphs being made in China like some car clubs. I am glad however that BMW didn't call the Z3 or Z4 a Triumph as was mooted at the time. A Triumph made by BMW in Germany would never have made it's way on to my drive. Keep running on 4/6/8

Neil

for your hospitality, bed for the night and bacon sandwich in the morning. Oh, and not forgetting Bella for the woofs. And if you ever go to Maldon, check out the blue plaque dedicated to Emily Pankhurst, ha ha – Barry !!

Now that the shows are over I suppose it's time to do a bit of work on the old girl (the car I mean ha ha). Front suspension is all coming off to be powder coated and new bushes fitted, new brake calipers, discs and rear suspension needs sorting as well, that lot should keep me busy for a while. cheers all,

John

November Events
Saturday 5th (eve) - Donna's Winter Warmer
Sunday 27th – Monthly Meeting (The Wharf)

M25 EAST Tel.07938 526324
e-mail: herald1360@virginmedia.com
www.tsscm25east.webs.com

Hi all, here we are in November and the show season is over for another year, aaahh, oh well it's been a good un and by and large a dry one, which is always a bonus. Unusually for us, back in September there were a couple of weekends without shows, shock horror !! This was down to a couple of party's that were happening over the weekends and peeps wouldn't have been in any fit state to attend shows ha ha. The big event was Malcolm and Lesley's 25th Anniversary. Most of the area were there and all I can say is WOW !! what a cracking party. We were all properly well lubricated and most of our mob were up and dancing for most of the evening. I think my efforts can just about be describe as dancing. Strictly Come Dancing it ain't but I was sort of moving roughly in time with the music, so I think that counts, just, ha ha ! We didn't leave until about three in the morning, so it must have been good. Thanks to Lesley and Malc from all of us for a great night. Oh, and thanks to Kev n Lisa for the lifts.



Battlesbridge was our big show for the month, with our usual club stand. As always it was packed and a good show but I'm starting to feel a bit uneasy with the £10 per car fee they are now demanding. How do the rest of the gang feel about this ?? Oh yeah, and thanks to all for looking after me on the day as I had to fend for myself as Donna was off doing girly wedding things. Big thanks especially to Dickie boy for the bacon rolls.

We have all now seen Kev n Lisa's newly painted Herald – at long last. It's looking good and just needs some last bits and bobs finishing off, c'mon Kev get your finger out. It's good to have you two back out with the rest of the gang in a proper car.



Now friends, come, gather round for an eerie tale (you had to be there) - At the beginning of October a few of us went up to Maldon for an evening ghost walk. Something different but a jolly good laugh – the guide, suitably dressed as a Victorian Night Watchman, complete with candle lantern took us around the dark ancient streets of Maldon telling us tales of the spooky and supernatural things that have taken place there over hundreds of years. It was all done in a fun and tongue in cheek way and not too scary for those of a nervous disposition. The evening then progressed to a local curry house for dinner and a warm up, then on to a pub to see a David Bowie tribute act, finished off with coffees back and Barry and Laura's. Thanks to Bazza and Laura

MANCHESTER Tel. 07752 246437
www.tssc-manchester.org.uk

Hi everyone, well whats been going on in September plus the October monthly meeting here in Manchester. We had 19 members attend our monthly meet and welcomed a new member Jack, as I was unavailable I would like to thank Wayne & Anne for hosting the evening. Paul who was a new member who came last month, needs advice on restoring his Spitfire which has been stood for 30 years, if anybody can give him some advice then please have a chat with him at the next meetings. Bill & Rob are planning an epic 2500 mile trip through the Swiss Alps next year, setting off on Saturday, September the 2nd for a 2 week run, driving down to Lausanne, Sion & Murren will experience some of the finest driving roads on the continent driving the Swiss passes. After these stunning days then do the return run home through France and Belgium to the UK. If you are interested Bill has put a detailed post on our facebook page linked below, places are limited.

We had a stand at the Footman James classic car show held a Event City at the Trafford Centre on 17th & 18th Sept, we had nine cars on display, there was a fantastic turnout over the weekend with our stand getting lots a attention



and gaining a couple more new members. Congratulations to Pete, Neil & Bill for winning prizes for our little in house vote for best cars on the stand. Also

a bit of a sad day because Neil found a cash buyer for his trusty 2500 saloon which he has had for 6 years, so we had to say a fond farewell, but now he's putting his efforts into getting his Spitfire "Brum" back on the road.



Pete & Janet have suggested a week away in Scotland at the end on August 2017 if anybody is interested keep a eye out for further details on here. Neil has taken charge of our areas tool pool which is now free to use by our members, although there will be a refundable deposit when borrowing them, Neil has put a list of the available tools on our facebook page.

Thinking of setting the date for our area **BBQ to be the first May bank holiday next year.**

NEWBURY . . . NORFOLK



TSSC AREA NEWS

Pete has kindly said he will arrange our annual club area ender, if you have any photos please submit them to him. Planning a drive out to Woodford Heritage Centre date TBC , keep an eye out on our facebook page for this event.

Our Xmas Do is to be held at the Mercury Hotel in Manchester on 3rd Dec, it is a themed party night with bar games laid out around the tables ie coconut shy, bar billiards etc, Lorraine is collecting the deposits so if you haven't already put your name down then please contact her. Also we will be attending the Manchester xmas markets as we did last year, again date TBC keep an eye out of facebook for this.

And lastly one of our area organisers Wayne celebrated his milestone 50th birthday, we all had a great time at his party, thanks



for the invitation.

Our next meeting will be held on tuesday 1st November 2016 Please check the website news for updates on our forthcoming events on www.tssc.org.uk/tssc/areanews.asp

Also please look at our Facebook page:

www.facebook.com/groups/tsscmanchesterarea

Thanks, that's all from me and the gang

Mark K

NEWBURY

Tel.01635 255159

e-mail: lloyd.garvey@gmail.com

The mystery lunch is a mystery no longer but our route from Newbury to the Rampant Cat in Woolton Hill kept everybody guessing until the last turn. It was a perfect day weather wise for our convoy of 7 Cars. We were missing some of the regulars, Malcolm and Josie were cruising the Med instead.... Can't really complete with that!

Shalbourne classic car show was again a brilliant day weather wise. It's always as bit of a risk being in October and after all the rain from the few days before we were very lucky it wasn't a wash out. Far from it, the sun shone all day and a great turn out of cars and other vintage vehicles. We were all very enthusiastic about the Tom-bola Mary's first attempt only netted a J2O! We did slightly better with a bottle of Ginger Wine but Malcolm was the winner with a bottle bubbly and chocolates. We ended the day push starting Nigel's TR7.

The last show of the year was this weekend at Thatcham In aid of Macmillan Nurses.

A good turn out by the club with 6 cars in attendance. My trusty Spitfire had the decency to stay in one piece until the end of the season but now I have a project over the winter as the seat collapsed on my way into the show.

Lloyd

NORFOLK

Tel. 01502 476699

e-mail: mike.carroll01@btinternet.com
www.norfolk-tssc.co.uk

What a fantastic month September has been. I don't know about the rest of the country but East Anglia has been basking in a lot of glorious sunshine and some record breaking temperatures and I have been taking full advantage of the Indian Summer to enjoy the many Triumph meets on offer.

There was good turnout at the TSSC HQ open day on the 11th September in conjunction with Lubenham Scarecrow Day. A lovely event with music, stalls and many other side shows laid on to keep you amused once you had enjoyed the barbecue, cars and met friends at HQ. Whilst at HQ I took advantage of the Club

Shops special offer on 20W/50 Heritage oil at £13 for 5 litres so that all my classics will spend their winter slumber with a fresh change of oil in their sumps. I am always pleased to see the quality items that are on offer in the club shop, it's well worth a visit and always remember you get discount as a TSSC member. We are currently asking for feedback as to what you wish to be stocked so if you have any particular requests you can feed them back through me or give Garth Jupp a ring at HQ and he will be happy to discuss any particular requirements. If we don't stock what you want in the shop then we can probably point you in the direction of where to obtain the parts you need although a brand new body-tub is probably a tall order.

The trip to HQ was quickly followed by Norfolk's monthly meet on 12th September as usual a joint event held with the Wensum TR register. I am pleased that numbers are steadily increasing and we usually enjoy a noggins and natter once we have talked Triumphs and had a bonnets up session in the car park. It was particularly pleasing to hear of the progress that Geoff Cleall has made with sorting the bottom end knocking sound from his 13/60 engine - a rebuild usually helps. The only problem is that once one source of an annoying noise is sorted another one surfaces. That's Triumphs for you.

Colin Cole's Spitfire is also now back on the road after having the wiring sorted that was preventing the engine from running and Kate Horner's Herald is also now purring along after some work on the carb. Club funds increased by the princely sum of £20 as we sold a few items that were donated by Joe Craske.

Quite a milestone as that was the first income that we have received in 4 years.

Sunday 18th saw Norfolk members visit Duxford where there was a fantastic display of Triumphs and a few other classics. It really is a great event and once you have checked out the cars on display the rest of the airfield is yours to explore with your discounted entry fee. I have probably visited Duxford about half a dozen times and I am still to see all of it, what an interesting place with some fantastic displays.

The weekend of 23,24 & 25 September saw the third Totally Triumph event held at Hermanus Leisure, Winterton-on-Sea and Longbeach Camping site only a mile away in Hemsby and what a glorious event we had. Over eighty people attended the meet and greet on Friday 23rd with many people either enjoying the organised Broads Run on the Saturday or organising their own entertainment from the many varied attractions that the area has to offer. A group of like minded TSSC members me included hired a couple of Day Boats and enjoyed a leisurely cruise up the Broads to what we found to be a lovely Pub. The Saturday evening at Hermanus was full of fun and games and we partied as some in the TSSC do into the early hours. Sunday saw the show field fill with over a hundred Triumphs and Classics. It's not all about cars

as the central arena always had something going on to entertain the attendees but when the "Cars were the Stars" TSSC members did exceptionally well once again taking some top spots in the show categories. Well done to Paul Girling for taking first prize in the Rag Top category with his lovely modified Herald that is coupled with the colour coordinated caravan - absolutely gorgeous.



Nigel Green managed a very commendable third place in the tin top section against some tough opposition with his lovely GT6, another car that many drooled over.

The month finished with a fantastic trip to the Peak District with Cambridge and Notts TSSC members, a trip that would never



NORFOLK . . . NORTH EAST NORTHANTS . . . OXFORD

TSSC AREA NEWS

and some wire, with these few items you can fix most things
Geoff

Norfolk Continues

have taken place without meeting fellow TSSC members at some of the many events that are held by local TSSC groups and the National events that are organised. The Triumph scene really is a great scene to belong to, lovely cars, interesting and varied events and some fantastic people to meet. If you need help with a rebuild, just fancy a natter or are looking for a great weekend away the TSSC really does cater for all needs all you have to do is get involved with your local club.

Norfolk members who do not receive the regular newsletters or have changed their email address and who wish to be informed as to what we are up to locally can be included in the mailing list by contacting me by sending an email to: mike.carroll01@btinternet.com.

Area AGM to be held at **The Kings Head, 42 Norwich Street, Dereham NR19 1AD on Monday 14th November** from 19:30. If you wish for anything to be included in the agenda for the night please let me know. Finally don't worry about attending the AGM, nobody will be press-ganged into doing anything that they don't want to do we are a very informal and friendly group.

Regards.
Mike.

NORTH EAST Tel. 07917 738091 e-mail: northeast@tssc.org.uk <http://tssc-northeast.blogspot.com/>

I must apologise for the lack of a news report last month, what with work and family commitments i just ran out of time, so here's the latest news.

Mark Astley turned up at Septembers meeting with his exhaust held together by string, he was on the way to the pub when the Spitfire decided to part company with the rear silencer mountings, hope its all fixed now.

During September a few of us attended the Classic Car show at Whitley Bay, a good selection of vehicles on display and the sun shone all day, all that attended had a enjoyable day with lots of fresh coffee always on the stove, nice to see Peter McEvedy with his GT6 convertible again after such a long absence, hope to see more of Peter at future events. We returned home via the Tyne Tunnel and were having a bit fun in the Tunnel, slowing down dropping a gear and giving it some wellie, our exhaust note's sounded great in that enclosed space, Mark Ramsay has come back from the dark side, he traded in his MG for another Triumph, a very nice TR6 this time, his daughter said we were a nicer group of people anyway, and the TR ride is more comfortable.

Over the last month we have had quite a few photographs of our cars in print, if you didn't notice, it was a collection of our vehicles on the front cover of Octobers magazine, and a few shots of mine and Kevans GT6's at the Silverstone classic inside , also a superb picture of the rear of our two cars in Septembers issue of Triumph World at the same event.

A few of us are proposing a trip to the Classic Car Show at the NEC Birmingham on November the 12th with a overnight stop, and a visit to the Coventry Car Museum the following day, anyone interested please contact me ASAP as we need to book accommodation,

Well the dark days are here again, this summer has flown by and before long it will be that dreaded time !!!!!CHRISTMAS!!!! the Travellers can do 3 course C#####s fayre at our December meeting for £24 or we could look elsewhere, if your interested please let me know at Novembers meeting as we would need to book and leave a 50% deposit.

At writing this, Best wishes goes to Sam Boyes who is Currently in Hospital with suspected Gall stones, We hope that on reading this you are well on the mend,

Tip of the month, always carry WD40, Gaffer tape, and String,

NORTHANTS Tel.07879 491778 www.tssc-northants.org e-mail: nigeljohnhawes@gmail.com

At our last meeting Dave Richardson hosted the quiz and brought Pam and John along for their second visit of their month long visit to the UK. We wish them a fond farewell as they have now returned to Australia. Butch made the mistake of being in the winning team and is therefore doing the October quiz.

September effectively sees the end of the outdoor show season with Sywell Classic Pistons and Props. This year we had a colourful display and it was calculated by the girls that all we needed was a yellow car and we could have created a rainbow. We were given a good spot on the end where the public entered. Once again we had quite a lot of interest from members and the public, as usual I hid the Dolomite near the back of the display but they still find her. It was nice to see Mike and Debs TR6 out and about at last well done Mike. Also it was good to meet up with the guys from Coventry and give Phil and Lyn the wine they won in the Sunshine Rally raffle. Every year



I receive requests to go on the stand from members from other areas. If I have space I am only too happy to help but given that we are allowed 10 cars on the stand spaces are filled up pretty quickly, although there is no reason why each area cannot book its own display through the Live Promotions web site.

This time last year we arranged a charity breakfast run, we had intended to do this again this year but we have now decided to do it in the spring instead.

Our **9th November club night will incorporate the AGM** allowing us to register the area before the new year. As this does not usually take long we will have the usual quiz and raffle afterwards.

For **Decembers meeting on the 14th** we will be having a **Christmas meal at the Overstone Manor**. If anyone would like to join us please contact me or Tracey ASAP.

Coming up is the **Lancaster Insurance Classic Motor Show 11-13 Nov**, if you intend to go don't forget to use the discount code in the magazine advert.

OXFORD Tom Tel. 07972 039532 Nick Tel. 01869 246543

Oxford group's third meeting and yet another record! We cannot keep this up for sure. I counted eleven cars (and one bike) including a Bond Equipe and a Hurricane. Those cars (and bike) brought fifteen people. I think the weather helped again. It was a beautiful balmy evening and we sat outside till 10pm. Those with soft tops had them down and it was a lovely drive home with

PETERBOROUGH



TSSC AREA NEWS

a bright moon shining.

I am amazed at the wealth of knowledge and skills contained within this small band of brothers (and sisters). I am now going to show my ignorance and say that I had never heard of a Hurricane. Well I can no longer say that. Also never seen a Bond in the flesh before either. Seen many in the courier.



Included in the group this evening was the originator of the Vincent MPH and the current maker of this rare marquee.

There is so much enthusiasm and energy for Triumphs (and other makes too) that I think things should develop. There is already talk of organising events other than these monthly meetings so it all bodes well. I hope.

Last month's meeting managed to inspire one Triumph to be taken out of the garage and fired up after a 15 year lay up! That can't be bad. We are looking into organising a Christmas meeting and hope to have details ASAP.

So congratulations and a big thanks to all who turned up (in whatever vehicle) and look forward to seeing one and all next month. Third Tuesday of November.

Oxford area group at Bicester Heritage Scramble Sunday 1st of October was the 11th scramble organised at the



Bicester airfield- now the home of Bicester Heritage. This is becoming a centre for classic car and aeroplane restoration. The word 'scramble' though is misleading I think. There is no scrambling to be done - it is a fantastic classic car show!



Thomas had managed to organise a stand for Oxford area group of TSSC without knowing how many people would actually turn up. Imagine our surprise and delight that we managed 18 cars on our little bit of turf. A big thank you to Nigel for sending a banner



and to Thames area for bringing a gazebo which as the weather was perfect (sunny and warm) we did not need.

There was so much to see there including some old aircraft, a tiger moth and another sporting what looked like Korean markings. No doubt someone may know what it was. We met a pilot who had actually flown from Bicester and over Germany in the sixties, most interesting. As there was so much to see it was not possible to be there to check what all our cars were but an incomplete list was Heralds, 13/60, 12/50, Vitesses, TR7s, TR8, Spitfire, TR6, Stag and a Mk1 GT6 with a Mk3 bonnet and Spit 1500 tub!

Well done all who showed up.

The event was well organised but an accident at a nearby roundabout caused a tailback getting out of the site. Drivers on site and on the main road though showed patience and courtesy. I can see this being a permanent fixture on the Oxford calendar. Next one in January but that might be a step too far?! Hats, gloves and a flask anyone?! The pictures below were taken from our Facebook page. We could not get everyone together for a group photo - maybe next time.



This last one a member posted on Facebook with the caption 'which is faster?' (In the background is a Tiger Moth. So, does anyone know?)

Look out for our Facebook page TSSC Oxford for updates and member sagas

So till next time.

Nick & Thomas.

PETERBOROUGH

Tel. 01778 560507/01780470358

<http://www.tssc-peterborough.webs.com>

For the few who gathered at Barnwell on the 25th of September - a mighty big thank you to our hosts Tina and Ken. A lot of organisation here with the caravan movements, three Barbeques on the go, etc. and also the great chance to watch the Green Woodpecker and the Hobby. Good weather, good food, good friends and a good nature watch too. Many thanks to both of you.

The darker nights have certainly arrived and at the October Club night there were just three club cars in the car park. I thought I had recognised a Herald Convertible with a rally plaque on it and no wonder, Neville had changed it into its winter camouflage. No longer is it pink - but now white. Neville also informs me that he has a Spitfire project up his sleeve which will surface shortly. There were a few apologies this evening but there were still 14 of us enjoying a good exchange of news and information.

The clocks will have changed by the time you read this and if you thought the postman was early this morning possibly you haven't put your clock back yet.

November. It's not just fireworks - it's also the **TSSC Peterborough Area's AGM**. The chance to make changes, to help take the Area forward for your own and others enjoyment. The chance to put your name in lights - well print any way. But it is your Club and both Paul and myself would like others to help and take it forward. See you on the **14th**.

Don't forget that Dave Beardsley, now a regular piece of the furniture at our meetings with Jo, is on CoM (TSSC Council of Management) and if there are any improvement or things that you think of that could be done with the Club (that is printable!) please let him know for when CoM sits again. Probably your matter may have been raised in the past - but better to raise an issue again that might improve the Club, than to not raise it at all.

The Christmas Meal will be held on Monday the 12th of December. Steph has volunteered to organise it again for us. The Menu's should be available at the November meeting and if you can't get to that meeting and want one by e-mail or post just let Steph, Paul or myself know please. We don't want you to starve!

We look forward to seeing and welcoming you all again at our next Club night on **Monday the 14th of November 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 nat-



PETERBOROUGH SCOTLAND CENTRAL & WEST . . . SOMERSET

TSSC AREA NEWS

Peterborough Continues

ter and that friendly exchange of experiences – and sometimes advice too.

See you at the AGM on the 14th.

Doug

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624
e-mail: centralandwestscotland@tssc.org.uk
<http://www.tsscscot.freesite.website/>

November already. We are in between broomsticks and fireworks now. It does not seem so long ago that we were sitting in the event shelter in the sun (?). The October meeting was in the dark, so after admiring Andy's Triumph motorbike we were all inside. Ashley was bar manager and it was hot drinks all round this time. We had 11 members for the meeting. Outside Iain had braved his Vitess with the roof down and the Rover 2000 was back also. The rest were in moderns.

Once inside and heated up we were back to business. The events calendar is mostly finished apart from possibly Stoneleigh Resto Show and NEC Classic Car Show. We have travelled the high-ways south this year quite a lot so those going may be using other modes of transport. Don't know what the personal luggage limit is for coming back. Iain has been to Goodwood Breakfast Club so we are going up in the world and getting ideas for our Sunday get togethers. The rest of us are working on cars and fettling away in the garages or in my case on the driveway between showers. Tony, who we met at the Canal Festival, came to the meeting with reams of wiring diagrams for a Spartan kit car based on a late GT6. He is starting afresh with a purpose made module that needs to be connected to the GT6 wiring and a kit car. No mean feat. To add to it there is an immobiliser that kicks in and out. I have had to help with non-starting cars and take the dash to bits to find and bin the immobiliser just to get it running. If you do fit something to your car please keep the instructions, photos or notes. Alan has had a half shaft replaced (on the Herald) and has a few little things to finish. Brian has returned from the Deep South (USA) thanks for souvenir. His Spitfire is progressing. We are all working on projects now.

I know this is early but roll on the spring.

Report on Scone. This is a farming and classic car and vehicle show. I went just as a visitor and saw every kind of vehicle you can imagine including llamas. Less Triumph bits in the general autojumble but a major supplier was there. A lot to get round but a great day out. Weather was good which made a difference.

Report on Selkirk. I actually made it this time to the show as various car boot sales have delayed me in the past. The parking had changed slightly and I was a little late but still enough time to look round. Even less bits for our cars, but you never know what you will find. It was a long drive back home but I did stop for pakora and chips in Biggar. Selkirk is really the last big Scottish show of the season.

Future events that may be of interest. General information received is below.

**Monte Carlo Historique is starting at Paisley Abbey in 2017
25th January 2017**

The Bo'ness Hillclimb event is going to host a Scottish Triumph Forum for all Triumph Car Clubs in Scotland. We are keen to support this in September next year, but with a club reps meeting in February. More info when I have it.

We were all thinking of next year and events we have either enjoyed or would like to go to. Over the next few meetings we will compile a list of events and locations or routes. We would like to have a Drive it Day Weekend away somewhere, possibly crossing water. All to be discussed soon.

The new website for the area. <http://tsscscot.freesite.website/>

Is working well. (Thanks Michael) contact Michael directly if you want to add something. Similarly the facebook page is also running for those that want to use it. The regular Sunday get-together at The Harvester continues to have a good turnout and is open to all classics. Every town should have a car breakfast club. You are welcome to stay as long as you want as there is space set aside inside, and a large car park. It has been commended by people who cannot make the weekday meetings.

Lochinch has been pre booked for the year for the meetings on the first Thursday of the month. There will be the usual donation of at least £2 at each meeting to help with Area finances. In the coming months we hope to get to see the various footage taken at the events and tracks, which may give us ideas for the future.

NEXT MEETING will be on Thursday 3rd November 2016 at Lochinch which has been pre-booked. And **Sunday 20th November (check website or Facebook)** at Harvester (for all classics and breakfast).

Dates for 2016.

Notice is hereby given that The Scotland Central and West area AGM will be on 1st December 2016 at Lochinch Sports Club. This is included this month as it is on the first of December and mail delivery may differ in areas.

Please come along or delegate someone to raise any items in your absence. The event calendar is closed for dare I say The winter. So it may be time to put some ideas together for next year.

NEXT MEETING ** PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow. AND THIRD SUNDAY OF MONTH at Harvester, Kinning Park, Glasgow G5 8NP (This is not an Area meeting, but a gathering of classics of all kinds) ** Please come and join us.

You do not have to bring a car. We can help with just about anything, Triumph or otherwise.

Enjoy the fireworks.

Gregor G.

SOMERSET

Tel. 07760 384236
e-mail: martin.hughes5@btinternet.com
derek1360giles@breathe.com

Hi all. Good turn out of 15 members for the September meet. Only brave person to bring a club car was Harry, it must be said though that his Spitty is his only car. So we guess without it he would be a no-show member.

Good to see Alan for the first time, we hope we didn't put him off and we will see him often, especially as he has now had his car fettled by the Phil Roberts emporium! Maggie showed a suntanned face as she was back from a months stint as a helper at the Rio Olympics!! Although it may have been a month at a tanning centre, who knows??

We now want to give a welcoming invite to two new members (who joined in September), to make it to a Somerset meet as soon as they can. So Jonathan Lindsay and Tina Hamish-Wilson, welcome to the area and do pop in soon even if just to say hello, we may be a bit rowdy (well Martin is) but we don't bite and it's not all car talk.

We had 7 cars at the Thornfalcon show, where there must have been 7 or 800 cars on display. Always a great show and this year the weather gods looked kindly on us as the sun shone all day. If you have never been here then do make sure you visit next year!

The Sunday lunch at the Blue Bowl was scheduled for the 25th, but unfortunately due to concerns about the weather it was cancelled. The Weston show did go on however and turned out to be cool but very sunny affair with all the usual cars on display. There was even a visit from Gloucester TSSC who enjoyed a good old Weston ice cream or two, mmm!

On the 2nd October (yes a bit late in the year) the Grove Park (Weston) gathering (photo 1) was attended by many more cars than usual and



TSSC AREA NEWS

this was due to probably the best (warm sunny) weather we have had for a while in Weston-Super-Mud! Martin even complained it was too hot to be comfortable!

At the last meet it was mentioned that we were going to set up a 'West of England Gathering' along the lines of SEM. This is held in Leatherhead Surrey and if any of you have been there you will know it is well attended and a great weekend all round! We have met with the owners of Southfork camp site, Martock, Somerset and secured the use of a 2 acre field (photo 2) for the **2nd, 3rd and 4th June 2017** when all Triumph owners will be welcome. The show will hopefully have a MEMBERS ONLY autojumble, and an informal TRIUMPH concours. Plus camping and a barbecue, we also have a few more ideas we are working on! Its overall success though will be down to our area having enough volunteers to make it work. There will be more information to follow soon. If any of you can think that far ahead then please let either of us know if you can offer help!!! IT'S UP TO ALL OF YOU to help us make it work!!!



Just time to mention a few late shows:

November 2016;

Sat/Sun 5th/6th Restoration Show Shepton Mallet, Somerset Area stand in Showering Hall.

Sat 12th Town Square, Weston s Mare, from 9am.

December 2016;

Sun 4th Town Square from 9am.

Sat 17th Town Square from 9am.

Sunday 1st January (New Years Day) this is a provisional date which is awaiting confirmation.

Guess that's about all for now, Cheers

Martin & Derek

Alton show. I had arranged to go straight to the square at 9 o'clock so Barb didn't have so far to walk. Peter H also managed to get into the square whilst David found himself in the High Street. Peter had spotted a spare space in the Square, gave David a ring and he soon joined us. Also in attendance were Gil and Pauline, Tim and Paula, joined later by Wendy in the modern. Lunchtime found me walking up to one of the locals for a pint and into the local baker for a pasty. Quite a lot of public interest in the cars and weather wise a pleasant September day.

Mike

First off, thanks to Vanessa for getting last month's article off to Bernie as Jackie and myself were enjoying the liquid sunshine of Cornwall.

The original plan was to take the TR7 down there but as we were going for two weeks I felt the extra load might be too much for the old girl (the TR7). Whilst we were down there we did crash the Cornwall area's monthly meet and it was good to meet up with old friends but the journey back from the Hawkins Inn was atrocious with thick fog and heavy drizzle and also the A30 was closed to boot.

I had booked the TR into the Lanlivery Steam and country fare on the weekend of the 10th and 11th of September and although we had no TR we went along anyway. It was a large show with a lot of agricultural machinery on show and approximately a hundred classic cars. We did run into Tony and Helen Spicer there and had a good natter. Shame we didn't camp over as there was a large beer tent and some good bands on the Saturday night.



We moved on to a campsite near Newton Abbot on the Tuesday of the following week, and met up with Sally-Ann, Antony, Brian and Wendy From the Cornwall area) on the Thursday at Compton Castle, a medieval fortified house and picnicked with them. The campsite we stayed at was so good we are planning to stay there next year after the Cornwall camping weekend.

2nd October was the final Crotch Cooler of this year and was titled Oktoberfest and featured German cars. Again this was well attended by other classics as well. Robin and Ann had arrived before me but I was closely followed by Neil and Paul in the GT6. As usual there were some excellent photos posted on Facebook on the crotch Cooler page which I have downloaded and will be featured in the 2017 calendar.

The regular monthly meeting at the Seven Stars was well attended and we had ten club cars out in the car park.

Neil has now got the Christmas dinner organisation well under way and will probably be asking for deposits at the November meeting and don't forget your secret Santa present, one each for the raffle. I will also be asking you if you require calendars for 2017 and next year will have the new front page.



Mark

**Up and coming events
November**

- 1st Regular meet, Seven Stars, GU32 3PG**
- 5th-6th Restoration Show, Shepton Mallet, at Bath and West Showground**
- 6th Goodwood breakfast Club, Hot Hatch Sunday**
- 20th Sunday Lunch meet, The Hunters Inn, SO32 2PZ**
- December 6th, Southern Area Christmas Dinner**

Hi folks. Here we are once again. Having just returned from a short break to Barcelona, I now find I have a lot to catch up on. Show wise from the 27th August to date with seven shows attended, some would say "Get a life". We still find plenty of time left for the rest of life, if only just!

Saturday 27th August Barb and I attended the annual Transport Show at Hellingley. As always a very good show, top down both ways. We visited Barb's sister after the show as she only lives down the road, where we had a nice meal before setting off for home a few hours later. The next day saw David and myself attending the Herald Show at Petersfield. When we parked up we were greeted by Peter Harper, who by the position of his car must have camped out the previous night!

Bank holiday saw us meet up at Wendy's along with David, Mike and Karen. Thanks to Wendy for the refreshments. After said refreshments we headed off in convoy, Wendy Spitfire, David TR6, Mike and Karen Healy, Barb, Val and I in the 2.5PI to our annual meet at Wisborough Green. After parking up we were joined by Derek and Jackie in their Stag and Tim and Paula in their Stag. An enjoyable day out.

The weekend of the 3rd September saw David, Barb and I attend the Camberley Town Show. Lots of cars with great interest from the public and the town is absolutely buzzing all day long. On the Sunday a more sedate show at Balls Cross. Met up with Wendy in Sparkey, Mike and Karen in the Healy and David in the TR6. Once again we were blessed with a warm sunny day.

Sunday 18th Barb and I and David made the short journey to the Tilford show at the Rural Life Museum. We were joined by Peter Harper, several members of the Thames area as well as Mark, Vanessa and the kids. A pleasant sunny day, nice pint of beer and met up with quite a few friends through the day.

The Saturday of the following weekend we attended the Herald



SOUTHERN . . . NORTH STAFFS SUFFOLK . . . SURREY

TSSC AREA NEWS

Southern Continues

26th Romsey Classic car meet
2017

January 1st the Elsted Inn, New Years Day Meeting
3rd Regular meet, seven stars, GU32 3PG

15th Sunday Lunch, The Milbury's, SO24 0PB

February 7th, Regular meets, Seven Stars, GU32 3PG

19th Sunday Lunch, the Hinton Arms, SO24 0NH

March 7th Regular meets, Seven stars, GU32 3PG

19th, Sunday Lunch, the Hen and Chicken, GU34 4JH

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

Not a lot to report this month as most of the shows are now over and the nights are drawing in, almost time to start thinking about Christmas. Unfortunately, I was unable to attend the Clubs open day on the 11th Sept due to earlier commitments, I'm sure those who attended would have had a good day.

Last month's meeting at the Swan at Fradley Junction had a good number attending, including John Fryer, who has been an inactive member for some time. We were very pleased to meet John who has a 1970 MK2 Vitesse which he has owned since 1972 and hope to see him again when his other commitments will allow.

On Sunday 18th Sept a number of us attended a Breakfast meet at a local brewery with a great variety of cars and bikes turned up, after a bacon butty we moved onto a Vintage transport show at Mill Meece pumping station. This attracted a variety of cars including a good number of Triumphs and the sun also attended making for a pleasant day.



At the monthly meeting, it was decided that the planned BBQ for Sunday 2nd Oct should be postponed and combined with a bonfire on **Guy Fawkes night 5th November**, apologies for the second change of dates. (of course Sunday the 2nd turned out to be a lovely sunny day)

With the departing of Jess the MK2 Jag I must admit that I miss the old girl who definitely had style. Custard the Stag has given me a few problems with leaking petrol tank, leaking radiator door locks that won't work and doors that jam shut. A clutch that was misbehaving, plus other things needing attention but will have to wait as I try and get some paint on the Vitesse rear wings in the last few days of sunshine, before the winter brings moist cold air just right for spoiling any paint. At least most of the problems have been sorted with the Stag and as I said some of the other issues will have to wait for now, I hope to have some trouble-free motor-

ing for the time being, this can't be said for some of the other Stags in the area.

A second Stag that travelled to France refused to make it back under its own steam, well it was making lots of steam as the drive to the water pump failed and gave Ian & Maxine a long ride in the recovery truck from France.

Aaron has also had a mishap with his Spitfire exiting a roundabout, it decided to spin and reverse itself into a road sign, bending the rear bumper lower rear panel and boot lid, let's hope he can get it back on the road soon.

Well I'm off to see if I can spot any Triumphs on a Spanish island, and hopefully some sun.
Cheers

Dave

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

Three cars came with their hoods down, Lyall, Andrew and Colin whilst the rest of us whipped out on a bit of a cool evening. To be fair, for some, it would have meant action with an angle grinder to come with their top off. As it was cool, soon we all ended up inside the pub, and for me, it was not a good start as I knocked my beer over. If only Brian (Lightning) had been a few inches closer he would have kopped the lot.

In last month's Courier Notes I mentioned that Brian was going to sell his Vitesse. Following this, Colin received a phone call from a TSSC member asking for details of who it was that had a Vitesse for sale. Have to see what happens. So, just a mention that Lyall has his red Stag up for sale. Will he now get an enquiry via Colin? Justin has not yet made a start to his Spitfire rebuild as he has had to move, temporarily, a number of items into his garage and cannot at the moment get in there to start work.

The modifications to Brian's MGB at Le Mans, mentioned last month, were not quite as drastic as recounted to me. It involved removing about 5mm or so from the wing lip on the rear wheels. No drastic cutting off of parts of the outer and inner wings.

Rodney has owned his Spitfire for 10 years. He reckons that replacing the seats was one of the best things he has done to the car making it so much more comfortable to drive. There is now no question of it being sold.

Colin is again participating in the Round Britain Reliability Run which is the 25th to be held. It starts at Knebworth House, 7th October and ends 2000 miles and 48 hours later back at the house. Sponsorship of the participants is for the Guide Dogs charity. This is the first time that he has not taken one of his own cars. This time he is in a colleague's 2.5PI estate; except that it is not a PI any more as the injection system has been replaced by carbs. If I have this correct, it also has a Rattler Crankshaft Balancer fitted. It replaces the front pulley and takes out torsional vibrations that occur in the engine. This apparently allows it to rev at higher rpm. Will try to get feedback from Colin next month on this.

The next meeting is Tuesday 1st November at 8:00pm at the Sorrel Horse, Barham. Hope to see you there.

Peter

SURREY Tel. 07900 657176

Dear all, managed to miss last months deadline due to lounging on a beach in the sun drinking beer, so sorry about that. Also missed the club meet due to double bookings, however did make Goodwood revival and met just about every body. Bob looked the country gent, Adam looked like a city banker and Karen would not have been out of place at the Ritz in the 30s.

Three of us toddled down in the Vitesse on the Friday- which was bathed in sunshine unlike Saturday. A fantastic day spent and next year it will have to be camping to make a couple of days. Beautiful cars, aeroplanes and events, I wish I had Lord March's money.

Still enjoying the Indian summer so the roof is still down and the garage is not hunkered down. Should have a few new faces at the meet this month so looking forward to that.

Not much else to report, apparently the Chignell PI has a new

SUSSEX . . . THAMES



TSSC AREA NEWS

floor so that should help cold feet in the winter. All the best and keep drinking the 4 star,

Cliff.

SUSSEX

Tel. 01273 813691

This months meeting was a quiet turnout by usual standards , probably down to the time of the year with evenings getting colder and dark much earlier, one of our usual regulars Vic is away on holiday, has his 2.5 litre Spitfire up for sale, see October Courier for advert, this is a very clean and tidy Spitfire so he should have no trouble selling it.

A lot of conversation was about the round Britain reliability run, both Clive and Doug are undertaking this challenge one in a 2000 saloon and the other in a Toledo with supporting co drivers, so i wish them both the best of luck as its all for charity.

I have booked the **Sussex branch christmas dinner and it is at the Laughing Fish at Isfield** again as it was a success last year, It is on **Sunday 18th December** at 4 pm and for those wishing to come along please contact me on the above number or come to one of the meetings , I also have a copy of the menu, so that you have an idea of what's available, so please come along if possible it would be great to see you, also in the evening they have got a band and carol singers so if you want to stay on and make an evening of it as well.

As we are now in October the show season has finished for me, which means the weekends will be a bit flat, but hopefully I will have the Spitfire on the road by next years shows but we have the classic car show at the **NEC in November** to look forward to, Anyway that's if for this month, don't forget the Christmas dinner, **next meeting Wed 2nd November** so look forward to seeing you then. Cheers

lar

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

A warm welcome to you all, here we are the first week of October (at time of writing) and what wonderful weather, lovely and sunny, not too hot, beautiful colours in the trees & countryside. We had a great trip to Bicester Scramble to join TSSC Oxford Area stand but more on that next month. Going back to September we had show's at Camberley, the RSPCA at Chobham, Tilford Rural Life Centre & Totally Triumph. On a sad note my Vitesse was damaged driving up to Norfolk and is in the hands of the insurance company.

Now is the time to be thinking of a New Year's meal venue, please get your ideas to me. Also we need names for next years Area Organiser, we will give you our full support and help!

SOCIAL EVENING AT THE GEORGE INN 15th SEPTEMBER - Julie and I use the Vitesse to go to the meeting tonight, once there we are greeted by George B, Jay M, John P, John & Anthea and from the Humber club Paul. A warm welcome to Jason S on his first visit in his Spitfire Mk3 which he had recently purchased. Other Triumph's in the car park were George's Vitesse Mk1, Jay's Spitfire 1500, our Vitesse Mk2 & Paul's Humber Sceptre. Doug would have been there in his GT6 Mk3 but unfortunately it suffered a Head Gasket failure after getting stuck on the M4. John and I helped him get the GT6 off the roundabout on to an island where he waited to be recovered home. Back at the meeting we looked at and admired Jason's Spitfire. After the meeting Julie and I passed by Doug and his GT6 to drop off a bottle of beer to help pass the time until he was recovered. That was at 10:45.

SHOWS & EVENTS - 3RD SEPTEMBER. CAMBERLEY CAR SHOW.

I am in my Vitesse as I take a short drive to the show and get parked up outside the Bear pub (a good start to the day). I walk around the town centre to find friends parked up around Camberley, they were Martin & Cynthia in their Spitfire 1500 supporting the Thames Kidney charity, David H in his TR6, Mike &

Barbara in their Stag, George in his Herald 1200 saloon Other Triumph's there were 2 TR7's, a TR3, a TR4, a TR6, a Renown, a Dolomite Sprint, 2 Stags and a Standard 8. With the lovely weather the town was very busy and the cars were getting a lot of attention. Julie joined me after she had finished work and we had a great day chatting to friends, shopping and eating, plus a visit to the pub (just the one honest). There was lots to see and it was a well-organised show.

4TH SEPTEMBER, RSPCA GALA.

Another fine morning with Julie in her Herald and me in my Vitesse, we collect Julie's Mum & Beryl (a family friend). At the show we are parked up with other Triumphs belonging to George in his Herald 1200 saloon, Jay in his Spitfire 1500, Peter S in his 2.5 Mk2 saloon, Barry in his Stag, Mike & Jasmine in their 2000 Mk2 saloon. Other triumph on show with the 40 plus classics were a TR4 (friends of Peters) a TR6 & a Renown. The classic cars were parked up near the dog kennels, with the main show being held on the grass fields as you enter the RSPCA there they had a main arena and stalls around the outer edge of the field, it was a busy show with lots to see and do. A lovely show and some great company.

18TH SEPTEMBER, TILFORD RURAL LIFE CENTRE.

Julie is poorly this morning so I take the Herald 13/60 to collect Trevor and bring him back to ours and swap for the Vitesse already loaded with show equipment. We get to the show in good time and join the others already there and set up the event shelter, flags and banners before relaxing with a hot drink (thank you Cynthia). Triumphs on our stand with Southern Area were, from Southern:- Peter H in his Stag, David in his TR6, Mike & Barbara in their Stag, Mark, Vanessa & family in their Mk 2 2.5s saloon. From Thames we had George B in his Vitesse Mk1 convertible, Graeme in his TR6, Martin & Cynthia in their Spitfire 1500, Trevor and I in my Vitesse Mk2 convertible. We also had two Spitfire 1500's & a TR6 from Surrey area (sorry I didn't manage to get your names). Off stand we had George in his Herald 1200 saloon, Jez in his Patterson Original Courier van (very nice macaroons, pickles & chutneys) and Barry in his Stag, other Triumphs there were:- two TR6's, two Spitfire's, a Mk1 2000 saloon & a Mk2 saloon, six Stag's, four Vitesse's, a TR7, a Dolomite Sprint, a Standard Vanguard and a Standard 8, a Mayflower, a TR3, an Acclaim, a 1300FWD, a Burlington plus a possible special but this is not confirmed as the owner was not present at the time. The museum is always upgrading their displays so it's still a pleasant time looking through the exhibits, the auto jumble was not as busy as last year but still good to rummage through and all the usual stalls were there. A very good show well worth a visit. Many thanks to all the help I got putting up the event shelter and packing it a way. Once home I took Trevor home in his old Herald.

23RD /25th SEPTEMBER, TOTALLY TRIUMPH.

We have ourselves a mini convoy! Vitesse towing a folding caravan with a Herald bringing up the rear, we cut across to Staines and join the car park commonly known as the M25 where we sit in traffic for 20mins. I had turned the Vitesse off (no point in overheating before we get started) as the traffic starts to move the bloody thing refuses to start....panic! Up with the bonnet nothing seems wrong. Help is soon at hand as a coach driver helps me push the Vitesse and caravan on to the hard shoulder, rolling well I jump in and bump start the Vitesse and we are running. We rejoin the motorway and carry on to the M11 and on towards Norfolk, stopping at a pancake/waffle café on the way. We had a scare on a roundabout near Great Yarmouth, as a car cut me up and then her friend drove into the Vitesse driver door trying to follow her. We exchanged details there only to find they had gone the wrong way and wanted the same exit as us (F**@ing clowns). So our journey continued until we finally found the campsite. We found Mike C and he showed us where to pitch our weekend home, then off to find beer and stuff at Tesco's and a chip supper. We had a beautiful blue GT6 camping on one side of us and on the other a Herald 1200 (2000 engine powered) convertible towing a Viking colour matching caravan. We took the Herald up to Hermanus Leisure for the meet & greet (a ten minute drive or forty minute



THAMES . . . NORTH WALES

TSSC AREA NEWS

Thames Continues Continues

walk along the beach). We joined up with fellow campers and had a good evening chatting away.

After a relaxed breakfast we collected our route for the scenic drive and took to the country side enjoying the lovely sunny weather roof down in the Vitesse. We stopped for a bite to eat at a garden centre café and looked around a brewery shop on the way round, before getting back to the campsite. Rested we took a daylight stroll along the dunes and beach to find where we would be walking later in the dark. We got there in one piece and it would have been rude not to enjoy a beer in the bar before returning to the campsite and having a paddle in the sea. That evening we retraced our steps (keeping out of the sea) with Jonathan, Elaine and Girls to the evening meal, fun games and disco. We had a lovely meal with Peter & Shirley and a fun night watching the games and dancing, before braving the long dark walk back to the campsite.

Sunday (as always) came so soon and after breakfast we joined the car show in the field opposite. With the Herald just washed and a big dent in the Vitesse's door we parked up in the rows of Triumphs with some non-Triumphs mixed up in between. I noted 26 Stags, a TR2, three TR3's three TR4's including a Dove, three TR5/250s, five TR6s a TR7, five Vitesse's, four Heralds including an estate, two Spitfires, two GT6s, three Mk2 saloons, three Dolomites, a Toledo, a Hurricane, three Acclaim's and eleven and a half non Triumph's the half being a chopped in half Capri trailer. There was also three stock cars on show with the racetrack nearby they were based on a Vitesse, a Stag and a Moggy Minor. A great display of cars with some side stall and a show arena. During the show we packed up the folding caravan ready to leave for home around three pm so we got home in daylight. See Norfolk area news for the award winners. Our trip home was in the sunshine (as was the weekend) and thankfully problem free. A fantastic weekend with great company.

Our next meetings at 8 pm is at the **GEORGE INN Wraybury in November on the 17th & in December on the 15th**. Please come and join us for a warm welcome or call me on 07773 623807.

- Coming events. November**
- 11th/13th Classic Motor Show NEC Birmingham**
- December**
- 4th TSSC HQ Xmas open day Lubenham**

Mickey & Julie

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

Hi, folks. September kicked off with the Trevor Arms Friday on Saturday 3rd. Unfortunately it rained all day, but many of our group went along and had a very sociable afternoon, although the weather meant that we had to stay indoors. However, everyone had a good natter, and the pub supplied pork baps so big we all struggled to eat them! It was a shame for Dave, Nicky and their staff at the Trevor, but all who attended enjoyed the day.

Sunday 4th was a day where events clashed in our area, these being the Potteries and South Cheshire MGOC Charity Road Run, and the Cholmondeley Castle Show. We had entered the Potteries Run, so joined our M.G. friends at Gawsorth Hall early that morning for coffee before setting off on a really good organised run, taking in some beautiful countryside. Funds raised were donated to The Donna Louise Children's Hospice Trust and the Midlands Air Ambulance. On our return to Gawsorth Hall, it was lovely to sit out in the sunshine and enjoy the picnics that we had all taken. Another smashing day, in great company.

Tuesday 6th September was our monthly meeting at the Trevor Arms, and again well attended, with Joyce and Brenda selling raffle tickets for the many prizes that were available. Helena and M.G. Richard went over last months events, and then ones ahead. Another good night, with chat and laughter.

On Wednesday 7th September, we started on our holiday to the Black Forest, together with M.G. Malcolm and Joan. We had not booked to take the old classics this time, deciding instead to use our Jaguar XJS, whilst Malcolm used his recently purchased BMW Z4. This trip is worth mentioning because it was arranged through Scenic & Continental Car Tours, and what a great job they had done:- if you ever get the chance to go on a trip with this Company, take it! We had a lovely time whilst in Germany, meeting some great people, and what a variety of cars:- for example, Andy, together with his navigator Nick, had driven there in their 1966 Volvo. Andy also owns a gorgeous looking GT6, the car which he will be using to go back over to the continent within a couple of weeks after returning home. One of the places we visited whilst abroad was the Cité de l'Automobile Museum in Mulhouse, Alsace, which houses the largest car collection in the world, this being the Schlumpf Collection, with over 400 cars, dating right back to the original "horseless carriage". We can recommend this museum if you find yourself over on the continent.

On Saturday 10th September, Gresford held their village fete, and this was attended by Julia and Alan, who live in the village and were able to take three cars, being within walking distance. Joan also went along in her Midget, and this was the first time she had taken the car out on her own, so well done to her. The fete was really good, with something going on all the time:- the organisers had put on good food stalls, burgers, ice creams, etc. There were dog obedience and agility demonstrations, plus other entertainment, something going on all the time. As we have said before, these small village shows are well worth supporting, so this is definitely one to look out for next year.

Having returned home, we attended the Wem Show on Sunday 18th. It was a gorgeous morning so we went in Spitty, together with Julia and Alan in their Spitfire, and Joan in her Midget. We arrived too early, and wondered whether we had got the correct day, but then Phil the organiser turned up, and some more classic cars. A smashing pub lunch was enjoyed, with good conversation and great company. We then made our way home. It is lovely to see Joan driving the Midget, as she has picked up the keys after losing Sam in order to keep involved with the group.

The weekend of 24th and 25th September was the Birkenhead Park Festival of Transport, and a small number of our Chester and Wrexham group attended on the Sunday. We were booked in to go, but due to unforeseen circumstances we could not attend. However, Julia reported back to say that weather wise it had been a game of two halves, with brilliant hot sunshine and freezing downpours. The fair was well placed, with all the attractions in the centre of the park instead of along the roadways, as in previous years. Our group were parked by the music stand and were treated to some excellent music, listening to a quartet of young jazz players and a really great singer amongst others.

Tuesday 27th September was our OFFAL run, this month organised by M.G. Malcolm and Joan. All who went along met at Blakemere Craft Centre in Sandiway for the morning refreshments, before setting off on a run, and finishing up at Willington Hall, Tarporley for a silver service meal in beautiful surroundings. We were supposed to go, but could not, again due to circumstances out of our control.

So, that about wraps it up for now. Don't forget our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m.** Come along and see us, it doesn't matter what classic you have. Take care, all.

- November**
- 1st November:- Monthly meeting at the Trevor Arms, Marford.**
- 5th November:- Cambrian Heritage Railways 60's Event, Oswestry.**
- 16th November:- Meeting at the Plough Inn, St. Asaph.**
- 20th November:- Wheels Within Wem Show, Wem.**
- 29th November:- OFFAL.**
- December**
- 2nd December:- Christmas Party at the Rossett Hall Hotel.**
- 6th December:- Monthly meeting and Presentation Night at the Trevor Arms, Marford.**
- 21st December:- Meeting at the Plough Inn, St. Asaph.**
- There is no OFFAL in December.**

Helena & Roger.

SOUTH WALES

SOUTH WALES Tel. 02920 315260
www.triumphwales.moonfruit.com
e-mail: gwynjdjevans@dolomitel300.plus.com

PEMBROKESHIRE ROAD RUN SEPTEMBER 4th

So the weather was looking 50/50 when I left home at around 05:45 this morning to go to the Pembrokeshire County Run - but I had faith in those frozen chickens I sacrificed the night before - luckily the entire day remained virtually dry which was great! It was just me flying the TSSC SW flag today, but when I reached Penblewin truck stop I met Derek Stockwell of Whitland Classics, in his 1939 Morris E (no sign of Mark in his Healey 100). Derek just wanted to rendezvous with our club there rather than do the run as the cambelt on his Volvo had gone resulting in some unfortunate damage!

After saying goodbye to Derek, I needed to refuel just before the showground in readiness for the run and while I was at the petrol station, I was joined by a beautiful Jag XK150 and an impressive V6 Scimitar. I ended up following these veterans to the showground and in the end we became a convoy together on the run itself!!

We had lunch together on the harbourside in Fishguard and had a fantastic drive through the Pembrokeshire countryside. A good selection of cars turned out along with scores of local enthusiasts who waved and cheered us on along the run - All in all, a cracking day!

Cheers

Tom

MERTHYR SHOW SUNDAY SEPTEMBER 11 2016

I had a strange feeling as I headed towards the rendezvous at Nantgarw early on a fine morning. Something was not quite right. It was too quiet, not on the road but in the car. I then suddenly realised I was alone. Dotty my faithful travelling companion was unable to be with me but I soon cheered up at the prospect of meeting up with the gang. On arrival Mikey J, GT6 and Paul 'Thumper' Watson were waiting expectantly. In the end we were the gang and headed north up the A470 in search of adventure. The fine morning gave way to eerie mist and fog and Merthyr Leisure Centre soon loomed large. We were directed to a prominent parking area as befitting our cars by polite and helpful marshals and we celebrated our arrival with the customary cuppa.

Along the way we had passed assorted classic machinery but we were not expecting Doctor Who to arrive with a giant airfix kit of a blue Tardis on a trailer. He promptly tried to assemble it all on his own - not sure what had happened to his normal gorgeous assistant but we all waited expectantly, however it seemed his sonic screwdriver had had some sort of malfunction and he was struggling to get it up. In the end we volunteered Thumper to help him as he was the only one of us with anything vaguely resembling a construction sustifacate and if all else failed he could resort to violence. Thus this along with the fabulous cars on display provided the morning's entertainment.

Mikey J decamped on one of the organised bus trips to the brewery but swore us to secrecy so don't tell anyone. The crowds thronged in and were very interested in our cars and asked numerous interesting questions. It is always nice to meet people with a genuine interest and time sped by. By mid afternoon it was starting to thin out, some had already left and a large black cloud threatened overhead so we packed up to make a quick exit as Mikey J was worried about getting wet. We were close to the entrance when we came in and thus were close to the exit when we left and I followed Thumper most of the way home in glorious sunshine. It occurred to me that if Dotty was with me she would have said 'Well what you lacked in company was made up for by the peace and quiet throughout the journey there and back again.' and you know like she always is ...

... she was right.

Paul G.

BLOODWISE MARGAM PARK SHOW SEPTEMBER 17th

My Vignale hadn't been used for many weeks and with the electrics being powered by a battery that had been removed from my Zafira as it would no longer turn the diesel engine over fast enough to start it I was more than concerned that the Vignale would not start, but half a turn later the 4 cylinder wet liner engine fired into life, my passenger for the day AI remarked that "what the Vignale lacked in a decent battery was more than made up for by the quality of the engine rebuild and carburettor set up",

TSSC AREA NEWS



nice one AI.

We took the short drive to the first meeting point at Cardiff Gate services where Thumper Watson (Spit 1500), Ian (Vitesse 2L Convertible), Mikey J (GT6) were waiting for us, we were soon joined by Young Eddie and even younger Mo (13/60 Saloon), Paul & Dotty G (TR6), Tom & Matt (Vitesse 2L Convertible) and Jack & John Penketh (Spit 1500). At the pre arranged time we left for the next meeting point at Pencoed and our numbers swelled as we were joined by Action Man & The Hammer (Spit Mk2), Tim (Spit 1500) & Gwyn & Babs (Dolly). We then set off for the show at Margam Park. At the entrance waiting for us was Mark Davies (Healey 100), Robbo (Spit MkIV), John & Christine (TR3) & Lindsey & Hilary (TR6) when we arrived at the show area we were efficiently marshalled into our designated area. Those who know Margam Park will be well acquainted with the magnificent Castle and the grounds with wild Deer wandering around and the many walks that can be taken through the woodland, also the visitors centre and reasonably priced cafe and we were all able to take advantage of these facilities instead of just sitting by our cars answering questions. As we erected our banners we were joined by Steve & Christine (Humber), Colin (Vitesse) & Gerry (Rover 150), great to see you all!

Paul & Dotty kept the kettles boiling all day and around noon Paul sounded the alarm as our spoons had disappeared! "That bloody Magpie must be around" he said, and he was right, an apologetic Lynne returned our nice shiny spoons "he can't help himself" she said, and Paul & Dotty served up fresh tea and coffee as we all chatted away together.

The amount of cars on show was really good, a lot better than last year and the show looks like it will go from strength to strength, the great weather helping to make it a day to remember, with the proceeds going to a Fantastic cause, Leukaemia research.

A lot of cars started to leave before the end time of 4pm which was a shame for the viewing public, but we stayed until about 4:30pm when we made our way into the queue of cars leaving, our group getting split up as marshals directed the cars coming from all directions onto the path that led to the entrance/exit gates. My Vignale was the lead car of our group and Action Man's Spitfire & Eddie's 13/60 managed to stay with us, as we turned onto the M4 AI & I watched with interest as steam started to pump from under the bonnet, our interest increased as the temperature gauge rose & rose, so I hit the clutch, turned off the engine and coasted onto the hard shoulder, Eddie pulled in and so did Action Man. After a very quick examination it looked like the radiator cap that I had bought brand new 6 months ago was at fault so with 2 litres of water added from Action Man's container and a 58 year old spare radiator cap from my tool box fitted we were about to pull off when Tom caught us up and pulled in to help, Action Man told him to carry on as we were fine and we continued along the M4 with AI & I keeping an eye on the temperature gauge. We pulled off at the next junction (which meant we were split up from the rest of our group who were catching us up) and stopped in the first layby, the Vignale needed more water than the 2 litres we had added and I was wishing that Action Man had brought his Red Tardis 13/60 with the 95,000 litre water bowser that he keeps in the boot, but once again Action Man came to the rescue "Hammer" he said "pass me my twig". The Hammer delved into the Spitfire's boot and produced a Y shaped twig which Action Man pointed at the ground and walked a few paces then stopped, grinning "Hammer, get out the spade and dig here" he said. The Hammer produced a spade and within minutes he had dug down about 2 feet and to my surprise had struck water. "Call it divine intervention" Action Man said as he re-filled his 2 litre container which we used to completely fill the Vignale's radiator then re-filled the container in case we needed to top up the radiator again on the way home. We decided to drive the next few miles on the A roads in case we had to stop again but as Young Eddie was on a promise and it would be a case of calling the AA if we did have a problem I told him to carry on home on the M4 and thanked him for his help. Action Man offered to lead us to my house (well out of his way) and took the lead but after about 10 miles the Vignale's temperature gauge had settled nicely just before the halfway mark and there was no sign of any more steam escaping so we signalled him to turn onto the M4 and as we arrived at junction 32 I signalled Action Man to tell him that we wouldn't need his assis-

South Wales Continues

tance to get home and that he should head for home which he did. As we travelled the last 5 miles along the M4 Al said "Well, what we lack in decent spare parts for our cars is more than made up for by the camaraderie and help of our club members". A statement that sums up perfectly the great bunch of people in the S. Wales Area!

A massive thanks to you all with Al receiving telephone calls from all who attended with offers of help as word reached them of our dilemma as we limped home. Time and the next few runs will tell if there has been any damage to the Vignale's engine by the faulty radiator cap! Cheers

CLASSICS AT PANTEG HOUSE SEPT 25TH 2016

After a wet wild and windy night Sunday dawned with light rain. Somewhat of an improvement then. The forecast predicted a showery day. However it was vaguely tropical when Doty and I in the TR6 met up with Mo and Eddie -13/60 and Tim and Jess - resplendent blue GT6 at Junc. 27 and headed off towards the darkest depths of Pontypool where we met up with, John and Michael aKa - the Monmouth Mafia - white Triumph Acclaim, Gwyn and Bans - Dolly 1300 and Action Man and The Hammer - Spitty Mk 2. A good turnout - 6 cars 12 people.

We then travelled the short distance to Panteg House where we found a nice spot near the trees and set up camp for the day. Panteg House is a wonderful former steelworks owners house that is now a Social club that hosts this event annually to raise funds for St David's Hospice.

Classic cars galore, bric a brac stalls, raffles, and a bar serving cider and Doombur provided for the needs of everyone.

We had a very pleasant day at an intimate show with very friendly people and it was all for a good cause. I heard an unofficial whisper that the day so far had raised about £1200, so well done to all those involved. The Marshals had come to the same conclusion as us regarding an exit strategy and Kamikaze ace - Young Eddie the Eagle volunteered to try it first. The 13/60 fairly flew up the ramp to ecstatic applause all round. Action man and myself took it a wee bit gentler with lower ground clearance and then we were all up and away. Roll on next year.

Paul G



Bern

Swanage Railway, 11th Sept, we met at the Baker's Arms and left, believe it or not, on time! The car show is based at Harmans Cross and it is a short walk to the station, where you can either go into Swanage, or go the other way to Corfe Castle. The weather was good and Swanage had it's folk festival which gave it an added interest. Not by design, we split up into two groups, but it sounds like we all had a good day.

Roger and Dave made the trip to Thornfalcon, nr. Taunton on Sunday 18th September. The drive tends to put some off, although the distance is not that great, it still acts as a deterrent, but Dave said it was well worth it, with a good turn out.

Just to reiterate, we have decided to **postpone Hollycombe Steam Museum at Liphook**, as they only operate a very limited timetable during the winter months, we will think about organising a trip next year.

5th & 6th November is the Classic & Restoration Show at Shepton Mallet, also the same weekend on the **Sunday is the London to Brighton Run**. No decision has been made on these as we always decide at the last minute whether to go or not, depending on weather and other commitments! If you need more information, best to contact Trevor, or I will let you know, as and when I get it, either in next months report or via the Wessex Triumph group email. Next meeting will be at the **Tyrrells Ford, Thursday 24th November**.

Martin

WEST MIDLANDS Tel. 07969 024999
Chris. 07505 110922

28 members attended the 1st Tuesday of October meeting at the Drakes Drum Pub, but with the weather changing there were only a few Triumph cars on display on the pub forecourt. The nights are drawing in so having to rely on the artificial lighting on the pub forecourt is not as nice to display our cars as natural light. I have got to confess my Acclaim was 'Sorned' with the DVLA at the end of September, I disconnected the battery and put it away in the garage for the winter, probably bringing it out again the end of March or if we get a bad winter April.

Before the monthly raffle, Phil Taberter outlined some of the events which had taken place over the last month and gave details of some to come. A discussion then took place to decide on the time and venue for this years Christmas party. Some members had asked that we consider a new venue as we have visited the Beeches Pub the last two years for our Xmas party. Normally we like to hold the Xmas party on the 3rd Tuesday of December, but this year that date falls on the 20th December, which is only 5 days before Christmas itself, and for the majority of people a very busy time of the month organising things for the family and friends. The 2nd Tuesday of the month, Tuesday 13th December was suggested but after a discussion it was decided to discuss the matter again at our next meeting on **Tuesday 1st November 2016** with the possibility of holding the event on the **3rd Tuesday of January 2017** as a change.

In last months write up in the 'Courier' I mentioned that at our **November meeting** I would like there to be a more formal discussion on the future of the club branch, I would like people to consider it our Annual General meeting. We are very fortunate in that we have a very active membership, with people of all ages and occupations. The club is thriving, it has a healthy bank balance, various pieces of equipment such as gazebos, a large barbecue etc, all purchased with members cash.

I am hoping that at this meeting we will be able to discuss the past history of the club but more importantly what the future holds for the club and its members.

I joined the Triumph Sports Six Club in 2001 after buying my first Triumph car a Triumph Herald. At that time the Midlands meetings were held at a Hotel to the north of Sutton Coldfield. I only attended the venue twice. Not many people attended and I didn't feel at home at this site. Eventually I learnt that the club had moved to the Drakes Drum, and I started to attend on a regular basis. After only a short period of time the Area Organiser announced that he was leaving and I volunteered to take on the duties of AO for a short period of time. That was over twelve years ago. I have now decided that I want to stand down from that post. I am 73 years of age, have family responsibilities and the health of my wife and myself must come first. We have a very active club with some

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com

or Martin Berry: berry223@btinternet.com

As the season draws to a close my reports will be getting shorter, as there is not so much going on! The main thing now to get sorted, is the **Christmas Dinner**. It was decided to go back to the good old **Tyrrells Ford**, it has been booked for **Friday 16th December**. Hopefully by the time you read this, you will all have let me know if you are coming and will be thinking about giving me your menu choices.



WORCESTER

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very enthusiastic members, there must be someone who is willing to take of the reins of the club. I do not want to leave the club, far from it. Whoever takes over the post I will assist in any way that I can. Personally I feel that the club would be better served by a proper elected committee, with the duties of running a club such as ours efficiently shared out amongst a number of persons.

This is what needs to be discussed at our meeting on the **1st November** so please make sure you attend, your point of view is important.

My regards to you all and my grateful thanks for all the support you have given me over the last 12 years. Cheers

Roger

WIRRAL

Tel. 0151 625 3172

Hi all. Most of the events in September seemed to centre around one weekend, 24/25th. There were three local events all of which were attended by club members.

The Birkenhead Festival of Transport has become a major family day out on the Wirral, now in its ninth year raising money for local charities. Apart from the many classic cars that attend, they have steam engines, battle re-enactments, dog shows, stage events and pride of place, a replica Spitfire (yes, the flying variety) which has been a popular attraction over the last few years. This year they have moved the event to a different part of the park which has proved very successful apparently. Rumour has it that our own Dave Evennett lost his kilt during the Scottish dancing (Think Frank Spencer).

Our Friends at the Wirral Classic Car Club managed to display 100 + classic cars in our local Garden Centre car park including quite a few Triumphs, some of them ours. The sun shone and there were crowds a plenty marvelling at the mechanical wonders and then in the Garden Centre at natures best (in a pot). When Dave said that Flora was everywhere, I first assumed he was being stalked by an old flame..

Then there was the North West Vintage Rally in Widnes which our own Arthur and Jan got along to in their Herald 1200. With similar attractions to the Birkenhead Park event, classic cars et al, and pride of place, a replica Spitfire (hang on a minute...?). Of course another excellent weekend for all by all accounts.

Dave's latest venture, the breakfast meet-up is going very well with around 10 other vagrants turning up this month for the free soup – wait, have I got this wrong? Seriously, get along if you can, **3rd Tuesday every month**.

Great that Arthur & Jan made it this month after their Herald suffered a fuel malfunction on route previously, car and crew having to be unceremoniously transported home!

Peter Dunn or 'Restoration Man' as we call him, now has a new project on the go. Another Vitesse convertible to keep him busy. Peter has just posted issue 12 of his "How To" videos which shows the maestro at work. Seriously good viewing, take a look here: <https://youtu.be/iTRmQ6263so>. Peter's TR6 has now moved to the Liangollen Motor Museum for temporary safe keeping.

Club nights are now pretty much resigned to the pub with the car park too dark (and cold) for car showing. But the beer is good and the chips welcome – and the companies not bad either.

And that's about it for September. We still have places available on our own 'coach trip' to **Birmingham NEC (Saturday 12/11) Classic Car Show**. Book now if you want to travel with likeminded reprobates and be dropped off (or kicked out) at the door.

Remember to book now for delicious **Christmas Dinner on 17th December at the Cottage Loaf**. Without wishing to spoil the surprise ,Dave mentioned that this year he will be donning his 'special red suit' and bringing presents for everyone, perhaps even buying a round (you said you wanted to attract more people Dave, hope this helps ;))

Coming up: 1st November from 8:00pm, Club Night, Cottage Loaf, Thurstonston; 15th November 9:00am Vintage Tea Room Meet up, Chester Road; 12th November Birmingham NEC Classic Car show (by coach); 17th December Christmas Dinner at the Cottage Loaf . Contact me for further details.

That's it. Have a great month.

Rich

Hi Folks. Only a few lines for this month I'm afraid - harrah I hear you say - just to show that we are still about!

Due to suffering a mishap on the August Bank Holiday run, one of our members was quite keen to finish the season on a high and not on the back of a recovery truck. Scouting about for a suitable day trip we hit upon the Weston Super Mare Sunday show, is there a better place to go for fish 'n' chips, ice cream, a walk along the pier and crazy golf? I think not. After putting the idea out we rounded up about 10 cars for the day and set off in glorious sunshine. We had a fantastic run down and must have been quite a sight (and sound) as we all kept together and had quite a few people stop and stare on their way to collect the Sunday papers! Having done a few laps of W-S-M itself we were finally guided into the event and parked up for the day.

There was a mix of cars packed into the square which kept us amused for a time but then it was down to the real reason of why we went - fish 'n' chips. Having found a suitable venue a plateful of food was consumed and it was time for a walk along the beach and for once the tide was in (I have marked this down in the diary as it is such a rare sighting!). Whilst the sun was shining there was a brisk wind so it was decided that we ought to go and see what was at the end of the pier. Imagine my joy as it turned out to be an ice cream parlour - who'd have thought! After a few goes on the penny falls - which now cost 2p - and a couple of games of air hockey to help build up an appetite, it was into the parlour to get the essentials. This left just one last thing on the list, crazy golf. Off we went to the course that that been there since I was a kid (so about 10 years then :-)) and once armed with sticks and balls, eight of us competed to get round with the lowest score. I can't tell you who won as I took the piece of paper home to add up and have since lost it - let's just take it that we were all winners! The trip home was also excellent as we took the long way round due to traffic on the motorway but as the weather was still fantastic it was a great way to end the day.

The other thing of note that was done was shadowing the RBRR that is organised by Club Triumph. As it was the 50th Anniversary of the event they are doing a book and wanted to get some pictures of the cars at the start, finish and on the road. Now if any of you have done this event you will understand that this is a non stop, fairly hectic event to say the least. The plan was for Richard to cover the start and finish whilst I hightailed it up to John O' Groats to get the first cars in there and then to follow them thru' Scotland and down to Tebay services where we split again, with the run going into Wales but we went down to Lands End to get them coming in there. As Wales was done in the dark I wouldn't be able to get many photos so this was definitely a good plan! I have to say that seeing the sun rise at JoG on the Saturday and then seeing it rise at Lands End on the Sunday was absolutely amazing. Next photo point was Dartmoor and watching the cars coming up and over the moors was truly magnificent, fortunately I remembered to take some pictures!

The stop that most people look forward to is Pimperne, this is where the ladies outdo themselves by baking cakes for about a fortnight beforehand and then serve them up with cups of tea and coffee - this year was no exception.

We finally rolled back to Knebworth at about 7pm on the Sunday evening - all in all a fantastic experience. I have to say thank you to Jane and Andy for being part of the crew, there is no way you can do this type of thing on your own and it was great to share the driving with them - even tho' I drove them mad grumbling about not getting a request on the Simon Mayo show! However even this was sorted as I was picked to be on the all request rollover on the following Tuesday - sorry chaps!

I'm sure we'll have a couple of things on to finish off the season, breakfast clubs and such like, pop along to the Nightingale on the Pershore road on the first Monday of the month and see what you can do in your Triumph!

TFN

Vicky



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We will be meeting at 12noon at The Old Customs House in Padstow for lunch and a pint, let me know if you are joining us, followed by a stroll around Padstow for a bit of retail therapy or more sampling of the real ales. Then it's back to Hotel to dress to impress! Party on and enjoy our Christmas Event

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