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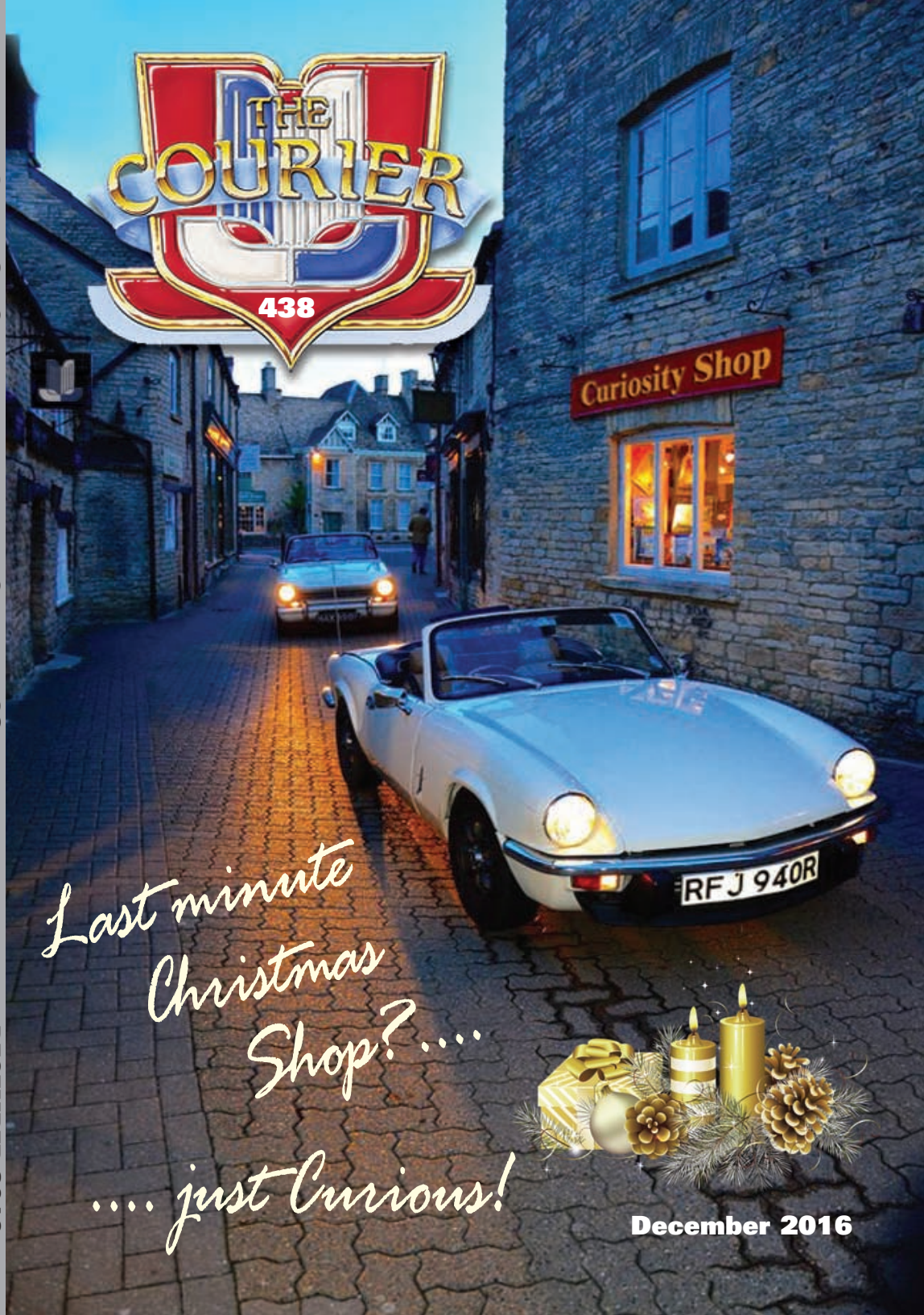
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Triumph Sports Six Club

The Courier 438

DECEMBER 2016



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**December 2016**



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## This Years Favourite Photo!

# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
 No.438 VOL 38. December 2016  
 Price £3.50 Free to Club Members.

## CLUB HEADQUARTERS

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Headquarters open 9am - 5pm Mon to Fri

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Fuzz Townshend

## HONORARY VICE PRESIDENTS

Pip Flegel & Frank Spencer

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## COUNCIL MEMBERS 2016

Dave Beardsley (EO), Chris Gunby, Tracey Hawes,

Nigel Hill, Derek Holman, Martin Hughes,

Bernard Robinson (EO), Jane Rowley.

For a full list of TSSC officials see page 72.

## HONORARY MEMBERS

Chris Allen. Dennis Barbet. Trevor Collett. Martin Cox.

Mike Crewes. Dave Glead. John & Pam Griffiths.

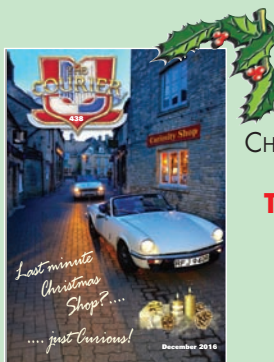
Pip Flegel. John Macartney. Fred Nicklin.

Paul Richardson. Bill & Jo Sunderland.

Frank Spencer. Paul Swanson. Peter Williams.

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

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LAST MINUTE  
 CHRISTMAS SHOPPING?

TRY

**TSSC HQ XMAS**

**OPEN DAY**

**SUN 4TH DEC**

PICTURE

JANE ROWLEY

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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2017 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

**TSSC NATIONAL, REGIONAL &  
EUROPEAN EVENTS**

See also further adverts in Courier

## December 2016

**SUN 4 DECEMBER 2016**

**TSSC HQ CHRISTMAS OPEN DAY**

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**July 2017**

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INFORMATION TO TRUDI AT CLUB H.Q.**

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



## TSSC Headquarters Christmas Open Day Sun 4th December

**Come & Join in the  
Celebrations at TSSC Headquarters!**

**Sunday 4th December 10.00 am to 4.30 pm**

*Don't miss it this year!*

## TSSC Club Shop

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# CoMment

## The End of the Season is Nigh

BY MARTIN HUGHES  
COUNCIL OF MANAGEMENT

**F**or those of you that don't know me, my name is Martin Hughes. I am a joint AO for the Somerset area and I became a member of CoM in April this year. I am married with two children and live in Somerset. I have three Triumphs, Spitfire4, MK2 Spitfire and a 13/60 Herald, I would love to own more but I fear I would be in serious strife with the wife. This is my first CoMment so I hope it all goes well.

By time you read this I'm guessing that nearly all of us will have our cars tucked up in their winter hideaways. This is the time that many of us have a project/job to be completed during the winter months on our cars, that's if we are brave enough to go out to the garage/workshop in this fast approaching cold spell.

I t's been a very busy year for all our areas, CoM and for all the staff at HQ. We have held trips to Laon, Le Mans, Spa and the club has held its first TriumFest weekend at Santa Pod. We saw a fantastic turnout of GT6 for the 50th Anniversary, an amazing sight to see all those GT6 parked up. This year was my first trip to Le Mans. What a fantastic adventure that is, it's a petrol heads dream. The club do a marvellous job whilst we are there, a camp site right beside the race track, our own food outlet and plenty of refreshments (if you know what I mean) I would strongly urge anyone to go to Le Mans, trust me you won't regret it.

Due to the timing of the Courier many of you will have already attended the Classic motor show at the NEC. I hope you all had a good time and managed to find the TSSC stand with the full line up of GT6.

Don't forget our Xmas Open Day at the Clubs HQ at Lubenham on the 4th December. Times, 10.00 till 16.30 there will be, lights snacks, liquid refreshments (From the Herald bar) mulled wine,



guest ale (for non-drivers) and mince pies. The club shop will be offering a 10% discount on over the counter purchases. You will get to meet some of the Directors, HQ Staff and Bern (Editor) will be manning his infamous workshop "Bizarre Bargains" stall. If you've never been to our HQ please go. It's not only the



stunning and rare cars we have on display but you are totally surrounded with Triumph memorabilia.

Last but not least, May I take this opportunity on behalf of CoM and all the staff at HQ to wish you all a very merry Christmas and a happy new year.

*Do More with  
Your Triumph!*



## NEWS REVIEW

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



### Win Motor Insurance for a Lifetime!

We all know that paying for motor insurance is not one of life's little pleasures, but one lucky motorist could wave goodbye to their motor insurance premiums - all thanks to **Stewart Miller & Peter James Insurance**.

The leading UK insurance broker is running a unique competition, offering one lucky winner the chance to win motor insurance, not just for a year, but for a lifetime\*.

The competition winner will be informed of their good fortune on Christmas Day 2016 – bagging themselves an extra-special Christmas gift of up to £350 of insurance per year for up to 25 years.

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**[http://www.peterjamesinsurance.co.uk/WMIFL/160914\\_wmifl.html](http://www.peterjamesinsurance.co.uk/WMIFL/160914_wmifl.html)** fill in and submit your contact details to be entered into the grand prize draw.

Alternatively, log your details with one of the team on the Stewart Miller & Peter James Insurance show stand at the following event: **Classic Car Auctions December Sale, December 3rd** and you will be entered into the draw. **\*Up to £350 of insurance per year for up to 25 years.**

**Terms and conditions, see [www.peterjamesinsurance.co.uk/WMIFL/160914\\_wmifl.html](http://www.peterjamesinsurance.co.uk/WMIFL/160914_wmifl.html)**

### TSSC Celebrates 40th Anniversary - July 2017

To mark the occasion, we are formulating an event that we hope will have historical and social features that our membership will want to participate in. We want this event to be one of the cornerstones for the 40th Anniversary year.

**Suggested Itinerary**

**Saturday 29th July (Morning)** - Meet at Newport Pagnall Services - the location of the very first meeting at which the Club was formed.

**Saturday 29th July (Afternoon)** - following a cross country drive from Newport Pagnell, lunch and celebrations at the Club's HQ in Lubenham

**Saturday 29th July (Evening)** - a gala dinner, with Guest Speakers, in a venue on the site of the old Triumph factory at Canley, Coventry.

**Sunday 30th July** - after breakfast, drive to one or more interesting locations in the area for lunch, followed by dispersal.

We are needing to gauge levels of interest for the event, to allow us to confirm venues and make other arrangements. Other than fuel etc, there are no costs to join in, apart from the Saturday Dinner (approx £30 per person) and overnight accommodation (discounted room rates are being confirmed).

Members are free to pick'n'mix elements of the weekend to suit their own preferences. At this stage all we are requesting is an *Expression of Interest*, particularly for the Saturday dinner.

**To register your interest**, please send an email to **[info@tssc.org.uk](mailto:info@tssc.org.uk)** indicating which parts of the weekend you are interested in and the number of people within your party.

**David Beardsley,**  
CoM.





# HQ OPENING TIMES

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## INSURANCE PANEL

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**DECEMBER - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**HQ Closed for Christmas Break**  
**Closed 23rd DEC 2016 return 3rd JAN 2017**

**JANUARY - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**TSSC HQ**  
**XMAS Open Day 2016**

**Sunday Dec 4th 2016 - 10am to 4.30pm**

**Club Shop will be Offering 10% Discount over the**  
**Counter on the day only**

**Offer NOT applicable to Club Gift Vouchers, Website orders**  
**or on Items already discounted**

## 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](mailto: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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# SPITFIRE I - II - III Register

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

**Suzie Singleton**



## Hard Frost & Mince Pies!

**I**t's the beginning of November so I'm writing my December article. Although it's bright and sunny outside now, yesterday we woke up to a hard frost and mince pies are on sale in Tesco so it does all imply that we're getting close to Christmas and another New Year, can anyone tell me where this last year has gone? It's flown by so quickly!

Anyway, I have a Christmas stocking of some little gems for you this month that I hope you will enjoy.

With Christmas in mind, what youngster – or oldster – would be disappointed to find this Fire Engine under their Christmas tree? **Paul Taylor** found it in an antiques shop in



That's quite an increase in value from the



Arlesford in Hampshire.

You would need a substantially higher budget to buy the following 1964 Spitfire for your loved one, **Paul Adams** sent me the link to it on the [www.erclassics.com](http://www.erclassics.com) website. Tempting though it might be we certainly don't have a spare €24,950.



prices these cars were when new.

Our Friend **Ted Schumacher** in the US recently sent us this 1966 advert for a Spitfire,




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American Motor Vehicle Company, Lafayette, Ind.

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toothbrush similar to the one **Peter Talbot** got recently.

And I think I can only finish with a Christmas



card design we found last year and sent several out ourselves.

I wonder who the designer was who found a TR4/5 to use as a model? And how did they manage to get the reindeer to sit so nicely while they were painted....

See you next year!



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**Dave Rumens**

## Vitesse 2 Ltr MK1

# H

ello everybody,  
Merry Christmas  
and good cheer to  
all our members.  
May you enjoy the  
festive season. It's

hard to think yet another year's has gone by and is it really 50 years since the 2 Litre was first on sale.

The Vitesse 6, [Picture 1](#), production span was from May 1962 to October 1966 selling over 30,000 cars which was quite successful for a model aimed at a specialist market. It would be a good idea to give some background on Standard Triumph's small six cylinder engine. The 6's 1.6 engine had



**Pic 2.**



**Pic 1.**



**Pic 3.**

When Standard Triumph (ST) decided to go up market and dropped the Standard name their big saloon was set to be a luxury model and the budget option didn't fit its profile. The net result was the 1.6 litre engine had no home, that is until it found one in the Vitesse 6.

originally been specified for a budget version of Standard Triumph's big saloon in the same way the small engine, 1670cc four cylinder, Standard Ensign, [Picture 2](#), had originally been a lower price version of the 2088cc four cylinder Vanguard, [Picture 3](#).

The up market replacement for the Vanguard was of course the Triumph 2000 (Mk1) which used the 2 litre version of the six cylinder engine. Through the early-mid 1960's (ST) were developing a rival to the MGB-GT and it



became obvious that the 2 litre version of the six cylinder engine would be required to give a similar if not better performance than the MG. What we got was a smooth, fast GT6.

As a result there was little likelihood of an increase in the production numbers for 1.6 litre engine, in economic terms this was not a good thing. It would make more sense to fit the 2 litre engine into the Vitesse. It also made good



**Pic 4.**

#### NEW 2-LITRE TRIUMPH VITESSE

*Saloon, Convertible and Saloon with sunshine roof*

sense to up gun the model to keep up with the competition. [Picture 4](#) Shows some of the advertising used for the 2 Litre.

External changes featured 2 Litre badges on the side of the front wings and centre radiator



**Pic 5.**

grill, [Picture 5](#). The attractive Standard Triumph badge had been removed from the bonnet. Was this removal just a change in style or more making the point that ST was now part of Leyland company. Changes to the badging at



**Pic 6.**

rear of the car can be seen in [Picture 6](#) where the number 6 has been removed and a 2 Litre badge has been added.

However, fitting the larger engine in the Vitesse did mean it needed a re-work. The gearbox was strengthened to take the extra power and also to keep up with the competition given synchromesh to first gear. The diff was also strengthened and the ratio was changed to 3.89 to reduce the engine revolutions. Though rear Swing Axle suspension remained the road wheel width increased to 4.5". The 2 litre engine fitted to both the Vitesse and GT6 had a quoted output of 95 BHP, [Picture 6](#), whereas the 2000 saloon had a figure of 90 BHP.

According to one test report of the time the 2 Litre Vitesse was now a dragster! The fact that it was only 3 seconds quicker in getting to 60 mph than the 1965/6 1600 Vitesse, by then fitted with Stromberg carburettor, hid the real increase in performance. It was the acceleration when on the move where the difference was, making

the 2 Litre Vitesse a quicker car than its predecessor. To cope with the extra performance the front brake discs were also increased in size from 9 inch to 9.75 inch. The 6's four dial dash lay-out was still retained, but

the front seats had been changed to give better support and the Herald steering wheel was

operated when selecting reverse gear. [Picture 6](#). Though the fitting of this combined number plate light/reversing light meant the loss of the combined number plate light/boot light which was present on the 6. In other words if it was dark you needed a torch to find anything in the boot with the 2 Litre. As interest the combined number plate light/boot light was first used on the very early Heralds and reappeared in the Herald 13/60. Someone must have over ordered and had a load left in the parts bin to use up!

The 2 Litre (Mk1) continued until the introduction of the Mk2 in

October 1969.

Two things I can remember about the introduction of the 2 Litre, [Picture 8](#). The public attention created due to ST fitting a 2 Litre engine in a car of the size of the Vitesse. And the initial cars sold having gearbox problems and a suspicion the redesigned gearbox couldn't take the power of the 2 Litre engine. Though it appears it was due to early production problems more than any design shortcomings.

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

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

*Dave.*



**Pic 7.**

replaced with one similar to that fitted to the TR4, [Picture 7](#).



**Pic 8.**

## NEW 2-LITRE TRIUMPH VITESSE

*Smooth lightweight gets 95-BHP under the bonnet*

A reversing light was now standard which

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*Peter Johnson*



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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 October*

Mike Dannatt	Beds	Benjamin Burchell	Kent
Mark Stevens	Berks	John Fenemore	Lancs
David Styles	Cambs	Stephen Rigby	Lancs
David Walker	Cambs	Alison Cleaver	Leics
Tom Pickering	Cheshire	Simon London	London
Brian Crossman	Cumbria	Pete Davies	Manchester
Patrick Keen	Dorset	Michael & Karl Papworth	W.Mids
Paul Whitbread	Essex	Bernard Childerhouse	Norfolk
Keith Ball	Glos	Robert Jones	Northants
Paul Cusworth	Hants	Rebecca Ragsdale	Notts
Matthew Pye	Hants	Andrew Courtney	Somerset
Pete Myers	Herefordshire	Howard Willis	Somerset
Nick Wright	Herts	Ray Lillywhite	W. Sussex
Edwin Stretch	Herts	Ian Devey	S. Wales
Robert Thornberry	Northern Ireland	David Harris	Warks
Alistair Wilson	Northern Ireland	David Tyas	Worcs
Peter McBride	Northern Ireland	Paul Tomlinson	W. Yorks
Colin Higgs	Kent		
Joseph Hartfield	Kent		

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

# Welcome to NEW & RETURNING MEMBERS



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

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

Mike Dannatt	Beds	Benjamin Burchell	Kent
Mark Stevens	Berks	John Fenemore	Lancs
David Styles	Cambs	Stephen Rigby	Lancs
David Walker	Cambs	Alison Cleaver	Leics
Tom Pickering	Cheshire	Simon London	London
Brian Crossman	Cumbria	Pete Davies	Manchester
Patrick Keen	Dorset	Michael & Karl Papworth	W.Mids
Paul Whitbread	Essex	Bernard Childerhouse	Norfolk
Keith Ball	Glos	Robert Jones	Northants
Paul Cusworth	Hants	Rebecca Ragsdale	Notts
Matthew Pye	Hants	Andrew Courtney	Somerset
Pete Myers	Herefordshire	Howard Willis	Somerset
Nick Wright	Herts	Ray Lillywhite	W. Sussex
Edwin Stretch	Herts	Ian Devey	S. Wales
Robert Thornberry	Northern Ireland	David Harris	Warks
Alistair Wilson	Northern Ireland	David Tyas	Worcs
Peter McBride	Northern Ireland	Paul Tomlinson	W. Yorks
Colin Higgs	Kent		
Joseph Hartfield	Kent		

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



**Kieran Line**

**Y**ou may have noticed that over the past few years we have formed a great partnership with **Scenic & Continental Car Tours** to expand our range of tours and events to give members more choice. We asked **Kieran Line**, Group Relations Manager, the following questions:

### **What can you tell us about the company?**

As part of the Albatross Group of Companies, we have been trading for over 30 years. Albatross ensures we have a great back office system for both administration, buying power, relationships with suppliers such as hoteliers and ferry providers, financial security etc.

### **What about the security of our member's money?**

Your Money is Safe with Scenic & Continental Car Tours - In accordance with the EC Package Travel Directive, Scenic & Continental Car Tours operates a system of client trust accounts – the ultimate in payment protection. This means every penny you pay to us is ring-fenced and audited by an independent firm of accountants and may not be used by us to pay suppliers until you have returned from your holiday. Any tours operated by air are ATOL protected via S&CCT sister company, Success Tours, ATOL Number.5114.

### **Do you work with other car clubs?**

We are well versed in working with clubs as we already partner with other clubs such as: Morgan Sports Car Club, Jaguar Enthusiasts Club, Reliant Scimitar Club, TVR Car Club, Alfa Romeo owners club and Regional groups within The Porsche Club Great Britain, the list goes on!

### **What do you offer on a typical tour?**

We do two things. One is our scheduled tours, these are a range of tours put together by us, and sold to the classic and performance car market. Anyone can book into these tours, and they will generally operate with min 5 cars, max 20 cars. We provide everything from travel (Ferry/train etc.) to the hotels and meals, and a comprehensive travel guide to assist day by day with where to go, what to look out for, and most importantly what you need to have for each of the countries you are travelling through.

Then we have private group tours and events, where my role within the business lies- dealing with any clubs, large or small, groups of friends or official 'Regions' within a Club. Organising as much or as little on the event/tour that the organiser wants me to. Some organisers want me to do everything, some want to arrange everything themselves, but have our administration and financial backing, we will do literally as much or as little as the organisers want.,

**Contact Kieran on 01732 879172**

**or email [kieran.line@sceniccartours.com](mailto:kieran.line@sceniccartours.com).**

For more information about Scenic & Continental Car Tours, please visit [www.sceniccartours.com](http://www.sceniccartours.com)

Scenic are working closely with us over next June's exciting Laon Event, so contact the team on 01732 87953 to book your place or email: [admin@sceniccartours.com](mailto:admin@sceniccartours.com) for this or any of the other tours Scenic provide.

### **SPECIAL OFFER TO ALL TSSC MEMBERS**

Whenever you renew your membership to the Club you will receive a Voucher from Scenic worth £50 off of any trip they organise, that is more than the cost of your membership!



## **MEMBERSHIP OFFER**

In conjunction with Scenic & Continental Car Tours

**This voucher entitles every TSSC member to a £50 discount per car off any Scenic & Continental Car Tours Holiday or Short Break and is valid for 12 months from the start/renewal date of your Club membership (\*see conditions of booking below).**

\* This voucher can be redeemed against any new Scenic & Continental Car Tour with a minimum value of £250 per person. This voucher cannot be used retrospectively against any existing booking or in conjunction with any other offer. Only one voucher can be used per member/booking.



[www.sceniccartours.com](http://www.sceniccartours.com)



# LET US HELP YOU ORGANISE YOUR GROUP TOURS



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- ✓ All your administration taken care of
- ✓ No financial commitment
- ✓ No currency surcharge guarantee
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- ✓ Financial security for peace of mind
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- ✓ We give you time to sell your tour
- ✓ We'll support you all the way



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### GRAND PRIX TOURS

- CHINESE GP • AUSTRALIAN GP • CANADIAN GP •
- AUSTRIA GP • BELGIUM GP • ABU DHABI GP •
- BRAZILIAN GP • UNITED STATES GP •

**[www.sceniccartours.com/clubgroup-tours](http://www.sceniccartours.com/clubgroup-tours)**  
or for more information call our  
Group Relations Manager Kieran on: 01732 879172





*See you at the TSSC!*

A photograph showing two men in a workshop. The man on the left is wearing a dark jacket and is looking towards the right. The man on the right is wearing a red jacket and is looking towards the left. They are standing in front of a workbench with various tools and equipment.

## **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!!*



**Tel 01858 434424    [www.tssc.org.uk](http://www.tssc.org.uk)**



**SAT 17TH JUNE 2017**

*Early Bird  
Booking Discounts!*



**TRIUMPH SPORTS SIX CLUB CELEBRATES  
40 TSSC YEARS!**

**PRE-BOOK** and You can **Exclusively Camp** from midday on **Friday 16th June 2017**  
**TriumFest UK Itinerary : FRIDAY 16th June - Eve Noggin & Natter,**

**SATURDAY- 17th June - TSSC 40th Anniversary Display, TriumFest UK Show & Shine  
& Run What Ya Brung up the Drag Strip. Evening Live Band.**

**SUNDAY 18th June RETRO SHOW MAIN DAY - ALL the usual Retro Show attractions  
Plus Standard Triumph Marque Day 2017**

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

**See Over** for TSSC Member Priority Pre - Booking





## 16th to 18th June 2017

### Camping from Friday 1st - Midday

**at Santa Pod Raceway**

## EARLY BIRD ENTRY PRICES - END 31ST JAN 2017

**WEEKEND ENTRY £21.60 PER PERSON INC POST**

**SATURDAY ENTRY £14.20 PER PERSON INC POST**

**SUNDAY ENTRY £14.20 PER PERSON INC POST**

**WEEKEND ENTRY PRICE INCLUDES CAMPING**

**UNDER 13's FREE!!** ACCOMPANIED BY AN ADULT

**PRE - BOOK ONLY: PAY AT THE GATE TICKETS WILL BE HIGHER**

**AND WILL NOT GUARANTEE ENTRY TO TRIUMFEST UK AREAS**

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

**DATE** ..... **Membership No** ...../.....

**Number of Tickets required:**    Weekend.....    Sat .....    Sun .....

NAME (MR. MRS. MISS. MS.)

**ADDRESS** .....

**POST CODE** ..... **Daytime Tel No** .....

**E-Mail** \_\_\_\_\_

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

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

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

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

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

**CARD No** ..... / ..... / ..... / ..... / ..... / ..... / ..... / ..... / ..... / .....

**EXPIRY DATE**    ..../..../..../..../

**VALID FROM** ...../...../...../...../

**SVN NO. .... / .... / .... / (Last 3 digits above Signature)**

NAME ON CREDIT CARD .....

**Payment by Cash**  **or Cheque**  **Total** £ .....

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

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

# STANDARD



# TRIUMPH

## MARQUE DAY 2017

The UK's Largest Annual Gathering of  
**STANDARD TRIUMPH CARS**

**Sun 18th June - Retro Show** *Santa Pod Raceway*

**The Retro Show is a classic car and bike show with a difference:**

Unlike most shows where you park up in a field and sip tea, this is an action-packed day where you can take part in the racing, Autoglym show & shine and Club displays with whatever type of retro machinery you have.

**Retro Show is open to ALL retro vehicles including cars, bikes, scooters and lorries from the 1950's through the 1980's to 1995.**

**Weekend Featuring:** Run What You Brung (£25 unlimited), Drag Demos, Show & Shine, Traders, Auto Jumble, Club Stands, Weekend Camping, Vehicles 4 Sale Paddock, Evening Entertainment, Fun Fair Rides and more.



**EARLY BIRD BOOKINGS - END 31st JAN**  
**SUNDAY ENTRY £14.20 PER PERSON** INC P&P  
**WEEKEND ENTRY £21.60 PER PERSON** INC P&P  
**NB! ALL ABOVE INCLUDED IN TRIUMFEST UK BOOKING!**

**Bookings Tel. 01858 434424**

Standard Triumph Marque Day 2017 Hosted by the Triumph Sports Six Club



e-mail.

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

**Colin Lindsay**



## Lawrencetune WHO?

**I** I was researching **Sid Hurrell** for the article back in November 2016 I came across the Lawrencetune name; a brand I'd admittedly never heard of but wanted to find out more about the association with Triumphs. I thought I'd heard them all, including many famous tuning houses for other marques such as **Downton**, **Speedwell and Byldenstein**. So why not **Lawrencetune**?



**Chris Lawrence**

There is a very good reason for this: Lawrencetune was founded by **Chris Lawrence** who began his career racing Morgan sportscars, but it was with the fitment of the current TR3a engine into these cars that the association with Triumphs began.

They operated out of 69a Avenue road in Acton, London, but after achieving success in racing and tuning it appears there was a rather cloudy end to it all. Chris Lawrence



himself blames Margaret Thatcher and her policy towards small businesses, however it appears he sunk a lot of time and capital into a disaster of a 4-door tourer project called the Monica 560, which weighed nearly two tons and was never fully completed, as the 5 litre engine was effectively scuppered by the fallout from the 1973 oil crisis. Shortly afterwards he sold the patent to a nautical winch that he had designed which according to one website, along with orders for other nautical parts *"allowed him to clear the books, pay off his employees and move on to pastures new."*

He went off to Los Angeles where he founded Lawrencetune West which seems to have been a most salubrious location, as his company Chevrolet apparently had a bullet hole in the left rear wing! Sounds more like West Belfast... Lawrencetune closed in 1976 and the American side of things in 1992, however Triumph Tr2, 3 and 4 parts can still be obtained today.





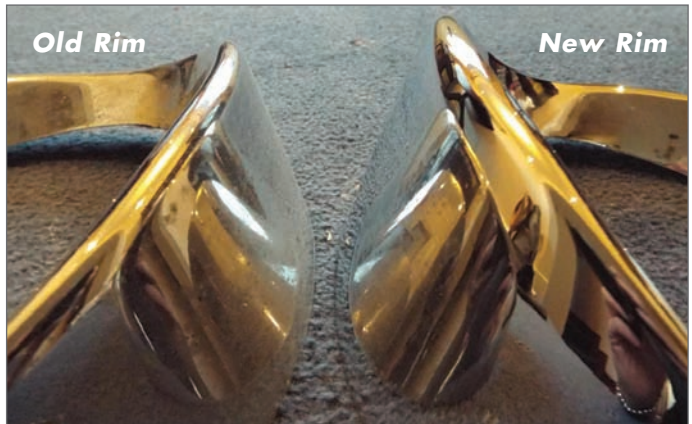
**Monica 560**

being too race-bred to find their ways into everyday cars. It's interesting to note that unlike Sid Hurrell's legacy, where SAH tuned engines are a premium, Lawrencetune engines and parts are the subject of debate as to whether they actually add anything to a car's value, or actually devalue it due to the problems and additional maintenance they inevitably cause.

Chris was never afraid to experiment – a real Porsche-beater and race-winner when in form, some tremendous innovations, and some apparent dead ends in design have left him a topic for conversation and debate on many of the Morgan and TR forums.

So: this may explain why I'd never really heard of Lawrencetune – they have absolutely no connection with Heralds whatsoever. Unlike many of his competitors, his tuned and uprated racing parts have no road use,

On a more relevant-to-Heralds note I'm happy to report that I've received my new headlight



**Old Rim**

**New Rim**

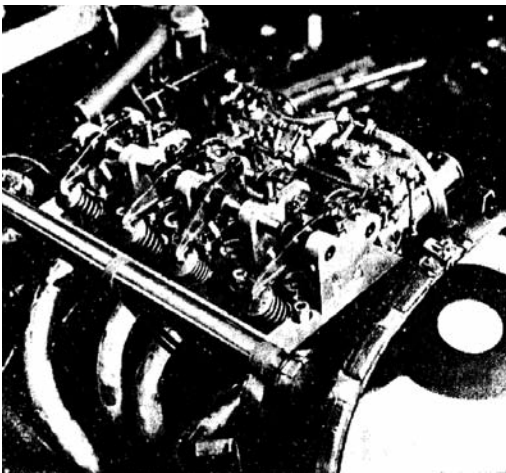


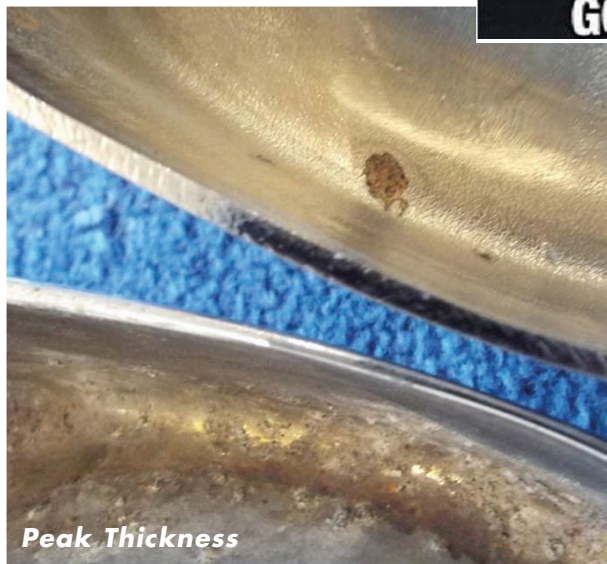
Plate 11

The Lawrence-Tune crossflow cylinder head shown with the rocker cover removed

cowlings for the early 1200 from **Bob Rowland**. These have been long anticipated; you may remember that I first featured these



quite some time ago when Bob was amassing enough orders for a batch manufacture. I've finally managed to get a look at my long-peak versions and they certainly look the part; in fact I'm reluctant to leave fingerprints all over the pristine chrome. First impressions: there is a marked weight difference between the old light Mazak and these brass versions, uppermost in the closeup photo; not enough to cancel out any weight saving you may have tried with alloy distributor pedestals or water pump housings, but still a solidity that reassures. You can see part of the reason for this when you compare the old housing and the new; the new one is twice the thickness



**Peak Thickness**

of metal. This did cause me some fettling when first fitting – Bob advised me to use good undamaged fitting rings and as they're a tight fit I can see why any distortion would cause problems, however the new rubber seals that I had previously fitted seemed slightly thick and unwilling to allow the cowl to seat until I released the self-tappers of the fitting ring slightly, and this had the desired effect. I may need to chamfer the slots in the cowlings to allow them to seat onto the rings but this will be addressed over time whilst I allow the cowls to compress the seals slightly to see if this improves the grip. I did unfortunately chip my

pristine bonnet paintwork whilst sliding the cowl about so a small touchup is required. But - doesn't it look good??

There is a nice depth to the chrome which should shine up well - the 1st Rim photo shows the new one to the right - (compared to the pitted nightmares that are the originals) however I have noticed some scuffing to the peak of one of my cowls and am consulting quality control – Bob himself – on the possibility of an exchange. It's under the front lip and invisible when standing at the front of the car but I'd rather have a perfect pair which should last a lifetime.

As Sid Hurrell said in his catalogue:

***"It pays to patronise those who specialise"***, and I'm glad I supported Bob's very welcome venture.

We have very few enthusiasts and suppliers these days who support our cars and we really need to reward their efforts, otherwise the day will come when we're reduced to autojumbles and internet auctions for anything other than readily available service parts – front brake shoes comes to mind, for one thing.

I'll leave the last word to local member Douglas Hogg.... He says it all!

***"See you – next year???? Yikes!"***

**Colin**

## OBITUARY

# Brian Spencer

## Herald Launch Display Team



I am sorry to have to let you all know that one of our honorary members, **Brian Spencer** passed away peacefully on 6th Sept 2016.



**Brian Spencer with Daughter Terry**

Brian worked at Triumph when the Herald was launched and was one of the team of four Triumph apprentices who built a complete running Herald in four minutes on stage at the 1959 Earls Court Motor Show.

This car was then driven to Europe with only a few minor adjustments.

After a successful career in the motor industry Brian retired to Spain where he spent a very happy retirement only coming back to the UK last year to be closer to his family.

Our thoughts are with his family at this very sad time.

**Chris Gunby**  
TSSC Chairman



**Team: Left to Right, ? Marshall, Roy Fitt, Brian Spencer, Taffy Evans**





e-mail.

**herald1360@tssc.org.uk**

**Phil Willson**



## Springs and Damping

**I**t's been a busy month and I've not touched the Herald at all. The main car works have centred on the Stag which has been treated to a new hood and reconditioned frame. I've also rebuilt the front seats so that they should be more comfortable and supportive now. The rubber platforms on the underside were useless as were some of the foams and back supporting straps. The seats on my 13/60 were treated to all this back in 2012 and the difference was amazing.

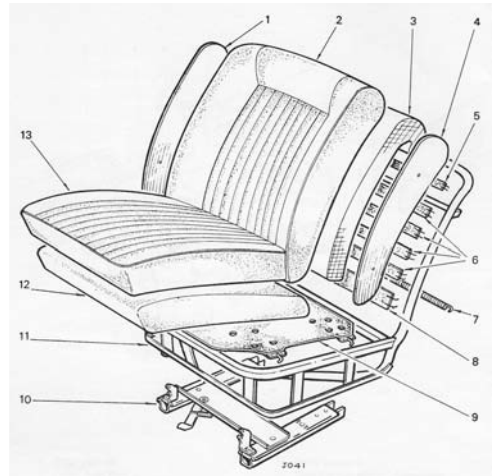
As promised (threatened?), I've put down a few words about springs and dampers that I hope will make sense. There's a tiny bit of arithmetic at the end which you can ignore if you wish.

What is a spring and what is it for? One thing it is useful for is bouncing. Think of trampolines, pillow fights on sprung mattresses, pogo sticks and Zebedee on The Magic Roundabout (boing!). Given half a chance that's what the springs on your car would do as well. See picture 1. More of that in a bit.



**Pic1:** *The Power of a spring*

Now imagine riding on an ancient wagon – wooden wheels, no springing and a wooden seat. The only padding you have is contained within you – the disks between the vertebrae in your spine and your gluteus maximus (you can look that one up). Given the state of ancient roads, and even some modern ones, wouldn't that be awful? So what can be done to make things more comfortable?



**Pic 2:** *The anatomy of a Herald seat*

Firstly you can put a nice cushion on the seat to absorb a little of the shock. On from that you can also add suspension to the seat. If you look at the anatomy of a Herald seat you will see cushions (3 and 12 in picture 2), a stretched rubber diaphragm (item 9) and some springy back straps (item 6).

Secondly you can put some nice absorbent air

bags around your wheels in the form of rubber tyres filled with a cushion of air. The more balloon-like the tyres, the better the effect. Of course, the modern trend is to have ultra-low profile tyres that give a large improvement in handling, but they do little to contribute to the suspension. This has been made even worse on some cars that have been fitted with run-flat tyres. These work by having reinforced, i.e. less flexible, sidewalls so that you can drive for quite a few miles after a puncture.

Third in this list is the car's main suspension system. On our cars this function is performed by placing the chassis and body on springs. Springs are the principle shock absorbers (this is where common parlance gets in the way of the science). Road shocks are absorbed by the springs – the energy from a bump that causes the wheel to rise suddenly is transferred into the spring when it compresses. Without the spring, the shock would go straight into the car body and jerk it upwards. So far, so good because that's what we want, isn't it?

But what happens next?

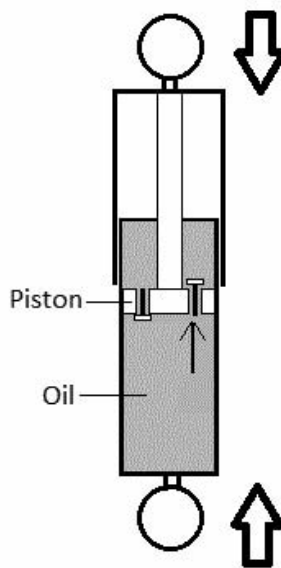
The spring naturally wants to go back to its original length so it either pushes the wheel back down or, more likely, pushes the car body up in what you could call the rebound.

But then the car body wants to come down again under the force of gravity so it compresses the spring again. What we have now is a bouncing effect (like the pogo stick) whereby the energy from the original bump is being transferred back and forth between the spring and either the body or the wheel. This would be very uncomfortable, to say the least. We have exchanged a shock for an oscillation. Too much oscillation would make you feel quite ill, rather like seasickness. These oscillations have what is known as a natural (or resonant) frequency which is the rate the body would go up and down if nothing else were to happen. Left to its own devices, it would gradually die out. However, if you were unlucky enough to come across a regular unevenness in the road surface, which combined with the speed you are travelling, just happened to match the resonant frequency of the suspension, the bounce would grow and grow until the car

bounced off the road. Obviously this must not be allowed to happen.

What we need is a device to take the energy out of the spring and convert it to something else. This effect called is 'damping'. The dampers on your car convert the spring energy into heat. The degree of damping determines how quickly the oscillations die down to a minimum and, in practical terms, the comfort and roadholding abilities of the car. If you damp the spring too quickly i.e. make the dampers very hard then it's almost as if the spring weren't there and the suspension would appear very hard. Set them too soft and it's as if the damper wasn't there and you would get too much bounce. So in between those extremes you can set the dampers to give whatever suspension performance and comfort is required.

Dampers work by transferring a liquid (or gas)



**Pic 3:** A simple damper

from one chamber to another via a small hole or orifice. See picture 3 for a simplified diagram. When the spring and damper are compressing, oil is transferred from the lower chamber to the upper chamber. The smaller the

hole, the slower the transfer of fluid (the harder the damper setting). The heat is generated through the compression of the liquid or gas. Adjustable dampers let you vary the size of the orifice and therefore the rate of transfer of the fluid.

Another factor is the stiffness of the springs and again you can imagine the effects of the two extremes - very soft and very hard springs. Design engineers have many other factors to take into consideration including the weight of the car, the weight of the wheels (the so-called unsprung weight) and the use to which the car is intended to be put (family saloon, sports car, off-roader etc.).

Just looking at the normal Herald, all 1200 and 1300cc cars had almost identical front spring specifications:

Free length (i.e. before fitting) – 12.18"

Fitted length (i.e. with car on the ground) – 8.25"

Spring rate – 200 (actually 201 or 203 but we'll keep it simple) pounds per inch i.e. each additional 200 lbs compresses the spring by 1". **N.b.** To all intents and purposes, coil spring rates are linear.

In addition, I have measured the length of the spring when fitted to the damper (but not to the car) as 9.5".

Basic arithmetic shows that the force in the spring when fitted to the damper is about 500lbs and when on the car it is 800lbs or just over one third of a ton. I mention that as it should show you why a good spring compressor, like the one I talked about last month, is vital. The forces that would be unleashed by using a poor compressor are enough to do a lot of damage.

Club shop catalogue that says that fitting their heavy duty (15% uprated) springs will not lower the car but will usually raise it. The notes above should explain why. Assuming they start off at around the same length, when you fit the spring to the damper it will naturally go to the same length as the standard spring because the length is set by the damper's maximum opening. However, when you fit the whole unit to the car it won't compress as far because you are applying the same car weight to higher rate springs. The way around this is to fit the version of the dampers that has an adjustable seat pan and to set the pan lower than the fixed type. You can then, of course, set it to whatever height you require. Adjustable dampers are readily available from AVO, Gaz, Koni and Spax and they all have their followers and detractors. I won't state any preference here.



**Pic 5.** Ride and height adjustable dampers

On a different note, in the recent Practical Classics 'Favourite Classic' survey (December 2016 edition) I was amazed to see the Herald so far down the list of 100 favourite classics, appearing at number 70, behind the Marina at 64. In my eyes it's every bit as good as the

Morris Minor that took top slot. Still, the Stag did well at number 9 followed by the GT6 at 12 and the Spitfire at 15. I was shocked to see that the Vitesse didn't figure at all when Allegros and Ladas made it into the 100.

All very puzzling. I demand a recount!

**Happy Christmas!**

*Phil*



## Powder Coated Springs

<b>TR290</b>	Standard Spitfire/GT6/Herald/Vitesse	£43.50
<b>TR291</b>	Heavy Duty Spitfire/GT6/Herald/Vitesse*	£43.50

Please State Car and Model when ordering

\*(15% UPRATED) NB these **DO NOT LOWER** and in most cases will actually raise the ride height, it is recommended to use these with the adjustable spring pan shock absorbers.

**Pic 4:** TSSC SPRINGS

You may have read and maybe not understood or believed the comment in the TSSC 26



# Join us for a 'Classic' 3 or 4 Day **New Years Eve** Gourmet Extravaganza Including a Gastronomic New Years Eve Dinner

3 Days, 2 Nights from £429 or 4 Days, 3 Nights from £499

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- Return P&O Ferry Crossing from Dover to Calais (other crossings available)
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Staying at the 4 Star Best Western Premier Weinebrugge in the Beautiful Belgian City of Bruges

## OTHER TOURS FOR 2016/17 INCLUDE

 <p><b>NORTH CYPRUS CLASSIC CAR TOUR</b> Oct &amp; March - 8 Days, 7 Nights From £899.00 Per Person</p>	 <p><b>REIMS &amp; THE CHAMPAGNE REGION</b> May &amp; Sept - 4 Days, 3 Nights From £389.00 Per Person</p>	 <p><b>DINANT &amp; THE BELGIAN ARDENNES</b> June &amp; Sept - 4 Days, 3 Nights From £269.00 Per Person</p>	 <p><b>BAVARIAN CHRISTMAS &amp; MEDIEVAL NEW YEAR</b> 20th Dec to 1st Jan - 13 Days, 12 Nights From £1599.00 Per Person</p>	 <p><b>THE COTSWOLDS CHEDDAR GORGE &amp; BATH</b> June &amp; Oct - 4 Days, 3 Nights From £179.00 Per Person</p>	 <p><b>DUTCH WINDMILLS &amp; WATERWAYS</b> April, June &amp; Sept - 4 Days, 3 Nights From £289.00 Per Person</p>
 <p><b>JERSEY INTERNATIONAL MOTORING FESTIVAL</b> 31st May to 6th June - 5 or 7 Days From £399.00 Per Person</p>	 <p><b>THE BEAUTIFUL ISLE OF MAN</b> June, July &amp; Sept - 5 Days, 4 Nights From £379.00 Per Person</p>	 <p><b>CHAMPAGNE CHOCOLATES &amp; BEER</b> Apr, July &amp; Aug - 4 Days, 3 Nights From £199.00 Per Person</p>	 <p><b>LAKE GARDA or COMO &amp; the STELVIO PASS</b> June, July &amp; Sept - 10/12 Day Tours From £829.00 Per Person</p>	 <p><b>IRELAND'S COASTAL CAUSEWAY ROUTE</b> May to Sept - 5 Days, 4 Nights From £399.00 Per Person</p>	 <p><b>GUERNSEY &amp; JERSEY 2 ISLAND TOUR</b> May, June &amp; Sept - 8 Days, 7 Nights From £699.00 Per Person</p>
 <p><b>SCOTLAND'S NORTH COAST 500</b> June, July &amp; Sept - 6 or 8 Days From £759.00 Per Person</p>	 <p><b>DARLING BUDS OF MAY &amp; KENT COUNTRY TOUR</b> Date tbc - July - 4 Days, 3 Nights From £169.00 Per Person</p>	 <p><b>RHINE, ROMANTIC ROAD &amp; THE BLACK FOREST</b> June &amp; Aug - 10 Days, 9 Nights From £899.00 Per Person</p>	 <p><b>THE WILD ATLANTIC WAY</b> June, July &amp; Sept - 7 Days, 6 Nights From £779.00 Per Person</p>	 <p><b>YPRES &amp; WW1 BATTLEFIELDS</b> May &amp; Oct - 4 Days, 3 Nights From £269.00 Per Person</p>	 <p><b>NORTHERN SPAIN &amp; THE PICOS DE EUROPA</b> June &amp; Sept - 9 or 12 Days Tours From £1399.00 Per Person</p>
 <p><b>2017 MILLE MIGLIA</b> 15th to 25th May - 11 Days, 10 Nights From £979.00 Per Person</p>	 <p><b>LAON CIRCUIT HISTORIQUE 2017</b> 2nd to 5th June - 4 Days, 3 Nights From £139.00 Per Person</p>	 <p><b>EAST TO WEST TOUR</b> 21st May &amp; 21st &amp; 22nd Sept 2017 From £279.00 Per Person Including Flights, Hotels &amp; Car Hire</p>	 <p><b>THE BREATHTAKING LAKE DISTRICT</b> June &amp; Sept - 4 Days, 3 Nights From £259.00 Per Person</p>	 <p><b>GOLDITZ COLDITZ, DAMBUSTERS &amp; THE GREAT ESCAPE</b> June 2017 - 10 Days, 9 Nights From £899.00 Per Person</p>	

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# SPITFIRE MkIV/1500 Register



e-mail.

**spitfireIV-1500@tssc.org.uk**

**Steve Payne**



## On the Road Again!

A colleague of mine at MIRA owns a GT6 and has supported me with a few issues I have had with my own Spitfire, so when he said he had issues with his hazards/indicators I thought I could help him for once as I had had a similar issue myself which I cured by applying an earth lead, however it was not to be that simple. I'll let Keith explain in his own words the issue and how he managed to resolve it.

### Hap-hazard!

*My hazards were a nightmare. I had noticed that the front indicators were slightly brighter than the rears, the rears were barely visible but when sidelights were on I noticed that they flickered very, very slightly. So, because earthing the fronts made no difference and with the backs dimmer than the fronts, I concentrated on the rears.*

*Then by total accident I had the back panel etc. out and I pulled an indicator out of the lamp cluster and forgot I had the hazards already on, so dim, and by magic the other 3 indicators worked perfectly???*

*I put it back and everything was dim again.*

*So I earthed everything, even soldered wired earths to the earth terminals of the indicators. This stopped the sidelight flicker but the*

*hazards were even worse, barely a flash, even dimmer!!! Pulling a bulb out and all 3 worked perfectly again.*

*I then checked the actual voltage to the rear indicators with all 4 connected and then with only 3 and found, obviously, I had a high resistance to the rears with all on. So I followed the loom back until I had 12 volts or there about and chopped out the wire and replaced with new.....Sorted.*

**Keith**

**Back on the Road after 22 years**



At long last, at the end of October, I took My Spitfire for an MOT, primarily to get a definitive 'to-do' list that would give me the final

push I needed to get it on the road. I was pretty sure it would fail on a few things, the head lamp alignment and possibly brakes (front callipers binding) as they had not been used in anger for the last 22 years, but I was hoping the drive over to the MOT station would rectify that. The other concern I had was the emissions, I had stripped, cleaned and rebuilt the carb's several years ago, and had put everything back as I had found it but I was unable to set them up properly as the engine at that time was not a runner.



I booked a suitable slot at the MOT station so as to avoid rush hour traffic and I set off well before time to allow for unforeseen issues. Prior to this 'outing' I had taken the Spitfire on a short run about 18 months previous, 2 - 3km, on a private road, but this was the first 'real' run in 22 years. The Spitfire started after three or four attempts and after 5 mins was idling relatively smoothly. I felt fairly confident driving to the MOT station, despite the lack of a hood which still requires some TLC, luckily the weather forecast was dry and sunny otherwise I think a cancellation would have been on the cards. The gearbox felt a little bit tight but I had also rebuilt that over 15 years previous (I had checked the oil level and despite a very small leak it was OK). After an enjoyable drive, a bit bumpy and rattly, but enjoyable, I arrived ahead of time at the MOT station and so the pacing in the viewing room began!

I was able to pop out and take a few photos whilst it was being tested and chatted to the

tester. Gradually my predictions started to come true, the headlights were indeed miss-aligned and unfortunately the adjusting screws were not working properly (strangely as they seemed OK only a few days before when I attempted to set them up on the garage wall!), needless to say the correct alignment could not be achieved.

The tester pushed and pulled at the suspension components and pried at the ball joints which he seemed surprised to see were all sound. The wheels were duly lifted off the ground and the

wheels and steering checked for play, which there was none. However it was evident that the callipers were indeed 'binding' and these need to be released/freed off.

Mechanical and body checks completed the tester grabbed a 'brake test meter' and clamping it to the floor with his feet and asked me to drive down a straight stretch of road adjacent to the station and apply the

handbrake at between 15 - 20 MPH, this provided a reading of 40% or 0.4g. I repeated this with the foot brake at the same speed which resulted in 75% or 0.75g. Both readings he assured me were perfectly acceptable.

Finally he checked the emissions, which as I feared was well above the permissible CO2 limit, 8.93% (almost double the limit 4.5%) but I was sure this could be brought down using the fuel adjustment screw at the base of the carbs rather than anything seriously amiss. It wasn't smoking excessively and it ran quite well on the way to the station. The Hydrocarbons were well within specification, 687ppm (limit 1200ppm).

Insert picture.

I was issued with a FAIL and on the above observations and on advisory, on full lock the front flexi brake pipes were 'just' touching the wishbones (with the lock that the Spitfire has not much of a surprise).

Overall I was quite pleased with the outcome and the following week I was able to return





with the rectifications complete and now have a MOT certificate.

I'll go into more detail about the MOT issues and rectifications, specifically setting the carb in a future register, which although fairly straightforward I think worth discussing.

I also have road tax (I'm 12 months away from tax free status) and fully comp insurance, just in time for Winter and cold rain and salted roads!! The plan is I can now drive to a friend's workshop and facilities (weather permitting) where I can work more comfortably on the remaining jobs.

I've already signed up for SPA Classic in May

and a 'Chip shop' run in February to Skegness. A run that I friend of mine always did with his father to check their Morris Minor was running healthy enough before a longer run.

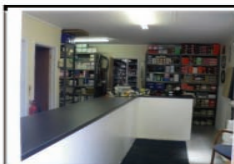
So a successful end to 2016 and I'm looking forward to 2017 and the new adventures it brings.

Please continue to send me your stories, there is only so much I can write about my experiences and I'm interested to hear your success stories and trials and tribulations.

**Seasons Best!**

Cheers,

*Steve.*



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You'll also have the opportunity to visit some of the local attractions en route.

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

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# International Liaison



e-mail.

**international-liaison@tssc.org.uk**



**Dave & Jo Beardsley**

## Seasons Greetings!

**Feliz Navidad**

Joyeux Noel

ハッピークリスマス

hyvää joulua

Schein Chrëschtdeeg

glædelig jul

Frohe Weihnachten

god jul

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# F

irstly, we would like to offer the greetings of the season to all of our members around the World. Hopefully, Google Translate has not let us down and we have inad-

vertently wished someone a Happy Graduation or a Pleasant Retirement!

This month's picture has been sent in by Anton Schlenger-Evers along with some details of a Classic Car Show in Bremen (Northern Germany) in February next year that will feature (amongst others) ADU4B, the MACAU Racer, ADU7B Rally Car, a Mks SCRAG Gr 44 car from the US and a more modern Triumph competition car. Further details can be found at <http://www.classificatorily.de/home/> We understand that there are direct flights to

Bremen from the UK, so if anyone fancies a weekend away, let us know.

Also this month, you will see in the Area News section of the Courier that our Overseas Contacts Panel is back in business.

There are still some gaps to confirm, but thanks go to all of the members currently listed that have agreed to continue (or begin) to be our overseas representatives.

To close out, we hope that you have a great festive season, wherever you will be celebrating it. Looking forward to 2017 and some great events that we hope some of you will be able to attend and we'll meet you there.

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

**Dave & Jo**

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Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
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Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£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)	£60.00
Track rod ends	£9.50 each
Rear shock absorbers GSA385	£18.00
Rear shock absorber	£20.00
Herald 3 Sincro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
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Recon Exchange Diff	£350.00
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Herald voltage regulator Unipart GEU 6603	£25.00
Herald new alternative distributor (exchange)	£59.00

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13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
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Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

## TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£205.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated 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 trunnion 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
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

## SPIRIT MK I & II & III

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

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

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£55.00
Front wheel arch inner 909797/8	£60.00
Headlamp support panel assembly 818871/2	£65.00
Front quarter valance 815391/2	£97.50
Door skins	£70.00
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 706889/9	£27.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£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 911327	£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	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£82.50
Window regulator glazing channel	£75.00
Window outriggers 209398/9	£50.00
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Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
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	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

## GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,300.00
Front wings Mk II 908113/4	£144.00
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	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap OE	£14.50
HT lead set	£12.50

## TRIUMPH 2000/2.5 PI/2500

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Mk I front panel (nose cone) 903258	£125.00
Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£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	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

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Front underdrier XKC 83/84	£48.50 pair
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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 H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50 3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157569	£36.00
Lower steering column joint FAM1718	£22.50
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Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£10.00
Brake pads Sprint	£12.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
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Sprint wheel cylinder GWC1121	£15.00
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# Young Member's Co-ordinator



e-mail. [chloe@tssc.org.uk](mailto:chloe@tssc.org.uk)  
Tel. 01858 434424



## Chloe Parker

### My First NEC Classic

**T**he Classic Car Motor Show at the NEC was my first big event I had been to since working here at the TSSC (and not to mention, my first time even visiting the

NEC!). I was amazed at how big it was – everyone kept telling me how huge the place was but it still exceeded my expectations!

I worked there on the Friday and Saturday, and I can say, it was exhausting! But definitely worth it. I enjoyed every minute of it and would love to do it again next year.

One thing I had noticed was how much my confidence has grown, in comparison as to when I started working for the Club last February, when I attended Stoneleigh just a few weeks after. I am now able to confidently meet a variety of new people, encourage them to join our Club, make them laugh and obviously provide them the service which they require. I absolutely love this, and meeting new Members and speaking to them face to face has to be my favourite part of the job – which is probably why I enjoyed working at the NEC so much. It makes me feel great when a Member walks away with a smile on their face. It was also great to meet those that I have emailed and/or spoken over the phone with in the past, as it meant I was able to put names to faces.

With being the Young Members Co-ordinator

I thought this would be a good opportunity to meet some of the Young Members. Unfortunately, not many of them attended the show, but I was able to meet up with one of our young members – **Luke Richardson.**

Luke was working at the 'Club Triumph' stand



Luke's Herald

and had his Herald on display. It was a real hit and the main attraction to the stand. Luckily I was able to get a few pictures of it to put into the Courier – Luke has been working very hard on his Herald as he has resprayed it and I think we can all definitely say that his hard work as paid off! Well done Luke!

Luke and I had a discussion about young

members in the Club, and we both agreed that it is very hard to attract newer young members, as the majority of people in the younger generation tend to have an interest for other cars, such as your Classic Minis. We felt that the current young members need to have some more life brought back into social media groups – such as Facebook. I have tried this in the past and although it is still a bit quiet, I will try again. So, to any young members out there – please contact me on the Facebook group or email me on [chloe@tssc.org.uk](mailto:chloe@tssc.org.uk) about anything you feel needs to be heard and I will try my best to make sure of it! It would also be great if we can have more young members writing in the Courier too!

Anyway... ..Saturday was probably my favourite day because I met a legend... ..the one and only **SIR STIRLING MOSS OBE**. My family and I are very much into F1 racing, especially my Dad, so needless to say I had to get a photo with him... he was at our stand from 11-11:30 am and I was waiting around for him like an excited little child at Christmas. My Dad was really jealous but happy for me – so I did the good thing and got an autograph for him, seeing as he couldn't make it to the show as he was selling our car. It is not every day you can say you have gone from working in a Legal office at the Council, to a Car Club where you



**Me & Sir Stirling Moss!**

get to travel and meet incredible people like Sir Stirling himself.

I loved every moment of working at the NEC and cannot wait to do more events like this – the others I have attended are Stoneleigh, TriumFest UK and the SEM, and I can definitely say that the NEC is my favourite so far.

Thank you to everyone who took their time to introduce themselves to me – it was lovely meeting you all! I hope to meet more of you again at our **Christmas Open Day on the 4th December** here at TSSC HQ!

Merry Christmas!

*Chloe*



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## Trevor Collett

# Alternative Chassis?

**N**ot for the first time my inspi-

ration for a topic to write about comes from a certain internet-based auction site. This is the seller's description of the item that sparked my interest:

*I have for sale an unused Douglas TF chassis, sold as seen. I believe the chassis can also be used in a Triumph Herald and possibly a Triumph Spitfire or GT6 with some modification but I cannot confirm this. It's never been used and is now a few years old, it's been painted chassis black.*

*Also included are some what I believe to be Triumph front and rear suspension parts, painted blue, I believe that they are from a Herald. It is all of the parts on the pallet in the pictures, I do not know what all the parts are as these were my fathers and he died a few years ago. It looks like there is a rear diff and mounts, suspension parts and the pedals. I don't know if any of them have been modified for use in a **Douglas TF.***

*The chassis is approximately 46.5 inches / 1180mm wide and 123 inches / 3125mm long.*

Now that's not something you see every day; actually, it's not something I've ever seen for sale before. Back in the day several of the suppliers







**Douglas TF - EAR 760F - Company Demonstrator**

of kit car bodies, designed to fit on a Herald/Vitesse chassis, offered the option of their own chassis as an alternative. These chassis were made to accept the Triumph suspension and transmission and were one way of getting over the problem of finding out that your donor car's chassis was more iron oxide than steel.

I suppose there might be one or two readers who don't know what a Douglas TF is – I can see from my database that I haven't written about the model since 2010.

The RMB Gentry, which first appeared in 1973, is the best known Triumph Herald-based MG TF replica, but in around 1990 another Triumph Herald-based MG TF replica became available – the Douglas TF.

When I first read about the Douglas I was pleased to know that there was a new addition to family of Herald chassised cars, but my excitement was curbed by the fact that the kit had been developed on the island of Cyprus – as I said when I first wrote about the Douglas in these pages in October 1991, *"There are quite enough problems building a kit car without having to import it in the first place."*

It was in 1991 that two guys, **Skip Pearson and Reg Talbot**, set themselves up to make the Douglas available in the UK, from an industrial unit in Barking, Essex. I contacted them and got a brochure and price list. Later in the year I invited them to bring their

demonstrator to a show I was organising for Triumph kit cars and specials at Brooklands, in the summer of 1992.

The Douglas demonstrator did indeed turn up at Triumph Specials Day 1992, so I could get a good look at it. More than a

good look, I got to drive it round the internal roads of the museum grounds. I was very impressed by the Douglas. I don't need to say much about its body shape; how exact a copy of the MG TF it is I don't know, but it for all intents and purposes it looks like one, and you either like or you don't.

As for the way it drove, it drove just as you'd expect a Herald-based sports car to drive, loads of fun. The mechanics obviously need no description here, no mystery.

There is one aspect of kit cars like the Douglas that always needed serious consideration: what's it like to build. There is an obvious benchmark here, the other Triumph TF, the Gentry. I've seen lots of fantastic Gentrys over the years; well built ones look lovely and if you grab a bumper iron



**Douglas TFs at TSSC Cambridge meet**

and give a good tug you get the definite impression of a very solid construction. There was a down side to the Gentry's solidity - it was achieved by a fairly complicated body construction, involving metal frameworks and all sorts, which, I have been told more than once, makes

for a mildly difficult build.

In contrast, the Douglas body construction used a far smaller number of pieces; this promised a nice and easy build.

I thought this new car had real potential and would surely find plenty of eager buyers.

As it turned out it never did sell in significant numbers. By 1992 the kit car building boom seen in the eighties was well and truly over and the economic climate was not conducive to such frivolous frippery as impractical replica sports cars. Unfortunately for Douglas, despite manful effort, sales figures never really reached a sustainable level.

In 1997 I read a small news item in one of the national kit car magazines that the car's Cypriot parents wanted to reintroduce the Douglas TF onto our kit car scene and were looking for an agent. I don't think they found one; the great British car loving public were still short of spare cash for non-essential purchases like kit cars.

I don't know exactly how many Douglas cars were built, but I can say it's probably more than four, and one reference book I have gives a production figure of 12. I'm certain it's at least four because that's how many different examples I have come face to grille with.

You see I have included pictures of all four cars here, three in white and one in red. The photo of **KPP480G** was taken by me at the SEM at



Leatherhead in 2005; it has been quite a regular at this event, first attending in 1998. It belongs to **Robin Pellatt**, who loved driving the car so much he could never take it off the road long enough to finish it – the white finish was still the unpainted gel-coat. The two-tone brown car parked next to it provides a useful comparator – it's a Gentry.

Cars **SEG151G** and **ODU104F** (Previous page) were snapped at the Cambridge TSSC meet in 1996, where I had made a special effort to invite Triumph kit cars and specials – there were actually three Douglas TFs there that day, just possibly the largest ever gathering of Douglas TFs ever seen, before or since!

The other Douglas at this event was **EAR760F**; the picture here (Previous page) is not one of mine from 1996, it was sent to me in 2005 by **Vic Ellis**, who lived on the Isle of Wight and had owned the car since 2003. The really interesting thing about EAR760F is that it was that original company demonstrator I drove round Brooklands in 1992. I wonder if Vic still owns it?

Returning to that auction description of the chassis – the seller postulates that it could be used to rebuild a Herald, Spitfire or GT6 – of course we know he's completely wrong. Obviously the wheel base would be wrong for a Spitfire and for a GT6. The reasons it couldn't be used for a Herald, or Vitesse, are a little more subtle: firstly the outriggers would not reach the mounting points of the Triumph body. The second reason is down to the fact that the underneath of the Herald and Vitesse body is shaped to fit into the spaces between the chassis members, so that the floor ends up at the level of the bottom of the chassis frame.

Almost all of the Herald-based kit cars' bodies are flat underneath and sit on top of the chassis.

This obviously leads to a simpler construction of the Herald-replacement body, but it does lead to the main, in my opinion, visual issue with many of the kits when fully built – the human being sitting in the driver's seat can look too high. This is caused by the floor ef-

fectively being 100mm ish higher than it was with the Herald body – you're sitting on the chassis rather than in it. The visual effect can be reduced by making sure your seat is mounted as close to the floor as possible, and it has a very thin cushion. I've settled lower and lower in my Moss over the years, as the seat cushion sags!



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## In the NEW January issue...

Matt George blasts his **Triumph 2000** around Britain on the Reliability Run, Nigel Clark fettles his **TR6** fuel injection system and refurbishes its fuel tank, we show you how to flare your brakes, rebuild your starter and revive your screen washers and probably the best **BMW 2002** restoration - in the world.





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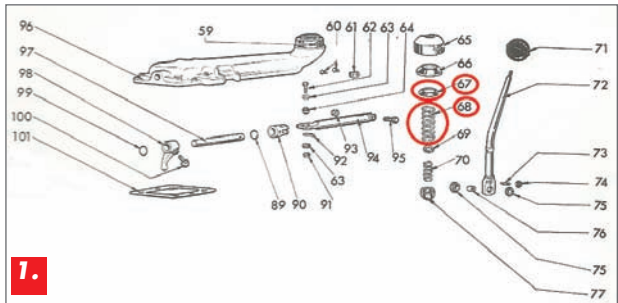


## Andy Cook

## Gear Lever Rattle Repair 2

**D**espite fitting a gear lever anti rattle kit last year the dreaded gear lever rattle returned to my GT6 a couple of months back. I could feel through the gear lever gaiter trim that the issue was the same as last time, the spring (item 68) had punched it's way through the nylon plastic domed washer (item 67) at the top of the anti-rattle assembly. As this is a repeat fault, I can only assume that like many of the parts for our cars that the latest non OEM part is just not as good as the original.

As I'd recently replaced the rest of the



**Picture 1 Gear lever linkage diagram**



**Picture 2 & 3 The anti-rattle spring had punched it's way through the Nylon Dome washer**

Courier) I decided to just fix the issue rather than replace the whole anti-rattle kit with all the bushes etc. This meant I didn't need to remove the gearbox tunnel and just needed to take off the gear lever/overdrive switch and carpet to gain access to the offending item. This did mean removing the gearbox tunnel trims and H piece but is a lot less hassle than taking the tunnel out.

The only minor issue was that to remove the Anti-rattle assembly I had to cut the

assembly (see my article in the May 2015



**Picture 4 I had to cut the overdrive switch wires here to remove the anti-rattle assembly**

overdrive switch wires as I couldn't push the switch connectors back through the gear lever tube as they had been crimped on after fitting. No big deal as decided to I joined them with crimped bullet connectors/sockets afterwards just below where the wires exit to lever tube. I strengthened the joint by putting some heat shrink tube over the top when I put it back together.

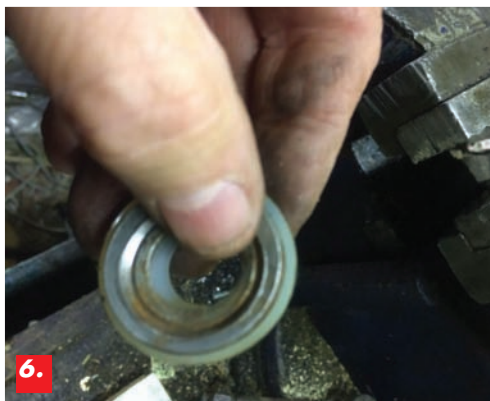
I then found that in my stash of parts I had an undamaged nylon dome washer from a previously swapped out anti-rattle kit that was undamaged, pretty old and likely to be of original quality. This was a result as it meant I didn't even have to find any parts to fix the problem.

I thought carefully about the fix and decided what was needed was an improvement to the original design. I decided that the issue with the spring pushing it's way through the nylon dome washer could be mitigated by putting a steel washer between the spring and the nylon to spread the load. Even better, I managed to find a domed steel washer that was a really good profile for the

I also applied a little grease to the



**Picture 5 I found a suitable steel domed washer.**



**Picture 6 The steel domed washer was a great fit under the nylon dome washer**

assembly this time around to help the nylon dome washer to slide around in use. All went together easily and I think this should sort the issue long term, feel free to copy this little modification if you are changing out the anti-rattle kit on your GT6. This modification applies equally to all other Triumphs with the 3 rail gearbox actually as they all have a similar anti-rattle design.



### GT6s at Duxford 2016

Chris Hollingsworth posted the pictures below from this year's Duxford show that took place back in September on Facebook and kindly allowed me to use them in this article.

Duxford is a show I don't like to miss as it's a great venue and also I have a soft spot for the show as I was part of the original organising team when the TSSC Essex Area started the show back in 1994. The show

is now put on by the Herts and Beds area and a good job they make of it too. Unfortunately I couldn't be at this year's show as I had my kids that weekend and despite offering bribes there was no way



my teenage daughter Alice was going to agree to go to the show. It was therefore nice to at least see some pictures so thanks





very much Chris.

Chris Hollingsworth's car is the yellow MK3 used in the shot with the Spitfire (plane) by the way.

### All 3 MKs of GT6 at John O'Groats



### GT6 MK1, MK2 and MK3 at John O-Groats on the 2016 RBRR

Following on from last month's write up of GT6s on the Round Britain Reliability Run I was contacted by Ian Foster, the owner of the white MK2 GT6 and he sent me through a couple of nice pictures from John O'Groats of MK1, MK2 and MK3 GT6s lined up by the famous sign post.

### From Cookie's Archives



Following on from Chris's pictures from Duxford, here are some GT6s lined up at the very first Duxford Triumph show that I helped organise back in 1994.

Merry Christmas!  
Andy



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

**Guy Singleton**



## A little work needed?

**D**ecember - are we really there, this year seems to have flown by, and although starting well with the 5 Point Tour I have not done as many miles in our Triumphs / Bonds / Standards as I would have liked. Maybe one answer is to get a very uneconomical modern car to stop me thinking about the fact that in general the toys are not as economical as the modern, mind you there is also the bit of me that does not want to break the toys - moderns can get thrown away or go to someone else to repair!

Anyway moving on, and to pick up on the repair theme, earlier this month I heard of a 4s on a motor salvage auction website. With a little research I worked out which car it was, and got in touch with the last owner who it turned out had quite recently sold it. I do not know the story but looking at the photos the car had a front end smash - perhaps the new owner was not used to 1965 brakes - I have not found this a problem, but then I drive the modern cars



on the basis of 1960's brakes leaving space in front of me - I will need to be careful now as I am setting myself up for a fall!

The car eventually sold for a figure over £1,300,



and re-appeared almost straightaway on the Car & Classic website, still needing repair, for £2,250, to my mind that is a somewhat optimistic figure.



Next on ebay I have seen an auction for a 2+2. It has I think, been off the road for 25 years or more - and was not on my register. It is going to need a great deal of work to



restore. The vendor also has a 4s which is even more buried in the undergrowth, a very major restoration; I hope there are some good people

out there willing to take these cars on.

Finally one I heard of earlier this year but had not shared with you, a 2 litre convertible which has been dragged out of the hedge where it had been for a very long time, I understand that it is being restored, and



hope to hear more about this in the future.

I also know of another Convertible in need of restoration looking for a new home so if anyone out there is looking for a new project please let me know.

Finally may I wish everyone a very Happy Christmas and a Prosperous New Year.

**Guy**



e-mail.

**tr4-tr6@tssc.org.uk**

**Bernard Littlewood**



## John Mercer - long term Member

**I**t's a double bill from long time TSSC member John Mercer this month, I recently had an e mail from John regarding TR6 Trunnion bush/tube issues, I asked John if he would share his car with us and below is his response which he followed up with an article about his TR in "wedding" livery.

My membership number is 7700045 - I must be one of the longest established members still 'out there'! I knew Paul Swanson (in Bedford) when the club started. I think I still have the original letter acknowledging my application and telling me that membership cards had not yet been obtained. If I can find it would it be of interest to include in the magazine?

I am attaching a picture of my car, taken a couple of years ago when I picked it up in Scotland. I've had a number of Triumphs over the years but this is the first TR that I've owned. I drove it home to my home in Milton Keynes and that is by far the furthest it has travelled in my ownership! It is a 1972 build in its original colour of Damson and was re-imported from California in 1997 then converted to right hand



drive and re sprayed - it has hardly been used since then. I have replaced the TR6 lettering on the back wing since the picture was taken! It is still running on its original Stromberg carbs and like most exported cars does not have over-drive. It is very original and very solid with no



visible rust. One interesting fact I have discovered is that the floor pans of cars exported to the US were painted black rather than in the body colour (I confirmed this with a Triumph specialist). I have no owner history prior to it coming back to this country and don't know if it is possible to somehow commence a trace over there?

**John**

## WEDDING TR

A few more words from John along with a lovely picture of his TR in "Wedding livery", thanks John.

*Hi,*



*I wondered if you might be interested in a couple of photos of my Damson red TR6 in wedding attire for the club mag.*

*I joined the TSSC from its' very beginning (77/00045) and just like many Triumph enthusiasts I had a number of Heralds, Vitesse's and Spitfires etc in my youth, until having a family put a long stop to it. I've had this TR6 for around 5 years and my daughter's now husband drove it to their wedding on Saturday 20 August 2016*

*while my daughter and I were chauffeured in a 1928 Citroen.*

Regards

**John Mercer**

## Gary Flynn - TR5 Chronicles

And now over to Gary Flynn for part 2 of his experiences with TR5 ownership....

.... thanks Gary

**January 2016**

*Late in the Month I decide to start the car up again and warm it up, I experience rough running again till the car is warm, so decide to check the plug colour and discover numbers 1 to 3 are the correct golden brown colour but 4 to 6 are sooty and black, not good!*

**February 2016**

*Again a quiet month with not much to report, the car is started, warmed up once again and driven in and out of the Garage, I go for a blast up the Local A38 Dual Carriageway to fill up with Fuel, the car seems to be running ok when it's warmed up. Checked all Fluids and noticed again a slight drop in the Brake Master Cylinder fluid level, looks like I do actually have a leak, damn!*

*I had decided when I bought the Car that I would change the Wire Wheels for the original fitment of Steel rims and Rostyle trims, I have never been a big fan of Wires but do love the look of the Rostyle trims, so I had inherited 6 Trims when I bought the car and managed to acquire another 4 locally for a reasonable price. So I pick the best 5 of the 10 I*

*have (1 as a spare) and spend a whole day just sprucing them up with a good clean with Thinners then a polish of the stain-*



less sections and also the tedious job of Masking up so I could re-paint the Satin Black sections, this took an age but after a few coats of Satin black they looked excellent.



During this time I also had the Original Rims blasted, primed and then painted in Satin Black, together with a set of Vredestein Tyres of the original size on the recommendation of a TR Register Member (I was contemplating some Original fitment Michelin XAS Tyres but these were 3 times the price!), I also managed to pick up a set of N.O.S. Wheel Studs from another fellow TR Member in Lincoln called Bob and additionally a set of N.O.S. Wheel nuts off **Mick Dolphin** the Triumph spares guy, so after replacing the shortened Wire Wheel Studs and replacing with my new ones I was able to fit my new Wheels, tyres and trims. I also managed to recoup some of the costs by selling on the Painted Wire Wheels, Tyres, spinners and hubs to a fellow TR owner Keith based in Scunthorpe.

### March 2016

I attended the 2016 NEC Practical Classics Restoration show, obtained prices on New Repro and reconditioned Master Cylinders off some of the Specialists and also purchased some Silicone Dot 5 Fluid from the TSSC.

During early March I booked the Car in for its annual M.O.T. test which it pass's with only a couple of advisories, these being the Headlamp adjustment being slightly out and a split steering rack gaiter, both easily solved, although the fitting of the nearside gaiter was a fiddle and I had to warm up the gaiter

in a bowl of Hot water to get it flexible enough to fit?

During the M.O.T. Inspection I got to have a good look under the Car and found

the Chassis and Underside of the Floor pan to be in excellent order, however I did notice a slight weeping Clutch slave cylinder, so with a slight leak being noticed earlier on the Brake Master cylinder also I decided to replace all the Master Cylinders and the Clutch Slave cylinder and re-bleed with new Silicone Dot 5 fluid, this was done

during the end of March with help on the bleeding by my Good friend **John Gregory**.

On Good Friday I decided to get a guy who I know **Dave Harvey** from Derby who is very knowledgeable on the Lucas PI System and who has the proper Test kit to spare me a couple of hours on Good Friday to check over the system.

The fuel Pressure is checked and found to be just over 100 PSI, so far so good, Vacuum then checked and a reading of 11 Hg is obtained (TR5 & 6'S Should read around 7 or 8?) Dave who's checking the car advises that if I ever remove the Metering unit to get it set up to suit the 11Hg reading?

Dave checks all the Injectors for spray pattern and they all seem ok, I still have sooty plugs on Cylinders 4, 5 and 6 though? Dave removes the top black plastic Cover on the Metering unit and adjusts the screw half a turn to try and weaken the mixture. Dave notices the car doesn't tick over that smoothly and there is a noise from the front of the engine, the car seems to very briefly cut out every so often while ticking over and the pump momentarily stalls? After checking all the wiring connections on my recently installed up rated Pump wiring, relay and Inertia switch, we can find nothing wrong so decide to change the Pump, on restarting the car seems to tick over better (This problem will be solved eventually!?).





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# TR7/8 Register



**e-mail:**

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

**Paul Lewis**



## TR7 Body Kits

**E**ver since the car was conceived companies have been looking at improving the visual way that they look. Aftermarket body kits not only change the appearance but can add individualism. Parts Specialist **Rimmer Brothers** were one of the first to tread this path with the TR7.

**MK3 Kit**



**MK1 Kit**

marketed by Rimmer Brothers in the eighties. Whilst it is unlikely that anyone would think this is a Ferrari, it is nevertheless an eye catching car that will be a centre of attention wherever it went.

Another example which was distributed in the USA is the Group 44 replica. The following taken from the distributors website:

The Mk1 body kit was the first experimental kit available with the Mk3 being the latest. The Mk3 is still available at a cost currently of £680. These fibreglass panels were painted and screwed or bonded in place.

Another rarer kit was the aptly named **Triumph TR40**, this aftermarket fibreglass body kit being designed to loosely represent the spirit of a Ferrari F40. Made by a company called Eurosport and

**MK3 Kit**



## TR7/8 Register



**TR40**

*moulds and moulds made from panels off of an IMSA Triumph TR8 Competition Car! Wind tunnel and track proven 190 PLUS MPH with the rear spoiler!*

*Panels are made from strong fibreglass and optional carbon-fibre! Great for V8 conversions to accommodate any transmission, engine, rear end and tire and rims combinations!*

Cost £3678.75, serious money but then the car was a serious machine.

However you want your TR7 to look is up to each individual owner, although not a great fan of these kits I personally think that they do offer the individualism that is lacking in today's euro boxes and if the car is on the road and being used then you get my vote every time.



**TR40 Rear**

<http://www.thewedgeshopstore.com/group-44-replica-body-kits/>

### **Group 44 TR7 Product Description**

*These panels haven't been reproduced in over 20 years and are made from the original*



**Group 44 Kit**



**Group 44 Kit**



# Acclaim Register



e-mail.

[chrisgunby@btinternet.com](mailto:chrisgunby@btinternet.com)



**Chris Gunby**

## Drivers of Acclaim

**H**i all. We all made the finish of the Round Britain Run safely, more about that in a future article.

This month I have been contacted by [Gwyn Evans](#) from South Wales about one of his local area members **Michael Partridge** and his Acclaims as you will see Michael has to deal with a lot more than most of us on a daily basis, this does not stop him from enjoying the classic car scene and driving what we already know to be a

top classic.  
Over to you Gwyn and Michael



*My name is Michael Partridge I am 30 years old and I have been interested in classic cars*





for a number of years. I suffer from Cerebral Palsy which affected my right hand side of my body. I wanted to buy a classic car to rally so

exclude you from the fun and enjoyment of owning, and driving a classic car. It also allows you to be a part of a group that gives you a great sense of camaraderie!

Best regards,

**Michael Partridge**



I bought a Triumph Acclaim because I need a light small automatic car I could drive. I bought the Triumph 10 years ago and had it adapted to drive with a 9 way infra red system and a left foot throttle pedal. The car is original red in colour a CD model Triomatic.

I also own another Triumph Acclaim white HLS which my father drives as I only have an automatic licence the white Acclaim has been re sprayed, I am told the HLS Acclaim is rare because it is "white."

We are both members of the T.S.S.C. South Wales area and we have done lots of car road runs and events with both cars and made lots of new friends.

The purpose of writing this article was to be an example that having a disability does not

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## by Garth Jupp

### **Christmas Gift end of line TSSC Clothing Sale 30% Off!**

We are introducing a new range of clothing in the new year, so to make space on the shelves we are offering the old range at a saving of 30% off the members price.

***This applies to ALL clothing except for  
Baseball Hats and Hi-Viz Vests.***

We have Rugby shirts, ladies long sleeve Tee's, Fleeces, Beanie hats and more, if we don't have the size or colour in stock we won't be able to order it, as once it has gone, it has gone. So beat the rush and get that Christmas present or stocking filler ordered now.

### **Interior Trim New Year Price Increase- Save Now!**

We have just had notice from Newton Commercial our interior trim supplier that due to the fall in the Pound and raw material costs that there will be a 6% increase in prices from January, so if you want to save some money, get your winter rebuild project orders in before the Club Shop closes for Christmas.

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**Bern Robinson**

*All Show Reports to the Editor please*



## Footman James Restoration Show

Bath & West Showground Shepton Mallet

By Martin Hughes (Somerset AO)

I decided to make our stand look like a Standard Triumph garage/showroom from back in the day.

The original plan was to have eight vehicles to display, what with one thing and another it was reduced to six cars. These were MK1 2000, TR4A, 13/60 Herald and three MK3 Spitfires.

The three Spitfires were in the workshop and the other three were in the showroom. We had many props, including



some old carpet rolls made to look like single post lifts, it worked as three members of the public asked where I got them from!

With the stand looking fantastic and all the help from the other Somerset members we had a great weekend. Our stand won "Best Demonstration" and then the BIG one, "Best Stand" plus £200.00. To make the weekend perfect



### Best Demonstration & Best Show Stand



we signed up two new members. A massive thank you to all the Somerset members who helped with our stand, we really pushed the TSSC name. Well done to all, we are very proud of our members.



## Peter Clarke

### ST Competition Department



**I** was extremely saddened when I received the news that Standard Triumph competition department mechanic and engineering department engineer **Peter Clarke** passed away on 21st October at seventy seven years of age.

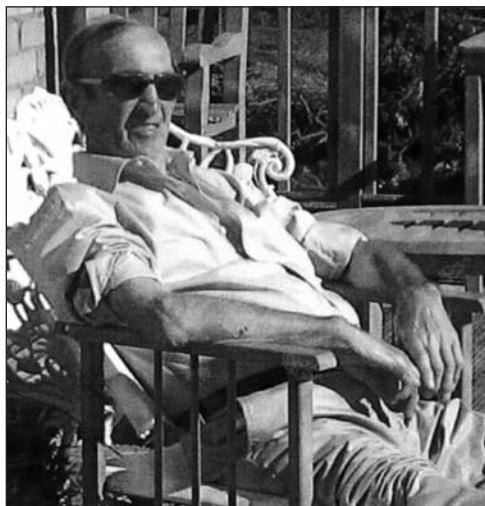
I first met Pete when my father Ken took my brothers Ian and Charles and I on a visit to his competition department in the late fifties, which was then based in a section of the Company Service Department at Allesley.

My immediate thoughts about my pal Pete, who I will always remember very fondly, is the fact that he had an extremely kind and warm hearted nature. He was also very modest and self effacing and regularly gave credit to his pals in the Service and Competition departments who worked with him.

Pete started work as an apprentice in the company service department at Allesley, which also included lectures and tuition in the company's training school at Banner Lane. I remember Pete informing me that the Standard Motor Co training school was recognised throughout the industry for the quality of instruction (facilities included sectioned engines, gearboxes and rear axles revolved by slow running electric motors, and sections specialising on tuition with carburettors and electrical equipment as well as lectures on all aspects of the motor car).

Pete started his apprenticeship circa 1955 and worked on all the company's cars from pre-war Standard cars including the 'Flyer' range to Triumph Roadsters, Vanguards, TR2's and 3's, Standard Eights and Tens and Heralds.

Circa 1960 he joined my father Ken's competition department. Strangely enough I was



**Pete Clarke Sunbathing on his terrace listening to the music of his favourite group "Elbow"**  
Picture Courtesy Sue Clarke

looking through one of my father's address books the other day and Pete's address in Coventry together with his passport number were in Ken's book. Ken had written beside Pete's address - *"This young man has all the skills needed to be included in my competition department, and I find he has a thoroughly pleasant personality."*

Pete remained in Ken's competition department through to its conclusion at the end of 1962 when, after winning the manufacture's team prize with the three special bodied twin cam prototypes at Le Mans, Ken's department was closed due to Standard Triumph suffering serious financial problems. Pete then worked in the experimental department and subsequently joined a newly formed competition

department in the TR4 era and went to Le Mans with the Spitfire team in 1964/5 and with the Spitfire team that took part in the Sebring 12 hour race in America in 1965.

The competition department was closed at the beginning of 1966 and Pete returned to working in the experimental department where privately owned Spitfire competition cars were also maintained for a period. However from autumn 1965 Pete became involved in a private project with his pal Peter Cox, who also worked in both my father Ken's and the later competition department on Spitfires etc. Pete Cox decided he wanted to drive in races himself and duly purchased an ex rally Spitfire from the Stirling Moss owned S.M.A.R.T.



**Pete Clarke (Left) & Pete Cox**

racing team. This car was completely stripped and rebuilt to racing spec by the two 'Petes' in Coxy's home garage in spare time after work and at weekends. The spit was finished in mid-summer 1966 and the rest of that year was spent developing and modifying suspension settings etc. Pete Cox raced the car with mixed success in the latter half of that year. However, with the cars suspension fully developed it was decided to enter the famous Freddie Dixon Trophy series of races in 1967. This series was run over all the major circuits in England namely Mallory Park, Castle Combe, Oulton Park, Snetterton, Silverstone, Croft, Chrystal Palace, Brands Hatch concluding at Silverstone again in October.

Pete Cox won the 1967 Freddie Dixon Trophy also breaking class lap records at Brands Hatch, Mallory Park and Croft. This was a remarkable achievement for the duo,

and I remember Pete Clarke informing me that they spent many hours together discussing and perfecting the rear suspension which included braced lower wishbones, and GT6 cast aluminium rear vertical links. He also informed me that he and Pete Cox became inundated with enquiries from enthusiasts who wanted to buy Spitfires built to the same specs as the Freddie Dixon Trophy car. Thus the duo also built two racing Spitfires, one for Richard Lloyd (who at that time was our singing icon Cliff Richard's road manager) and the other for Richard Lloyd's pal Chris Marshall. And this was all done in their spare time!

In the late seventies Pete Clarke became disenchanted with working in the experimental department of the then Leyland Triumph company and eventually decided to start his own business restoring and rebuilding Triumph sports cars based at his home in Meriden which proved very successful. He also owned an immaculate red TR3 for many years which he completely rebuilt and he won several awards with this car which he finally decided to sell about five months ago.

About fifteen years ago Pete and his wife Sue decided to move to Wales and we remained in contact. This included a number of meetings including times when we met up at the annual vintage race meeting at the Mallory Park circuit. This event was also regularly attended by Design engineer Dennis Barbet, who was responsible for racing Spitfire engine development, and we all enjoyed chatting over old times and enjoying a pint or two in the paddock bar.

I know Pete's many friends will miss him very much. His talent at building Triumph competition cars or any car for that matter was second to none and his sense of humour was always a delight. Senior Design engineers Ray Bates and Dennis Barbet were also extremely complementary about Pete and his talents recently.

To conclude I am sure readers will join me in offering our deepest sympathy and support to Peter's widow Sue, his daughter Sally and all his family.

**Paul Richardson**



**Paul Richardson©**

# Staff Memories



## Standard Triumph Factory

I was looking through details of the Standard Motor Company's infrastructure before the Second World War recently via interviews with those members of staff who had first-hand knowledge of company policy and production in the thirties. My reason for this research is to verify how well the company was managed and highlight the quality of the staff and the workforce. The reason this was possible was because I managed to interview several members of senior staff who joined the company in the thirties and remained with the company until the seventies and eighties. There is no doubt that the company progressed very efficiently after the severe general recession of the early thirties, when the company very nearly went bankrupt. Under the leadership of Sir John Black the company produced the ever popular Standard 'Little Nine' small economical family saloon the sales of which saved the company. In the late thirties the 'Flyer' range went into production with the more streamlined bodies, and this popular range ended the boxy shaped models of previous years.

Sir John Black's policy of constantly improving the company ran through every aspect of company operations from improving production methods to encouraging workers by initiating bonus schemes etc.

**Ben Warwick** who started work in the



**Ben warwick**

service department in 1937 remarked about the company.

*" The first thing that comes to mind is that the company had a reputation for producing good quality cars and I started work there when the new Flying Standard range was rolling off the production lines, and we produced several of these models after the war until the first Vanguards went into production in about 1947. The company was very well managed under Sir John Black and he had some very good staff and knew how to draw the best out of people. Our Manager in the service depart-*



ment then was a chap called Bart Turnbull, who was a Scot by birth. Old Bart was a very nice boss though and the managers I got to know over the years like Bart were thoroughly decent people and very good at their jobs and keeping workers happy. Of course the second world war halted main production from 1939 – 1945 but thinking back in general terms our jobs in service departments in those days, which I thoroughly enjoyed, including the complete rebuilding of engines. We were taught how to use a boring bar and a hone to re bore and re face worn cylinders in those days, and I loved that type of work. I spent a couple of months in the engine shop learning how to do all that. A chap called Rex Weaver was in charge there. He was a lovely kind natured bloke but I never saw him again after the war when I was de-mobbed and went back into the service department as Foreman."

This reminds me that dear Ben (who became foreman in my father's competition department) had a marvellous sense of humour.

He was a Flight mechanic in the R.A. F. from 1940 and when I asked him if he had any poignant memories of his wartime service he replied with a smile developing and a memory I will always treasure – and I'm sure readers will also appreciate it.

"One memory that always sticks out in my mind for some strange reason was when I was flown out from Ceylon to Kuala Lumpur to repair an engine on a four engine Liberator bomber, which had made an emergency landing due to a failed cylinder. I took all the parts with me including a new cylinder barrel, piston and con rod etc. and I had to change everything working from the top of a large set of step ladders. I took my time with this particular job and did full checks on the other three engines because I found out that that I had to fly back to Ceylon on the same plane when I'd finished the work."

Ben related of the company in general.

"One of the things that I remember quite vividly was the way Sir John Black's policies were implemented. Because everything was being constantly improved from production machine shop equipment to the general improvement on

production lines. It was also generally accepted as a stroke of Sir John's genius to produce our Vanguard which was a relatively large saloon with our new two litre overhead valve engine. You see it was expected to produce a small economical saloon, but to explain things, the Vanguard was built for a worldwide export market and road conditions would not have suited a small car with a small engine. But this was typical of Sir John Black's style of management he thought of everything including updating and improving all the company's buildings including our canteens."

It is here that I had to turn to an interview with **Bert Brown** who started work in 1935 as an office boy in the company's drawing office, and eventually became the company's longest servicing and well respected design draughts-



**Bert Brown**

man retiring in 1980. Bert provided the most detailed account of the company buildings and their improvements I have on record.

Bert recalled-

"The Canley plant had everything on sight including the production lines, spares service department and the machine shop. Behind Ivy Cottage, the main administrative building, was the main power house together with a large trim shop where all the interior trim and seats etc., were made. There were about forty women working in that shop and it always amazed me how quickly and efficiently those girls could trim panels and seats in those days. It was all done by hand then and the seats were all leather. Our design offices were over the road from Ivy Cottage in a large wooden building which also contained the technical office run by Lewis Dawtrey as well as the specifications office and the chassis and body drawing offices. A while after I joined the company they decided to upgrade the design offices and built a brand new brick building which was much larger. They built this new building over the top of the old one in 1936 whilst we were all still working there. When the new design office was completed it was a large open plan design area containing the body and chassis drawing offices and also housed the wages and purchase departments to one side. Opposite those were the publicity and sales departments and the company's publicity department was run by a chap called Allan Hill, and he was quite a nice bloke."

"The Service department at Canley was run by Bart Turnbull but they built a new service and spares department at Fletch North in 1937. Next to the Canley service department was a large timber shed where they made the main wooden support structures for the car bodies, and behind that was the spares department. Also Adjacent to our design office was the pattern shop run by Harold Horbut and next door was the body panel shop which was quite large. A chap called Macwerter ran the panel shop. We also had our own press shop to make small panels, which was run by a bloke we called 'Molly' Price who was a great character. We had some marvellous craftsmen working in the company in those days; you see everything was made by hand like the wooden door and body framings. They were all shaped and finished by master carpenters and all the patterns and jigs were made in the pattern

shop. I remember Molly Price once got involved with shaping a new experimental wing for one of the new cars and it had to have the same fitment flange as the production one throughout its length but with more curvature through the front wheel arch cross section. Molly took a six foot sheet of metal put it through a wheeling machine by hand, and in next to no time he'd formed and shaped a brand new wing which eventually went into production with Fisher and Ludlow I think.

I remember the company used to run golf competitions on the Canley nine whole golf course for main suppliers like Pressed Steel and Fisher and Ludlow. Several of us lads used to act as golf caddies on those occasions at weekends, especially Arthur Ballard and me.

We were paid two shillings a round and this was very useful extra money in those days because I was only earning eighteen shillings a week then. The best caddie job was with Sir John Black because he paid two shillings and sixpence a round".

At this stage I asked Bert what he remembered of Sir John Black

"Sir John was a very kind man as well as a very astute business man. I can remember at least three occasions when he gave me and extra week's wages for a job well done and this was a regular thing he did with other staff as well. He also started a non-contributory benevolent pension fund for staff pre-war but that all finished when he left the company. He was very good to employees and started holiday camps for the workers which were all free and he went down to the camps to make sure everything was up to scratch. He started all the company sports clubs which included the golf club, tennis club and we even had a boxing club. Every year we also had a gala day with horse jumping, motor cycle trick riders, bowling for a pig, coconut shies and flower displays etc. Everyone came to those occasions including Sir John and all the management. He also organised social events for staff including an annual dinner dance evening for all the lady trimmers and the ladies in our tracers department. In fact all our various departments had annual Christmas parties and Sir John usually made an appearance."

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By fitting this coil you can guarantee that it is a perfect impedance match for the magnetronic ignition system which will ensure that it works correctly and can not supply too much current to the system, These coils are priced at **£35.50**

## Magnetronic Ignition - Lucas

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<b>MAGMTK005</b>	2000, 2500, 2.5PI, Vitesse	"22D6, 23D6, 25D6"	<b>£80.00</b>	<b>0.21</b>
<b>MAGMTK007</b>	Dolomite 1300, 1500, Sprint, Spitfire 1500	"43D4, 45D4, 48D4, 54D4, 59D4"	<b>£80.00</b>	<b>0.21</b>
<b>MAGMTK009</b>	TR5, TR6,	"43D6, 45D6, 48D6, 54D6, 59D6"	<b>£80.00</b>	<b>0.21</b>

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<b>HAMILODC-B</b>	<b>HERALD/VITESSE/DOLOMITE</b>	<b>£148</b>
<b>HAMILODC-SS</b>	<b>TR2-8/SPIT MKIV /1500/GT6</b>	<b>£144</b>
<b>HAMILODC-LCW</b>	<b>SPIT MK I-III</b>	<b>£139</b>

- ◆ Breathable 4 Layer Fleece Lined Weather Proof Covers.
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<b>HAMILIDC-B</b>	<b>HERALD/VITESSE/DOLOMITE</b>	<b>£99</b>
<b>HAMILIDC-SS</b>	<b>TR2-8/SPIT MKIV /1500/GT6</b>	<b>£94</b>
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# Range of Triumph DVD's

P & P  
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## Code Name: BOMB

Approx. running time  
80 minutes

This double disc DVD tells the story of the Triumph Spitfire, the close relative the GT6 and the models that both were derived from.

There is footage of the Le Mans and Rally exploits, along with interviews with former Triumph personnel, historians and enthusiasts.

The extras disc features extended interviews with Triumph stylists and Project engineer for the Herald, Ralph Wigginton, as well as a tour of the TSSC HQ & the TSSC International Weekend 09 amongst other items.

DVDBOMB Double Disc £20.00

## Code Name: STAG

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



Approx. running time  
80 minutes

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

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

DVDSTAGSD Single Disc £15.00 or DVDSTAGDD Double Disc £20.00

## BULLET: Reloaded

Approx. running time 90 minutes



The original 2007 CODE NAME: BULLET DVD continues to be very successful. More was wanted about the cars in America where the cars enjoyed much race success.

Most famous in this area are the Group 44 Inc. racing wedges and so Bob Tullius is on hand to give us the inside story and talks us through the stunning TR8 IMSA GTO cars.

Paul Brand, Group 44 Inc. PR Manager was there just as the TR7 was about to be launched and he talks us through the early days.

DVDBULLET Double Disc £20.00

## Traditional TR

Approx. running time 180 minutes



This new title covers the Chassied TR's from the TR2 to the TR6. This is a double disc DVD with 3 hours playing time

Every model in the TR range is covered up to the last of the line TR6

DVDTR2/6 Double Disc £20.00

## Triumph Saloons 1946 - 1984

Main Feature 92 minutes

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



NEW! DVD Saloons  
Double Disc £20.00



# TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



## *Spitfire*



**1500, 1979.** Inca yellow, low mileage, needs rust sorting and respray, mechanically good. Factory Hardtop (red) included. MOT March 2017. £2250 or sensible offers considered. Robin Holland (West Dorset) 01308 862426

**FREE 1500 SPIT. PROJECT OR SPARES.** Free! Spitfire 1500, overdrive. Bodywork rotten, but chassis seems ok, so possible project or for parts. Stage three head (leaded) and fast road cam. FREE! Christopher Beeson (Preston, Lancashire) 01772 702675.

## GT6



**MKIII 1972.** Rust free, overdrive, unleaded, recon carbs, cv shafts, 5 new tyres, burr elm dash, stainless exhaust. MOT Sept 17. Valuation £9,000. Dry use only. £8,500 OVNO Trevor Rockett (Bury St Edmunds) 01284 615006.



**GT6 Mk III.** 1971 ex-concours winning car, rebuilt 1980s using original Stanpart parts, excellent condition, used sparingly, large history file, owned by me for 35 years. £13,500 Brian Lees (Bedfordshire) 07540 673614.

## CARS WANTED

**GT6 MK3 WANTED** Looking for a GT6 Mk3 with overdrive and solid chassis and body as easy winter project. MOT optional, ideally nearby. £3000 to £5000. David Walker (Cambridge) 07401 648683.

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## *Herald*



**RARE 948cc CONVERTIBLE 1960.** Excellent underneath. Original engine recently rebuilt. New Clutch, Tyres. MOT October 2017. Agreed Valuation £3500. Offers in region of £3,200. Richard Mann (Norfolk) 01553 829932.

**13/60 SALOON 1970.** Totally Complete Project. Fully dismantled. Refurbished Chassis. Good Solid Bonnet. All other parts as dismantled inc Mechanicals and Trim. Some New parts. Buyer to take everything as Garage needs clearing. Offers in region of £1,000. Mr Barker (Workshop) 0116 2775341.

**12/50 SALOON.** Green. Essentially one owner car garaged for many years. For restoration but basically very sound. £650 ono. Mr Hobdells (West Sussex) 01798 812745.

**13/60 CONVERTIBLE PROJECT 1971.** Valencia Blue with Black Interior. Non running for restoration. £750 J.H. Rimes (Gloucestershire) 01285 654183 / 831222 eve.

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**SUN-VISOR BRACKETS** for Herald/ Vitesse convertibles (new, see eBay item 351164426403), direct price £20pr. [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) (trade)

**TR6 TR5 TR250 RHD Accelerator pedal** (new, see eBay item 351813742810), direct price £100. [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) (trade)

**TR6 TR5 TR250 LHD Accelerator pedal** (new, see eBay item 391500899665), direct price £100. [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) (trade)

**OVERDRIVE GEARBOXES** - Spitfire (Herald) £270 (complete conversion 'kits' £400), Vitesse & GT6 £enquire. [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) (trade)

**TR 2-6 J to A TYPE OVERDRIVE CONVERSION FITTING KIT 211361 211361x** (see eBay item 351487245965), direct price £75. [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) (trade)

**RADIATORS** Upgraded, new & reconditioned as per [www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts](http://www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts). Example direct prices: Herald/Spitfire 16" £120 (22" BRAND NEW £205); Vitesse £enquire; GT6 £200. Stag (BRAND NEW) £240. TR/ Saloon/ Dolomite, £enquire. [simon@triumph-recycler.com](mailto:simon@triumph-recycler.com) (trade)

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**TR7/V8, Dolomite, TR4** lots of parts & dolomite sprint gearbox & overdrive, send your email to thewoodstaplow@yahoo.co.uk for lists. £ all cheap. Paul Woodham (SL6 ONP) 01628 674783

**1978/1979 NEWSLETTERS, 1979/1980** Turning Circles, 1981/1991 Turning Circle inc Courier and 1980/2015 Courier Magazines, almost a complete set for sale. Over 450 in total, all in pristine unmarked condition. Sensible offers please. Roger Collins (Southampton, UK.) 01489 781747.

**GRP "LE MANS"** Spitfire bonnet complete with perspex light covers £250.00 Robert McMahon (Windlesham, Surrey) 07825 833107.

**FIVE WIRE WHEELS** 13 X 4 1/2J Silver painted. As new in boxes. To fit Spitfire/ GT6, Bond, Specials. £350. Also four 2 wing knock on caps. £100. Lance Mangold (Devon EX82LE) 01395 266497.

**SPITFIRE ROLL BAR.** Roll bar came from MK 4 Spitfire. Sure it will fit other models. £30. Allen Wright (Nottingham.) 07745 897119.

**SPITFIRE MKIII STEEL BONNET.** Partly restored bonnet Structurally sound but needs some further TLC to get it respectable. £100. Nigel Dyson (Exeter, Devon) 01392 833199

**VITESSE & BOND CHASSIS.** 2 litre Vitesse chassis restored £200. Also 2 litre Bond chassis restored £200, Bond convertible rear end £100. Pair good Herald doors £50. Chris Gunby (near Grantham) 07843 435190

**SPITFIRE EXHAUST.** Single to twin exhaust system came off MK4. I believe it is stainless. Chrome ends, good condition. Pics if

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required. No manifold. £50. Allen Wright (Nottingham) 07745 897119.

**HERALDS ALL PARTS.** Breaking 3 cars or may sell one as a project car, Bulkheads, Tubs, Seats, Engines, Gearboxes etc etc. Email contact in first instance preferred. Bernard Littlewood (CF23 8NQ) 02920 315260.

**VITESSE Mk2 CHASSIS** For refurbishment. Main rails sound. Diff area needs slight attention. All riggers need replacing, but not rears. Come and view. Buyer collects. Any offers. David Aspinall (ST20 ONR) 01785 284617.

**GT6 MK 3 DOOR GLASS.** Door window glass. Dirty with rubber seal marks but sound. Offers. Roger Brown (Northampton) 01604 890925.

**ENGINE & GEARBOX.** Vitesse straight 6 engine, and gearbox (standard) complete. Eng.No: HB5534HF. Twin SUs. Inlet and exhaust manifolds, dynamo, starter. A complete lump £150. Antony Parish (Braintree Essex) 01376 340983

**BOND EQUIPE BOOT LID.** Complete with electrics. Antony Parish (Braintree Essex) 01376 340983

# PARTS WANTED

**HEADER RAIL OR COMPLETE FRAME.** Looking for used header rail or complete soft top frame for Vitesse Mk 2 convertible minus hood. Gordon Corbett 01349 864742.

**BOSS WIND DEFLECTOR.** Wanted for my STAG. Specifically a BOSS Wind deflector. Has anyone got one of these I can give a good home to? Roger Buck (Notts) 07970 619149.

**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.

**1300 FWD TOWBAR** Has anyone got a towbar, to fit my 1969 1300 FWD Cheap as poss. Alistair Currie (Devon) 01392 255836.

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# TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

## TSSC MEMBERSHIP & RENEWALS

**Worldwide Membership & Renewal £48.00**  
**Young Member (Age 17 to 25) £24.00**

**Direct Debit Worldwide Membership & Renewal (From UK Bank Account Only) £43.00**  
**Young Member £21.50 (Age 17 to 25)**

Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

## TSSC MEMBERSHIP INFORMATION PACK

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## VALUATION SERVICE

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## TSSC LIBRARY

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All magazine material must be received **BEFORE 8<sup>th</sup>** of each month prior to the month of publication.

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

## HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.

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

## HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG  
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## SPITFIRE Mk I/II/III

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

## SPITFIRE Mk IV/ 1500

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

## VITESSE 1600/ Mk I/ II

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

## GT6 MkI/ II/ III

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

## BOND

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

## 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 RH17 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 TSSC 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

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





# TSSC

## Area News Review

December 2016

### Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



### 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!!*

**Tel 01858 434424 [www.tssc.org.uk](http://www.tssc.org.uk)**



### 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

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

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

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

Area	Area Organiser/s	Meet at	On the
<b>SCOTTISH AREAS</b>			
<b>CENTRAL &amp; WEST</b>	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN Harvester, Kinning Park, GLASGOW G5 8NP Various - see report in Area news	1st Thurs. 7.30pm 3rd Sun. 11.00am Last Thurs. Eves.
<b>NORTH EAST</b>	Danny Stroud: 01224 742315		
<b>NORTHERN AREAS</b>			
<b>CHESHIRE</b>	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	Wayne & Anne Ash: 07402 948380 Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent: 07773 440201 Deryck Beadling: 07939 068976	The Joshua Bradley, Stockport Road, Gee Cross STOCKPORT. SK14 5EZ The Travellers Rest WITTON GILBERT DH7 6TQ	1st Tues. 7.30pm. 1st Sun. 7.30pm.
<b>LIVERPOOL</b>	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
<b>LANCASHIRE</b>	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
<b>NORTH YORKS</b>	Richard Briscoe: 07766 354449	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
<b>WEST YORKS</b>	John Tailford: 07712 862556	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.
<b>MIDLAND AREAS</b>			
<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Bob Meller: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 8.00pm
<b>LINCOLNSHIRE</b>	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTS</b>	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
<b>NORTHANTS</b>	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>OXFORD</b>	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Brewers Fayre, Oxford Rd, BICESTER. OX26 1BT	3rd Tues. 7.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
<b>SHROPSHIRE</b>	David Embery: 01952 371783 Simon Morgan: 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN.	3rd Wed. 7.30pm.
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	Bill Bate: 01952 581391	
<b>WEST MIDLANDS</b>	Roger Hayward: 07969 024999 Chris Allen: 07505 110922	George & Dragon - MEAFORD Nr STONE ST15 0PX Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	Last Wed 8pm. 1st Tues. 7.30pm.
<b>WORCESTER</b>	Vicky Kitchen: 01527 894125	Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	3rd Wed. 7.30pm. 1st Mon. 7.30pm
<b>WELSH AREAS</b>			
<b>NORTH WALES</b>	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA The Plough Inn, St ASAPH	1st Tues. 8pm. 3rd Wed. 8pm.
<b>SOUTH WALES</b>	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprenau - CARDIFF CF36YA	Last Tues. 7.15pm
<b>EASTERN AREAS</b>			
<b>CAMBRIDGE</b>	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	Allan & Janet Jannaaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
<b>M25 EAST</b>	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
<b>NORFOLK</b>	Mike Carroll: 07828 103064	The Good Intent - HORNCHURCH	April to October
<b>SUFFOLK</b>	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA Sorrel Horse - Barham IPSWICH. IP6 0PG	2nd Mon. 8pm. 1st Tues. 8pm.
<b>NORTHERN IRELAND</b>			
<b>NORTHERN IRELAND</b>	Laurence Cochrane: 07577 210100 Alan French: 02891 882728	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
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 8GB	3rd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE	3rd Thurs. 8pm

<b>SOUTH WESTERN AREAS</b>			
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. 8pm
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

**PLEASE REGISTER OFFICIALLY!!!  
BY 31ST JAN OR YOU ARE MEETING  
WITHOUT TSSC INSURANCE COVER!**

## OVERSEAS Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	Stefan.vanendijk@purolator-afg.com
GERMANY	Hans George Stumpf	Hgs-systems@onlinehome.com
GREECE	Soulis Papathanasiou	Soulisshellas@gmail.com
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NETHERLANDS	Edward Marinus	Marinuse@ziggo.nl
NEW ZEALAND	John Etheridge	Johnhtetheridge@aol.com
SOUTH AFRICA	Karl Illenberger	karl@kre.co.za
SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin Le Barre	Robin.Labare@bluewin.ch





## ALO REPORT . . . ANDOVER INC NORTH WILTS EAST BERKS

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

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

December is here!! Another year has gone! What a year it's been. Fantastic shows of international and local area events. Looking forward already to 2017. We would like to thank those area organisers who prompted their members in completing the TSSC MEMBERS DEMOGRAPHIC SURVEY.



Just a reminder to get your **area registration forms in by December 31st** if you haven't already sent them in. If you haven't received a form by email give us a call or contact Angie at HQ. We will be attending **TSSC HQ Christmas open day on Sunday 4th December**, where you can hand your Reg form to us.

Don't forget your members are important to you even if they have NO triumph or it's simply not working! Even if their Triumph has been put to bed for winter! They can still attend your meeting, invite different classic car owners to join you. We are enthusiastic about cars and doing more with our classics.

Di and myself were at the classic car show at the NEC, "what a show", always amazing and fantastic show to be a part of and chance to see an array of classics that are still around. And that most of our Triumph Club companions were close together. Here's hoping we can, move forward with friendships within the clubs going forward.

Into the new year 2017 first event to put into your calendar is the **Notts and Derwent New Years run which is on Sunday 8th January 2017, meeting at Ripley Sainsburys, £5 entry fee**, see Derwent valley Facebook page and Advert in the Courier for further details.

We would like to take this opportunity to wish you all a very Merry Christmas and a happy new year!

Speak to you all in 2017.

*Nigel & Di*

### EARLY DEADLINE

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

### ANDOVER

Tel. 01672 514241

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

**Meetings Cover Swindon/North Wilts area**

Almost too late with this but Bern's a star and has squeezed it in for us. Not a lot to report this month as Suzie and I were at the NEC setting up for the classic car show so missed the November meet at The Bell.

We were pleased that Kevin, a new member from the Andover area managed to find us, having been to the meeting that we had missed. He has an early Spitfire, imported from Australia, which we will be seeing shortly.

Burbage Bob kindly stood in for us and also collected the deposits for our Christmas meal which has now been formally booked so we're looking forward now to that. We look forward to seeing you all and just need to remind everyone to bring their

'naff raffle' gift. For anyone who is unfamiliar with this we have what started as a seriously 'naff raffle', is whatever you received for Christmas that you really didn't want, but it has now evolved into a cross between recycling slightly less 'naff' items, or just buying/acquiring a suitable, often numerous, inexpensive item.

We had a good weekend at the NEC, meeting many club members and other old, and new, friends.

#### Next Meetings

**8 December - Christmas Dinner at The Royal Oak  
Goodworth Clatford SP11 7QY**

**There will be no Bruce Arms meeting in December**

*Guy & Suzie*

### EAST BERKS

Tel. 07989 104324

[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)  
e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

Hi All. I know it's been a long while since I last wrote - apologies. Anyhow, the plus side is that there's quite a lot to report on this time!

Firstly, don't worry, you can all come out of hiding again - I've taken the role of AO for another year - speak up though if you'd like to have a go! I'll be sending the form off to HQ shortly.

Secondly, welcome to new member Mark Stevens who came to the meeting last night! Mark is on the look-out for a Vitesse 1600 or mk1 2Litre convertible, and sounds to be an old hand at owning old cars, as he has an old Land Rover (series 2 I think he said) - he's also involved in organising a well know steam rally, so he sounds like an ideal custodian for one of our cars!

Thirdly, the consensus around the table last night was that we should go back to Sweeney Todd's for our Christmas do - I know - not very original, but the pies are VERY good... Now it was going to be the usual club night, but I have a prior engagement that night that I can't get out of, so I'm proposing we make it the Saturday night afterwards, which would be 8pm, Saturday 17 December - that's after this Courier comes out, so it should give people a chance to see this and contact me if I don't already have their contact numbers to let them know beforehand. If you'd like to come along and haven't already confirmed with me then just drop me a line asap.

So by way of an update, earlier in the year there was TriumFest at Santa Pod - I took the GT6 up there with my little boy Charlie (2 years old) and had a good time I have to say. Loads and loads of cars of all makes, as well as loads of Triumphs, and loads of GT6s especially! I went on the Sunday, as I had a gig on the Saturday night beforehand, sadly, which meant I couldn't camp over, but I saw Andy Cook there with his GT6, and Adam Chignell was there, along with loads of other people I know by sight and/or by name.

There was a great little GT6 mk2 pedal car, being towed by a mk2 GT6 which Charlie liked especially. Apparently some people would rather that the fairground had turned the sound off earlier so that people in the adjacent campsite could sleep, but apart from that it was a good show and definitely an improvement over Donington in my opinion - I'd like to see Prescott Hillclimb circuit considered by the organisers if any of them are reading, as the size and atmosphere there was really good when I last went there for a Triumph event.

Shortly after TriumFest there was the Silverstone Classic. John Palmer very kindly gave me a free ticket for the Friday, which I gladly accepted! We went up in separate cars (John took his Vitesse mk1 convertible and I took my GT6 mk3) and we met near the entrance, and then spent a very enjoyable day walking round the paddock, spying all the racers. You really can get right up to the cars and have a good peer at them! Among them were a few Cooper racers from the 50s/60s, some CanAm cars, GT40s (which were actually quite slow on the track...), Fords, a couple of Dolly Sprints, loads of Jags and other exotica. The racing highlight for me was the Lotus Cortinas and Minis, with the odd Lancia thrown in the mix - lots of squealing tyres and close racing action. A great show with loads on, including entertain-

# 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. REGISTERING YOUR AREA:** 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 (if you want a copy of this you can download the certificate from the TSSC website homepage) this is to protect the Area Organiser and the Area Members.
- 2. ELECTION:** 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. AMBASSADOR :** Remember as an elected TSSC Officer you are an AMBASSADOR of the whole TSSC and should act accordingly.
- 4. POLICIES:** 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. COMPLAINTS:** **The Area Liaison Officers** will be your first port of call if you have a complaint about the TSSC (we do not want you airing your complaint on social media or forums as this may 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 the issues you may have.
- 6. CONFIDENTIALITY:** As an Area Organiser anything that is sent to you via an official of the TSSC needs to be treated as confidential unless stated otherwise.
- 7. POWER FLAGS AND BANNERS:** As Area Liaison Officers we have 2 sets available for you to use at your local shows if required, to promote your Area and the TSSC.
- 8. STANDING DOWN:** If you are standing down as an Area Organiser you must hand over to the incoming Area Organiser all Area funds, bank details, flags, banners, bunting etc and anything that is significant to the Area.  
If there is no one to take over the area please contact the TSSC Area Liaison Officers who will advise.

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



## SOUTH BUCKS . . . CAMBRIDGE



### TSSC AREA NEWS

ment and stalls, and I'd like to go back.

Then there was the classic car show at Cranleigh - I forget the exact order of the events, but it was around June/July. Again, I went with Charlie, this time unfortunately I wimped out and didn't make it in a club car, but there were loads of Triumphs there - Mickey and Julie Hazell from Thames area were there with a gazebo and tea - much appreciated. Charlie managed to find some toy cars in the autojumble, and saw his first Punch and Judy show (which he didn't like!). A very good show that I'll be going back to.

Doug also organised a day trip out to Wallingford around June time, with (I think) Herts and Beds area. Me, Andy Cook and Doug all took our GT6s down there to the riverside carpark, and then crossed the bridge to the pub on the other side of the river where a good natter and feed was had. There was a minor (actually quite major) altercation between two of the cars though - their AO drove his mk2 saloon into the back of one of his members' Herald, turning the bootlid into a V shape and mashing the front of his own car. A great shame, but both cars were fixable and I believe the repairs are being made.

On the Vitesse front (you may remember that I bought a mk2 saloon back in April), I now have all the mechanicals sorted, bar the exhaust back box, and it goes and stops! I've replaced all the rubber pipes, radiator (the original, reconditioned), been through the ignition system, tappets, all fluids, brake cylinders and calipers, clutch master and slave, diff pinion seal and repaint, wheel bearings, rotoreflex axles, electrics, wheels, tyres etc. etc. and now it's mechanically ready for the road. It "just" needs the welding doing now... As Andy suggested, a good target for that would be the Isle of Wight Camping weekend next year, although that is VERY optimistic!

So lastly, I was all ready to do the Club Triumph Round Britain Reliability Run (RBRR) with Andy and Glynn, and we all went up to the driver's meeting at Gaydon in September, which was attended by about 200 people, at a guess. There were about 50 Triumphs there, and the organisers went through the nuts and bolts of how the event would be run. For those who don't know the event, it comprises about 130 teams driving 2000 miles around Britain in 48 hours, non-stop, between various control points which have to be reached within 1 hour of the allotted time. The route started at Knebworth house, went up to John O-Groats, then down to Land's End, and then back to Knebworth. I say again - non-stop, in 48 hours - one person driving and the other(s) sleeping in the car on the way. This is an event that has been held since 1966, and latterly every two years, this being the 50th anniversary. So the date was set, and I was all ready to go, and then the evening before the event started I came down with Norovirus, and so did my boy, and then so did the wife... Not at all great, and there was no way I could do the event, and more importantly there was no way I wanted Andy and Glynn to get it. So I called Andy and told him, and the two troopers that they are carried on with just the two of them. I'm very happy to say they completed the event, all two thousand miles, by themselves, and raised over £1000 for Guide Dogs! Well done guys. So, that gives me a deadline to finish the Vitesse - October 2018 - I'm there in the Vitesse - for sure.

Right then, that's all for now - let me know if you want to come for pies on **Saturday 17 December**, and in the meantime the next meeting will be at the usual place (**The Shire Horse pub on the A4 just outside Maidenhead on the way to Reading**) on **Tuesday 13 December from 8pm**.

Cheers,

*Mark*

**SOUTH BUCKS** Tel. 07818 052276  
**www.tssc.org.uk/southbucks**

Hi all. As I write this the weather has turned decidedly wintry. I must admit my Stag is now pretty much laid up for the winter, which at least means I can get to some of those long term, little jobs you always want to fix but aren't take the car off the road for during summer. Is this the year I get my wheels refurbished?

Will I finally fix the intermittent, intermittent wipers? Probably not but there is a chance!

I have not attended any classic car events this month but while they still have a fire at the pub the monthly meetings carry on. If nothing else it's a good excuse to get your Triumph out, after all it does them good to have a run every now and again! The next meeting will be at the **Squirrel from 8pm on December the 21st**. Hope to see you there!

Regards

*Daniel*

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

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

It was a chilly night outside but inside the Plough was warm and toasty. Although we only managed two hardy Triumphs, Mike's TR6 and Andy's Spitfire, in the near freezing car-park we filled our corner of the pub. New member David is searching for and wanted to know all about GT6s and we might even have managed to match him with a suitable car to buy as Kevin is looking to sell his Saffron Yellow Mk3 and was feeling generous enough to even enter talks about an overdrive unit into the bargain. John told us he had actually set aside half term to start on the dripping petrol tank in the best of his Heralds but the courier delivering his tank sealant epoxy let him down and mistakenly took it back to Frosts. He has the kit now and we all expect to hear great things about it at the next meeting. Peter Boltryk joined us again after a few too many months absence and tells us he's working on his car, determined to get it back together and on the road again. Help was offered but he's mostly facing stuff that he can do on his own and he's enjoying it, even if it seems to be taking much longer now than it used to when he was in his twenties. Toby and Tim compared notes on their new cars. Tim's BMW roadster had been putting a smile on his face, although he only bought it to clean up and sell on, which he still intends, and Toby's new shape Mini was like riding around, he said, instead an excited puppy. Chris showed us a photo of his Damson GT6 but it was hard to make it out under the pile of mattresses and other furniture his poor car is currently buried under. Phil sadly wasn't able to join us for fear of us all coming down with his rather hideous cold.

The menu for next month, **Monday December the 5th**, was shared out for everyone to start to think about. As it'll be the start of the season the Plough is offering a Festive Menu and we will be enjoying a sit down three course meal all together and with any other halves, brothers-in-oil etc welcome to join us.

The following meeting after that is on **January the 9th, 2017** as we always skip bank holidays and in 2017 for both January and May the first Monday is a bank holiday.

**Dates for the 2017 meetings at the Plough are Jan 9th, Feb 6th, Mar 6th, Apr 3rd, May 8th, Jun 5th, Jul 3rd, Aug 7th, Sep 4th, Oct 2nd, Nov 6th and Dec 4th.**

*Tom*

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



## CHESHIRE . . . CORNWALL

### TSSC AREA NEWS

#### CHESHIRE

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#### A Happy Christmas to you all. Peace and Prosperity and Goodwill to all.

Our major activity this month has been the Restoration Show at Stoneleigh, which we have attended many times before. Three of us travelled from leafy Cheshire and parked in a different place to previous years, much nearer the event than usual. It may even have been labelled priority parking, but we certainly hadn't selected that (expensive) option. As we entered the event, we were struck by the lack of people (punters) compared to previous years. It also seemed that there were a few less traders, but we may have been 'fooled' by less punters. There was no obvious explanation for this. So we had our usual Stoneleigh day, buying a few bits here and there and generally wearing out shoe leather, and conversing with other TSSC folk who had also come along. The Stag Owners Club were demonstrating their tool for removing Stag cylinder heads, on an engine that had been languishing in a field for a while so the heads were quite firmly attached. Quite a bit of battleship strength steel was employed.

There's a bit of activity at the Branch Office of Cast Iron World, moving some of the bits that were in the way onto shelves (supplied by Head Office) in the 3rd Branch Office garage. Amongst these items were the crank and block from the first 1500 engine purchased for who knows what. The block is scrap (40 thou over and rust damage to one of the bores) while the crank is serviceable. Suddenly these items have been weighed, and we find the block (very bare) at 39 kilos, the sump at 4 kilos, and the crank at 16 kilos. A 6 cylinder head weighs 26 kilos, and water pump housing 5.5 kilos. Triumph must have had a good deal on cast iron. A little arithmetic then says a 4 cylinder engine with just these bits comes to 83.5 kilos, a 6 pot 125.5 kilos. Where else will you find such useless information? The Branch Office also observes that assembling the 'box section' (top hat?) to a swing spring is best described as challenging. Head Office appear to be still tidying the garage up in anticipation of GT6 engine and gearbox removal, or is it gearbox assembly, or engine assembly, or where is that particular part (an activity not unique to Head Office). Gearbox assembly (box to overdrive) has now taken place, but the result failed the overdrive test so all other options are being explored. It's a good job a Health and Danger Official was not present at said test. John has reported that his fuel gauge is working again but nothing has been done to make it work again. Things that go away by themselves...

Once again it's been the time to elect an Area Organiser for next year and once again I seem to have landed the job. I've been looking back through the records and it seems I took up the position in January 1997 or thereabouts. I have a recollection that Claire talked to my wife who subsequently persuaded me that this would be a good idea. Make of that what you will!

We had a lively meeting this time round. Three Triumph in the car park, despite the threatened rain. My views on Stag engines were aired (they are not for printing) and we got onto the subject of trunnion lubrication. The Triumph books say EP90 but the article in Courier 394 (April 2013) finishes with the words 'the grease I would suggest is a CV joint grease with 2-3% moly'. However everyone else still uses EP90, which falls out of my grease gun faster than I don't know what. Any lubrication is a lot better than none! That took us on to gearbox oil and Mike indicated MGBs (and other Austin Morris products) used engine oil here rather than EP90. I've just confirmed this (I was surprised) and at the same time confirmed that 'our' cars (small chassis) use EP90 in the transmissions. Further digging indicates we should use GL4 oil rather than GL5, and it's fair to say that prices of GL4 EP90 vary dramatically, 5 litres from one supplier costing less than twice the cost of 1 litre from another one. I strongly advise checking the official spec for your vehicle, do not rely on anything else!

A number of folk will be attending the NEC bash, and there is the intention to also attend the **Open Day at HQ on the 4th**. There should be space in a car, if you want to come along.

Our next meeting is on **Thursday 1st December** at the **Cock and Pheasant**. Same routine, 8:30 or so in the Conservatory. Hope to see you there.

*Henry*

#### CORNWALL

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www./autos.groups.yahoo.com/group/cornwalltriumphs/

e-mail: cornwall@tssc.org.uk

Hi All. Into December we go, another year has passed and another year older for us and our cars! Bah Um Bug! Christmas, Birthday and New Year celebrations for me all in one week! Lots of good events happened this year from car runs along the Cornish lanes, to local and far away shows, camping and caravanning, meal outs, but most of all enjoying the company of like-minded people. Past events saw members taking part in the round Britain reliability run, I am glad to say all three cars finished, well done guys for raising a lot of money for the guide dogs.

Our meeting in October saw us filling up the pub, good to see you all. An enjoyable evening had, but half disappeared to give a car enthusiast a hand at getting his car started. A Triumph TR6, I was informed that this gentleman did not know that we meet, hoping that he returns.

On Sunday 23rd October it was Des's car run! Wow Des a fantastic drive out with seven cars taking part meeting first at Hawkesfield. We all meet the owner Alexy of Bespoke Traders he specialises in the sourcing, brokerages and sales of rare, retro and exotic vehicles including motorcycles, and boats. Bespoke Traders was founded by Alexy Van Kimmenade. The love of auto-



mobiles has passed through his family for generations, so the love of cars is not just a passion for Alexy, it has become his way of life. Within his showroom there was a Triumph 1965 Marlin, a series one Landrover, a VW Slitscreen Pickup, and Classic bikes all for sale. Our car run started at 11.15 taking us through the areas of Wadebridge, Bodieve, Rock, St Minver, final ending up at St Mabyn Inn for lunch. Excellent food was had by us all certainly recommend but do book. Then it was off again for the PM run, leaving the pub heading towards Sladesbridge, taking us through Bishops Woods, St Breock, finally finishing at Hawkesfield for a well-deserved coffee. I was informed that a part of the afternoon drive was once a trail route back in the 1920s. A great drive but be prepared if you try this route for very narrow lanes, sharp hairpin bends and hills! Thanks to Des and Tom for organising the day enjoyed it immensely.

Our last event for the year will be our **Christmas Dinner and Dance**, as you are reading this those that have booked will be getting there dancing shoes polished! Only one more thing to mention and that's to wish you all a very Happy Christmas and a prosperous New Year.

Safe and Happy motoring everyone.

*Carol*

**Up coming events**  
**Thursday 8th Club Night at The Hawkins Arms, Zelah 8pm**  
**Saturday 10th December Christmas Dinner and Dance,**  
**The Metropole, Padstow**  
**Thursday 12th January 2017 Club night at The Hawkins**  
**Arms, Zelah 8pm**

### EARLY DEADLINE

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**PLEASE. DUE TO CHRISTMAS BREAK**

## COVENTRY . . . CUMBRIA DERWENT VALLEY

### COVENTRY

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Not a lot to write about this month so we will make it brief. Heart of England meet on Sunday 9th October a few more than last month but still a little disappointing considering the weather was good, there were 30 vehicles in total and only 5 Triumphs, still another chance for a noggin and natter and to put the world right with our usual clan.

Dalos Day ( Drive and Lunch on Sunday ) run on the 27th October planned by Steve & Sharon was another great run taking us through parts of Warwickshire, Leicestershire and even into South Derbyshire again finding lanes which we hadn't driven before, the weather was good to us once more and half way through the run the sun came



Spencer in their GT6, welcome aboard Vic & Pat hope you enjoyed it. We concluded the run at the Crickets Inn Oakthorpe on the A444 where 9 of us had a terrific Sunday Lunch, the carvery was excellent and thanks goes to Jeanette for bringing the chocolate treats along for us all. Another great day out in great cars and great company, well done Steve and Sharon for another excellent run.



Well that was all we got up to in October.

Our monthly meeting at the Bull & Butcher Corey Moor saw a few more than last month with 11 of us having meal prior to the meeting, we were joined by another 5 for the meeting which included for the first time David Harris in his Spitfire 4, welcome David hope to see you a lot more in the future.

November Dalos Day being planned by Keith & Trish has been put back a week and is now on Sunday 27th November due to our grandson being christened on the 20th, apologies for the deferment. The run will commence at the layby on the A444 between Bedworth & Nuneaton just before Amid's Palace at the normal time of 12.15pm ready to leave at 12.30pm and we need to know numbers by Friday the 18th.

**Sunday 4th December the TSSC Christmas Open day at Lubenham** we will meet at the Elms in Lutterworth at 11.00am to travel in convoy to the event all welcome just turn up.

Our next monthly meeting on Tuesday December 6th will be our Christmas meal, don't forget the dress is festive so dig out all those baubles and daft hats and get into the spirit of the season.

Here's wishing you all a happy Christmas  
Phil & Lyn

#### Forthcoming Events :-

**Saturday 3rd December Heart of England Buffet Dance**  
Bulkington Workmen's Club. Tickets available from  
Roger Perkins 7860 826607 £7.00 a head great buffet and  
live entertainment.

**Tuesday 6th December our monthly meeting the Bull & Butcher, Corey Moor which includes our Christmas meal**  
7.00pm ready to eat at 7.30pm. Festive dress please.

**Sunday 11th December HoE meet at the Griff, Bedworth**  
11.30am

**Sunday 18th December Dalos Day Run planned by ourselves details to follow.**

**Sunday 1st January MVPS New Years Day Run**

### TSSC AREA NEWS



Details to follow.

**Sunday 15th January Dalos Day Run being planned by Richard & Shirley Details to follow.**

### EARLY DEADLINE

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PLEASE. DUE TO CHRISTMAS BREAK**

### CUMBRIA

Tel. 01229 474077

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Sunday 30th Oct, 14 members met for lunch at the Pennington, Ravenglass. Stewart and Sue from Bolton le Sands came in their very tidy Spitfire. Although they have been TSSC members for a number of years it was the first time that they could attend a Sunday meeting due to work commitments. Hope you both enjoyed the banter and that it will not be too long before we see you again.

As was said in last month's news there will be no Sunday meeting at the end of November. **The Xmas party is all arranged for Sunday 11th December at the Pennington, Ravenglass**, in the Garth Suite which is the building behind the Pub. A three course Xmas dinner is available at £22.95 per head or you can select from the normal menu if desired. These can be ordered on the day. Would every couple please bring a present with a value of no more than £10 and we will have a lucky dip secret Santa. Dress code is an Xmas jumper or a fine will be levied.

Because Xmas and New Year fall on the weekends, **the normal end of month December meeting is cancelled** but we are having a **New Year Run on Sunday 8th January to the Wasdale Head pub**. Lunch at 12 Noon. Sticky toffee pudding and a roaring log fire await us. The long range weather forecast has said that it will not snow.

New Member: A warm welcome to Brian and Karin Crossman from Ulverston. A few of you who attend the Barrow bike show will remember them; they previously owned a white Stag but have sold that and bought a Spitfire. I am sure we will see them over the next few months.

At the October meeting myself and Phil were elected as Cumbria joint AO's again as no one else wanted to take on the role.

Safe motoring

*Roy*

### DERWENT VALLEY Tel. 07813 397731

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

Hello all, First off Happy Christmas, Seasons Greetings, Happy Holidays, Bah Humbug, Pass me the sherry & mince pies. Please feel free to delete/accept as appropriate for each and every one of you.

I hope that you have all been good boys & girls and looked after your respective triumphs well so that the big guy in the red suit remembers to pop down your chimney with a parcel or two in his bulging sack!!!!

Well this month saw our AGM & as a long-time member of over 20 years and counting it was lovely to see that the meeting was so well supported.

We did have a very friendly 'election' to fill all our positions and I must say it passed off without any issues to report.

As Bob has had a bit of a change on a personal front he has stepped down as AO so both personally and on behalf of everyone within the Derwent Valley Area I would like to say a massive thank you for stepping up and leading the area well throughout 2016, but fortunately he is not leaving us totally, you see you don't get away that easy Bob!! (only joking)

For next year the honours will be shared between Colin & Rodger, who I am sure will keep bringing bags of enthusiasm to the area





## DERWENT VALLEY DEVON . . . DEVON NORTH

### TSSC AREA NEWS

## Derwent Valley Continues

and all of the events that Derwent Valley support, so please get behind them both as I know how hard they both work to keep the area active.

Gary has kindly agreed to continue on as treasurer, keeping everyone on the financial straight and narrow, and last but not least Paul (with the support of Kim) has agreed to stay on in post as Peak Run Secretary.

I would like to say that also there are all the other area members that also support all of the activities that we carry out and the events the area supports, and without them we would not be able to continue in the way we do, Derwent Valley is very much a joint venture with so many people pitching in with little bits here & there, definitely something that seems to help to keep the area so energetic.

For the **December meet** it is I believe a return to the now traditional buffet (TBC at time of writing) with I'm sure plenty of Christmas cheer along the way and a few crackers so dig out those Dodgy Christmas Woolly Pulleys and come and join us, there may even be a few mince pies!

Also please check out the Courier for details of the annual **New Years Run starting from Ripley**, and don't forget to check out both the Derwent Valley Facebook group & the website for more details of all our events & also pics of some of our past exploits.

Thanks very much

*Richard*

## DEVON

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### STOP PRESS – CHANGE OF MEETING VENUE.

Some of you may have heard that the Star is not available to us at the moment. Thanks to Allan & Jackie, we have a new meeting venue for the Devon meetings,

**THE CLAYCUTTERS ARMS, OLD SCHOOL LANE, CHUDLEIGH KNIGHTON TQ13 0EY. Still very close to the A38 WITH A VARIED MENU AND A BIG CARPARK.**

The Manager, Brian is looking forward to having us there.

More hot news – Congratulations to Martin Hughes and Somerset Area, who made a huge effort at the Restoration Show at Shepton Mallet on the weekend of 5th and 6th November – not only did they win Best Demonstration on the Saturday, but walked away with the Best Club Stand on the Sunday.

A huge effort went into this and the result is a credit to Martin and his group's enthusiasm.

A good turnout for the second Southwest Triumph meet of the year, this time at Windy Ridge at Treulefoot.

We counted at least 24 cars. Late arrivals included a guy with a Triumph motorbike! The sun was shining, in all a lovely day considering it was early October.

The Star Inn meeting on the 19th was a lovely evening with 5 Spitfires out, John & Mike from Monmouth with the Acclaim, Bob's Vitesse, Allan & Jackie's 13/60 estate and Dan brought the 2.5pi first time out for a while. It was nice to see Jacob again too and Nigel's Spitfire now with the addition of a wind deflector. Every time we see this car it gets better and better. We had a chat about the new proposals for roadworthiness testing for classics, which drew a mixed response. We were not to know that this would be the last meeting for a while at Liverton. See above.

At the beginning of November we struck lucky again with the weather. A sharp but sunny day saw 11 Triumphs at Exeter Services for the run and lunch arranged by Karen and Ian. The line up included 3 Spitfires, 2 Vitesse, 2 Heralds, 2 Stags, Anna & Jane's TR6 on their first run with us, and we were delighted to meet Steve & Debbie for the first time, having moved from Berkshire, with a fantastic 2000 automatic, the earliest we have seen out with us. The run took us through some lanes new to us,



through the back of Exeter Airport, through Aylesbeare and West Hill and into Ottery. I say into Ottery as several of us took an unscheduled detour here – no names! The snake of cars in front of us looked amazing and hopefully some of you have some good pics with the autumn colours which were in full 'bloom'. At the Hare & Hounds at Putts Corner, Robert & Barbara left us but the rest piled into the very busy pub where they managed to seat all 22 of us. I was a bit worried as I had miscalculated numbers but what a fantastic carvery! After lunch some of us had to go straight home, but several took up Karen & Ian's invitation for tea at their place. A lovely end to a lovely day. We showcased our 2017 Devon calendar, only then realising that a certain car had managed to successfully photobomb more than half the pics! You'll have to get one to see whose car it is. Order from us at £7 per calendar plus £1.50 p&p.

### COMING UP IN DEVON

On **Thursday 1st December**, why not pop along to the **North Devon meeting at the Crealock Arms**, where Darren and the North Devon gang will be delighted to see you. Some of our South Devon members regularly go up there, and it is a lovely run to get to a great pub.

We are looking forward to our **Christmas Evening meal at the Dartmoor Lodge again on Saturday 3rd December** and we have changed the date of our **December N&N, now at the Claycutters Arms, Old School Lane, Chudleigh Knighton TQ13 0EY**, bringing it forward a week to the **14th. December**.

Similarly, the run and lunch in January organised by Jackie & Allan has been taken back a week, to **Sunday 8th January** as we felt one or two may not be compos mentis enough after the New Year celebrations! The plan is to meet at 12 noon at Exeter Services for a run before lunch at the Smugglers Inn on the Dawlish / Teignmouth road. As usual, it is VITAL that we have names at least a week beforehand so that we can book sufficient room at what is always a very busy pub.

Writing this before our Area AGM (November Club Night) so cannot give too much detail away, but make sure you watch out for announcements in the Courier and by email. Once again, a plea for you to let us have your email addresses so that we can keep you up to date with events and any changes.

Finally, we wish you and your families of cars or people all the very best for Christmas and look forward to you joining us at an event before long – try it – you may like it!

### DEVON DIARY

**Thursday Thurs 1 Dec North Devon Meeting at the Crealock Arms, Littleham**  
**Saturday 3 Dec Christmas Evening Meal Dartmoor Lodge 7.30 for 8pm prompt**  
**Wednesday 14 Dec Club Night at new venue Claycutters Arms, Chudleigh Knighton TQ13 0EY**  
**Sunday 8 January Our 'New Year' run and lunch at the Smugglers**

*Sue & John*

## DEVON NORTH Tel. 07806 351499

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The Courier deadline for the report from our October meeting was just too tight for me, so you all get 2 reports for the price of 1 this month.

The October meeting saw a welcome visit from Sue & John Franklin, always good to see them for our little North Devon meetings. Sue & John have been busy putting together the very desirable Devon Area 2017 Calendar and we were allowed a sneak preview of the photos to be used. No scantily clad Devon members with strategically placed door mirrors to maintain their mod-

## HERTS & BEDS . . . ISLE OF WIGHT

### TSSC AREA NEWS



esty you'll be pleased to hear, just some great shots from Devon events over the previous 12 months. I was pleased I managed to squeeze in a nice photo from the North's Drive it Day event from April, just got there in the nick of time before going off to Bern for printing. Contact Sue & John if you want one, a real bargain at just £7.00 + £1.50p&p.

Our regular South Devon visitor to the North Devon meetings Mike Hadley couldn't make it, so he drafted in a replacement in Nigel Kenneison for his first visit. The North Devon area wouldn't have started without the support from those in the south, so anyone making the trip up is very welcome and it's very much appreciated.

Alan & Janet Brace we there. My Herald is going to be converted to EFI over the winter, so needs a custom inlet manifold making. Alan has a lathe (a Triumph lathe no less!) so with the help of one of his lads they are kindly helping out to machine the bits I'll need to fabricate it. He brought the first bits along with him; to say I was chuffed was an understatement, beautifully job. Thank you Alan! Geoff Wheeler and his wife were there also as was Malcolm Huxtable who is in the early stages of dismantling his Spitfire in readiness for its winter respray.

November

The cold weather and member's winter projects meant my Herald cut a lonely figure in the car park, being the only Triumph on show. Thankfully inside the pub I wasn't quite so lonely!

Mike Hadley and Hugh Read had made the journey up from the south, choosing not to bring the Spitfire as it was raining down there. No such problems in the North as we hadn't see any rain for some time, completely uncharacteristic but welcome all the same.

Alan & Janet were in their modern as well, the MK3 Spit is in the middle of a gearbox swap at present, so out of action. Alan brought along a gauge that he acquired when he bought his Spitfire, the previous owner seemed to buy anything Spitfire related. The gauge was most definitely Spitfire, but of the two winged rather than 4 wheeled variety. Apparently these gauges were backlit with Radium, so if the entire North Devon contingents are wiped out by radiation poisoning you'll know why. I suspect were all safe given the age of the gauge!

Andy Huxtable came along, looking very dapper in his suit as he had to make a dash from a meeting in Torquay to attend. He has kindly lent me his TSSC bought spring compressor so I can fit some new front shocks. I say new, they were a pair of crusty looking but serviceable Spax adjustables that I picked up on eBay some months ago for little money. Malcolm Huxtable had shot blasted them for me, I painted them and replaced the dirt shields and stickers and they looked as good as new. So with Andy's compressor they'll be on the car soon. Thank you Malcolm and Andy! Malcolm Huxtable has finished stripping his Spitfire, so that is going off to the bodyshop for a respray imminently. He managed to convince his wife Mandy that buying an engine crane was essential despite more than one offer of a loan. I think I'll have to get some tips from Malcolm on how to negotiate such things with her in doors, he's clearly much better at it than me.

It was great to meet Ann & Bob Meller for the first time since their move from Derbyshire to Northam. Northam is literally 5-10 minutes from the Crealock Arms, I am taking no credit for their choice of location, but we are very pleased to have them join our group all the same.

Ann & Bob have been prominent TSSC members for a while and AO's for the Derwent Valley Group. Bob is still working up that way during the week so will still be able to make their meetings as well. Before their move to Devon they sold their TR6, but have recently acquired a Triumph Stag from a TSSC member in Leicester, it's a car Bob has been watching for some time, so should hold no surprises for him. Well that's all for now, look forward to seeing some of you at the next meeting.

**Date of next meeting: Thursday 1st December 2016**

*Darren*

## EARLY DEADLINE

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Hi Folks. Here's a Happy Christmas and the coming New Year wish for the coming season.

Good News I have the 2000 back all repaired after its excursion into Martin's Herald in August, the Insurance has been a poor experience but its all sorted and HYA-cinth is back ready for next years runs

I can't give the results of our own local area AGM we held on November 28th as this is written a month in advance, so who knows I may be retired out to grass or not, you have to wait and see. Any changes will be sent out on our local emailer list, so here's to a bright 2017.

Some new photos to put in our calendar are always welcome and hard to come by, if you have a shot of anything nice we can use it in our print at home calendar please let me or Barry know.

There will (from the 2017 committee) be a full seasons events and road runs planned if we follow last years success there should be a road run each month from March to September with static events slotted in between.

I am in the process of acquiring proposed dates for the 24th Duxford All Triumph Day we will wait and see what the IWM has to offer us.

If you attended the AGM you will be aware of our funds and plans, any questions ....write to an agony auntie, not me. Ha! Let me know of any concerns or bright ideas that help us run this busy area.

We have 33 booked for the **Christmas dinner at the Crown**, hope this all goes well on the **10th December** and this number will probably increase as November passes, there have been difficulties with The Crown who have changed their plans and have our room set out for meals on a Monday, this despite 4 managers having all the dates but have not told the staff, (they seem to have two left feet) if this continues we will have no option but to start looking for a new venue

So without knowing if I'm still AO for 2017 here's a big thank you for your support and growing numbers at the pub noggin and natter evenings and the wide range of cars and members that have taken part in our events big and small and all the road runs during this past season. I feel its been a brilliant year, roll on 2017! If I've got that wrong don't tell anyone!

Have a good Christmas with some cheerful spirit and a smile, best regards.

*Pete*

## ISLE OF WIGHT

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Happy Christmas already!? What a year, we have had a great time meeting up for brunch, pizza, barbecue and puds, hmmm there is a theme here, we will drive anywhere as long as we can eat at the end!

Thank you to Pinky & Tors, Martin & Fiona, Dave & Sue, Mike & Bernadette, Christina & Colin, Jo, Roxy & Ellen, Jason and Marcus too, and everyone else that has supported Elaine & Tracy throughout the year, there wouldn't be much point without you.

Our last meeting for this year is at **The Culver Inn for a Christmas lunch**, it's not too late if you want to join us, please get in contact. Do come and see us in January to collect your dates for next year's run, meet at **Upper Coppins Bridge car park at 10am on Sunday 22nd**.

Some of us are going to **Laon Historique, France next June**, if you fancy joining us ask for details.

We look forward to seeing you all in 2017.

Save the date! **The Isle of Wight Triumph Weekend 28 April to 1 May 2017**. Happy Motoring.

*Tracy & Elaine*



## WEST KENT LANCASHIRE . . . M25 EAST

### TSSC AREA NEWS

#### WEST KENT

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Just the one meet this month. Botley Hill Saturday breakfast meet. Charles and I popped over and cracking meeting, many cars from south London not normally seen. Coffee, breakfast and moved about 12 with the damp setting in. Definite for the future. Did make the meeting after all and so glad I did. First through the door, Ruth and Erminio. Great to see you and with Ken, Paul and Kristian there, 4x GT6 members. Anne, Dave, Jim and Pete with Vitesse getting shinier every month also, so welcome. We had a great chat about the new venue and it was decided to leave as last Tuesday. We will have discussed by now the final arrangements but as of November these are my thoughts.

I have had a great response from Graham at the Moody Mare (ME18 5QY). The pub has a nice large car park and we can have our own area next to the nice beer garden for the warm 2017 summer evenings. There is a full menu for those that need feeding. Now I do realise it's another 15-20 mins drive for some in me, but being much closer to Maidstone, I hope more are likely to join us. But final decision at the Nov meeting. Also, new group. The Royal Oak (TN5 7PR) is bang on the A21 at Flimwell. I have already had interest from some Bexhill/Hastings members and with members dotted around the villages locally this could be a great addition. This is planned to be the last Wednesday of the month. Both of these in the New Year, let's get Xmas and the snow out the way first.

Already I have the form for the first show next year, **Chatham 16th 17th April**, in the diary. So all in all, watch this space. **December meeting is 27th Dec**, I'll be there, hope you can all make it.

*Colin*

#### LANCASHIRE

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Well, not a lot has been happening since the show season has drawn to a close, hence lack of area reports. I went to the indoor show at the Event city, this is getting bigger (and better) by the year. Our October meeting was attended by 10 or so with Maria and Tony along for the first time in years!!! Maria is having the seats in her GT6 re-trimmed in leather which should complement the vehicle very well.

At the meeting we had a quick discussion about the date of Lancashire weekend next year, and decided on April 28th -30th. I believe nine of us have paid their deposits to the Fat Lamb so at the moment there are 3 rooms remaining if you want to join us (drop me a line).

I had a drive over to Nigel Hooks place in my Vitesse recently, he's been struggling with his 'long term' restoration of a Mk1 Vitesse not willing to go round corners. A quick game of spot the difference between the two cars showed nothing wrong with his reassembly so I took it for a spin round the block..... absolutely nothing wrong. But in his defence having never driven one he wasn't to know how they should drive. To reassure him he had a drive of mine.

Now all you need to do Nigel is finish it off!!!

I've now got the engine and gearbox back in the rolling chassis of my project and finishing of the brake and fuel lines and exhaust before I start to put the body on. What projects have you got on the go over the winter period?

Don't forget that we **DON'T have a meeting in December** as it falls between Christmas and New Year. So have a merry Christmas, and see you in January .

*Kevin*

#### M25 EAST

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Hi all , it's me again – are you ready for some more epic tales from the M25 East Area, then sit back and relax.....Our last outside show for 2016, back at the beginning of October saw us at



the Canvey Classic Car Show, our usual last show of the year. Once again the organisers saved us our clubstand spot, think we must be part of the furniture now ha ha. We managed to get 8 cars on show and the weather was so nice it was positively tropical sitting down by the river with an ice cream. We had a nice chat with Kirk and Maisey who are also TSSC members and are keen to come out with us in the future. Hope you can join us, we do have a laugh and as we always say - 'the more the merrier'.

We were meant to have a club meeting in October but everyone was busy doing other things and it got missed. We'll just have to up our game over the coming months ha ha. An event that we only found out about at short notice was a little gig by an 'Oasis' tribute band in a pub in Maldon. 4 of us went along and coupled with the pre gig chinese meal we had a super (sonic) night, ha ha, get it.

The big event for November was 'Donna's Winter Warmer'. Basically a good excuse for some fireworks and a booze up round ours on Guy Fawkes Night. Most of the usual crowd from the area

turned up and boy what a good night it was. Luckily, it was a dry and reasonably mild evening that meant we could comfortably spend the evening outside, gathered round the fire. The fireworks were very good and went on forever as everyone bought some along. A couple of them fell over mid burn and caused a bit of excitement, shooting around the garden and we did have an errant rocket that went 'boom' a lot quicker and a lot lower than it should have ha ha. Late in the evening we even had a firewalking demonstration, courtesy of Barry, followed by Barry's Harry Potter style flame throwing effects. I never realised he was so talented ha ha. The evening concluded with a good old knees up indoors with lots of dancing and tambourining ha ha. Thanks to everyone for cooking all the various foods and cakes n stuff and also for the pile of fireworks and not forgetting the brilliant 'Guy' made by Brian but most of all, your company on a great evening.

As you know we've been having a bit of trouble trying to find a decent venue for our monthly meets over on the Essex side of the area. We're going to have a look at the Lennax Arms in Rainham/Wennington. It's on the old A13, so, easy to find and from what I remember, is quite big and has a decent sized car park. I don't know why I never thought of this one before, thanks Vince for the suggestion.

I think there will be a few of us heading up to HQ this month for the **Xmas open day**. It's well worth a visit for the museum, club shop and not forgetting the Herald Bar. Also as it's open day it





## MANCHESTER . . . NORFOLK



### TSSC AREA NEWS

will give us the opportunity to catch up with mates from other areas and if it's a nice day we can even go in proper cars.

Unfortunately there won't be any club meeting this month as it falls on Christmas Day but we'll see each other at the Area Crimbo Dinner the week before.

We also need to elect our AO for the coming year, I'm happy to carry on if you'll have me, we can sort that out at Crimbo Dinner. So, that just leaves me to say – have a great Christmas and a happy and healthy new year to you all. Here's hoping 2017 brings us as many laughs as this year.

All the best

*John*

**December Events**  
**Sunday 4th – TSSC HQ Xmas Open Day**  
**Sunday 18th – Area Xmas Dinner**

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

Hi everyone, October was a quiet month for us lot for a change and only managed to get 10 members to attend our November meeting, good to see Kevin Makin AO for Lancashire come on down to see us ( thanks for my fuel tank as well ) so not much to say regarding events, so thought I would give a couple of updates regarding some of our members cars.

Since Neil sold his saloon he's been putting his efforts in Brum his Spitfire 1500, been removing and renovating the front suspension, steering, engine etc to leave a bare front chassis, then came the job of cleaning off the underseal with the intention of painting on rustproof primer and a coat of Inca yellow, but under the underseal lurked a hidden horror ! Somebody had bogged the chassis with filler all over, so now looking to get a replacement chassis, so the job is turning out to be a full on restoration. Gary's car named Fred a Spitfire 4 or mk1, is now tucked up and away for the winter, there are a number of small jobs to do during the winter prior to the MOT in January. Fred needs a new water pump (noisy) also new U.J's for the back also needs to update the brakes. Planned trips to Spa next year, so needs to get these sorted.

have been going through a list of members that Angie at HQ sent to me for members in our area past and present, I have been emailing the people who have not attended our meetings or follow us on Facebook, I have had good responses so far with many of them wanting to get more involved.

A new member Steve has a Mk3 Spitfire see pics needs a lot of work and he has stripped it all back to the chassis for the rebuild to start now.



John and Janis joined us a couple of months back and were on a look out to purchase either a Vitesse or a TR4, well after a lot of travelling around looking a various cars they managed to purchase a low mileage TR4 in excellent condition.

Not Triumph related but a few of our members went to watch Belle Vue stock car racing and had a good time, thanks for Graham for arranging, hope to do again when the new season kicks off.



Our 'Xmas Do' is to be held at the **Mercure 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 attend-

ing the Manchester xmas markets as we did last year the date for this has been agreed for **Sat 10th December, please check Facebook page** nearer the time for meeting time and place, all welcome.

Derek is arranging a local trip out to the old site of Woodford aerospace where there is a museum displaying memorabilia for the Avro Vulcan Bomber, keep your eye on our Facebook page for the date to be announced.

Well it's been 12 months since Myself, Lorraine, Anne and Wayne took over as area organisers, we have tried our best to run your club area to our best abilities. The club requires us to formally vote on area organisers, so the next meeting in December we will put forward the vote. It can be for us four standing again for another year or if anybody else wants to put themselves forward to be AOs. Please try and attend the December meeting so you can cast your vote. Everybody enjoy your Christmas shopping.

Our next meeting will be held on **Tuesday 6th December 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*

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

**NORFOLK** Tel. 01502 476699  
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A quiet October/early November on the TSSC front but we did manage a Halloween run in conjunction with the Stag Club organised by our very own Steve Bradbury who is also a member of the Stag Club. Breakfast at the start supplied by Steve followed by a fantastic run in the beautiful Norfolk countryside, tops down of course for those that chose to enjoy the unseasonably mild autumnal weather culminating with a lovely meal enjoyed by 30+ people at the George and Dragon in Thorton. It was great to see the cars all decorated for the occasion but as Nigel Wright found out if you don't stick it on properly it doesn't stay on. Well done to everybody for making it such an enjoyable occasion.

Although I was unable to attend the East Anglian Classic car auction at Kings Lynn on Sat 5th November, I watched the results with interest as there were quite a few Triumphs on offer including three Vitesse of varying quality and heritage. If you want a quick valuation on your car it's worth following the auction results they they are a good reflection of current value and it has to be said that quality cars are going for a decent price these days. Whether that's a good or bad thing is open to debate as its great if you are selling but not so good if you are looking to buy a car.

By the time you read these notes our AGM will have come and gone and possibly new faces will be at the helm if not then I am sorry to say that you might be stuck with me for another year. On a bright note monthly meets are well attended and there have been a smattering of new faces this year. If you are a new member do come along as we are an inclusive friendly bunch and most of the evening is based around triumph chat. Checkout the Norfolk notes on the main website for an up to date what's on and don't forget to contact me if you are not getting the Norfolk notes by e-mail.

If anybody is looking for a TR6 in Jasmine that is MOT'd and in good overall condition then let me know. We also have a member and his son looking for a Spitfire that needs general improvement - no rust buckets though as its for a members son and they have no welding experience.

Next meet will be in January as a social Sunday to be held on **Sunday 11th Dec** and will replace the December meet. Watch out for the e-mail giving you the details or check the main TSSC website for the details in Norfolk events.

Have a wonderful Christmas and a Triumphant New Year.

*Mike.*



## NORTH EAST NORTHANTS . . . NORTHERN IRELAND

### TSSC AREA NEWS

## EARLY DEADLINE

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

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Well as the nights draw in and the weather is changing, it's time to start making your list of jobs for the winter, this year I hope to complete a full brake rebuild on the GT6, if my family and work commitments will allow, my shopping list is getting started with new callipers a must, there is nothing wrong with the existing callipers but as they are the original units and are over 40yr old, I think its time they were changed.

WE had our last run out of the season in October, considering the short notice and changeable weather we had a decent turn out, 10 cars took part in a 120 mile run through Tynedale, Weardale and Teesdale, the winter sun was very bright, but we also encountered a few showers as well, all who attended appeared to enjoy the beautiful scenery of the dales.

Kevan arrived in his stag and he said he completed over 180 miles from his home in Morpeth and used about 1/2 tank of fuel, not bad out of a big V8 on country roads, and nothing fell off.

A group of members were travelling down to the NEC for the classic car show and then a visit to Coventry museum of transport in Nov, so news on this next month.

I have had contact from Silverstone about next years classic weekend in July, quite a few local members have already stated there interest in going again next year, the more the merrier, its a great weekend so get your weekend passes for this one. Not a great deal happening on the car front at the moment, so if you need any advice or just a chat come along to our local meeting or give me a ring

See you all in December

*Geoff*

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Hi all, the last month has as you would expect at this time of year, for a car club, been quiet even the October meeting had a relatively low turnout. Looking back at the year in Northamptonshire we have had a busy time. The events list began with our own camping weekend at Wicksteed Park followed by TriumFest and Silverstone Classic. In addition to these events a reasonable number of us attended camping weekends across the country including SEM, the Isle of Wight, Peaks Run, the Sunshine Rally and Lincolnshire Triumphs. On top of these we also had a Sunday lunch run, Kimbolton Country Fair, Little Gransden Airshow and the ever popular Sywell Classic. I don't think we could be accused of not being active enough although it does seem strange to have a bit of free time on our hands.

Thanks to everyone who has helped with getting us to these events. We seem to have a reputation as a friendly area which is something we should be proud of.

Our camping weekend for 2017 is in the balance as I am still waiting to hear from Wicksteed as to whether we can use the field, although we are planning a charity breakfast run in the spring.

With the festive season fast approaching we will be having a Christmas meal on our normal meeting night, if you would like to come along please let us know in advance and we will try to accommodate you.

**TSSC HQ will be open on 4th of December** so get along there

and make the most of the 10% discount in the club shop. Food and refreshments will be available.

The first event of **2017 will be the Derwent Valley New Years run on 8th January** (see Derwent Valley report for more details).

Silverstone Classic tickets are now on sale and I know some of you have already booked. For regular updates on what is happening there next year I will be posting information as it comes on the TSSC Silverstone Classic Facebook page.

Merry Christmas one and all from

*Tracey & Nigel.*

**Next meeting 14 December.**

**NORTHERN IRELAND**  
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Folks, We start off with what you should have read last month in the Courier - apologies again, Laurence!

As I write this report in early October the autumn sun is glorious but on the day of the run in September it was next to a washout, typical! However 4 died hard adventurers left Comber and headed to the Mountains of Mourne, very little of which could be seen. Douglas and Heather (H) GT6, Alan and Maureen (H) Herald convertible, Alan and Pam (F) Vitesse convertible and great to see Mark (R) and the boys Benjamin and Dylan, Triumph 2000. We headed off on some lovely country lanes and roads to our first stop in Clough, French's Cafe and Bistro (no connection to Alan F.) around 12 o'clock, where we enjoyed a very good snack and Mark's boys tucked into a tasty lunch before calling it a day and heading home, via IKEA, of course. (Picture 1 here please) Our journey continued over mountain heights and deep valleys until we got to Hilltown where looming storm clouds necessitated leaving out some beautiful mountain roads, which on a good day would have given some spectacular views of the mountains, take my word for it. We will try again on a future run. Finally arriving at our destination of Kilbroney Forest Park it was unanimously agreed not to BBQ! (Picture 2 here please) In view of this we headed off once more into the foggy, soggy hills toward Crossgar and one of our favourite eating houses, A.J's. Here we once again enjoyed good food and a bit of "craic" and then said our farewells but, not before having a wee ice cream. Hope for better weather next year. Alan and Pam.

Our October Sperrins run commenced at Dunsilly, Antrim and this time we were blessed with better weather and a good turn out of Triumphs, six in all. Alan and Maureen (H) Herald convertible, Alan and Pam (F) Vitesse convertible, John (G) and Billy (S) in a Spitfire, Edgar (P) and Philip (A) along with brother Alf in their 1300's and Douglas and Heather (H) TR6, leading the way but, with the roof up. The only non Triumph of the day was the Mann family in their specially tuned Austin A35. (Picture 3 here please) After a quick briefing to ensure that John went the correct way this year, how time flies, we once again took the back roads crisscrossing the main roads until we came to Randalstown and our first stop for refreshments at The Old Forge. This was not as easy as it sounds as we got caught up in a very large funeral in the middle of Randalstown that necessitated a quick change of plan that required us having to use the motorway for a short distance to get to our planned stop in the village. Tea break over and we were on the back roads again making good progress through Toome and then on towards Ballyronan with Lough Neagh on our left. A quick turn inland just before Ballyronan saw us cross over all the main roads, with their many traffic obstacles, that travelled from Moneymore towards the Loup area, Magherafelt and Tobemore.

After crossing the Moneymore/ Tobemore Road we headed for the hills and the area of Slieve Gallion with its spectacular views and with the odd large wind farm thrown in. It was interesting to see the lengths contractors went to to ensure that they delivered their equipment to these farms as we saw many of the roads and corners widened to accommodate their journey in the countryside. A sudden drop down to the Lough Fea area brought us added complications as we encountered a major diversion in the middle of our planned route. A quick change of plan ensued and, taking

## NOTTS

a chance in the middle of the diversion prior to Churchtown, we found our route again as we crossed the Lough Fea road at Lissan and then, bypassing Orriter, we attempted to keep on the high ground above the main road from Cookstown and Omagh, commonly known as the A505. We made our way through the Dunnamore area in some really scenic areas and narrow roads before reaching Glenhull where we met up with the source of the Owenkillew River on our left. This gave us a guide as we continued our run west towards Rousky and Gortin beyond. For us though we had to head north as we wanted to view the Barnes Gap area, via Scotch Town, and then dropping down the other side to the Glenelly Valley right in the heart of the Sperrin Mountains. This is a great road on the other side of the mountain as we found when we got to the top with a tremendous view of Sawel Mountain in the distance.

We then twisted our way to and fro as we got deeper into the valley making our way to Cranagh village for our next "T" stop. I must say it was a relief for us all when we got there by the number of abandoned cars left with their engines running for the next five minutes. A quick head count and we were on our way again with Nathan and Pam, having already changed vehicles on the approach to Barnes Gap, staying with their new found drivers. Pam had already been impressed with the A35 and its climbing ability and so was happy to stay with Peter and Amanda as we drove through Sperrin village and then, bypassing Straw and Draperstown, we made our way to Moneyneany and the Five Mile Straight to Lisnamuck. Finally the Glenshane Pass came into view and our late lunch stop at The Ponderosa, the highest pub and restaurant in Ireland, and a well earned rest and refreshment, although not before the staff took a number of photographs of our cars for their Facebook pages. (Picture 4 here please) Suitably refreshed a number of us went our separate ways. Alan and Maureen left direct for home whilst The "new" Three Amigos quite sensibly left for the Dungannon area.

As the rest of us had skipped the sweet selection we headed cross country using the minor roads, our destination being Mullins ice cream shop in Kilrea, premises, we are told, where they specialise in homemade luxury ice cream and sorbets. We headed down the mountain towards Maghera taking a sharp left from the Glenshane Pass towards and through Tirkane and Swatragh before eventually making it to Mullins Ice Cream parlour in the main square - well worth a visit if you are ever in the area! Most of us partook of a large portion, either by cone or tub, before we were on our way again this time taking the Lislea side of the River Bann to Clady and Portglenone. Once through Portglenone we went our separate ways with Heather and I heading for Ballymena and the rest towards Randalstown and their respective homes. A long day and, might I say, a great run enjoyed by all who were there!

**Heather and Douglas.**

To show his appreciation and enjoyment of the run Billy, the "Bard of Carmmoney" put pen to paper and composed the following -

### SPERRINS CAR VENTURE

Dunsilly the place  
10.30am the time  
Where a group of cars met up  
With one thing in mind  
To have a drive in the Sperrins  
An adventure to unfold  
The Triumph Sport 6 Club  
Looked a sight to behold  
Our first stop was in Randalstown  
To the Old Forge we did go  
To have coffee and scones  
Delectable delights were on show  
Then Dougie our leader  
A gentleman of renown  
Headed the yesteryear convoy  
To the Sperrins we were bound  
Myself the co-pilot  
Big John at the wheel  
In our green iconic Spitfire  
A dynamic pair full of zeal

## TSSC AREA NEWS



With some roads like farm lanes  
Blind corners and sweeping bends  
A drivers skill was measured  
Again and again

We ended up at The Ponderosa  
The highest pub in the land  
Where the great Ulster Fry  
Was served to us at first hand

From there onto Mullins  
In the town of Kilrea  
Where mouth watering ice-cream  
Was enjoyed on the day

Our day in the Sperrins  
Turned out to be  
A wonderful car venture  
In great company

**Billy Stewart -**  
The Bard of Carmmoney

The November "film nite" unfortunately has been cancelled and, in lieu, we are having an end of season run on **Sat 3rd December** commencing at the home of Alan and Pam French at Donaghadee. By now you should have had email details of the time and place of meeting and any other important details, such as, we will be having lunch out during the run. The only other matter of interest is that our last monthly meeting for the year, to be held at **Nortel Social Club on Wed 7th Dec** at 8 pm, is also our AGM when we are due to elect our Treasurer and our Area Organiser(s) for 2017 and also our runs and plans for the year ahead. Please make the effort to come along and make your views known and show your support for your area. On behalf of our joint Area Organisers, Laurence and Alan, I wish you all, and your families, a Merry Christmas and Prosperous New Year.

*Douglas.*

WHEEE, BIG WHOOP ! as I write this Alan and I will no longer be AO's after our December meeting which is our area AGM. In 2014 I stood in as AO purely to keep the area afloat in an emergency ONLY.

At last years AGM Alan and I got shanghaied into the AO post for 2016. We will not be available as AO for the coming year. So everyone please decide who you want as AO for 2017 and elect them for the coming year. Alan and I would like to thank all who gave us their support over the period as AO's. Thank you all, and see you all soon. Have a great Christmas.

*Laurence & Alan*

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

## NOTTS

**Tel. 07976 163006**

**Tel. 07837 110325**

Apologies for no notts write up last month. We have been out on a run to the little town of Southwell. I organised a little detour around the area, starting from our meet up place, nags head. And with around ten cars mixed classics we had a drive out. We stopped at a car classic showroom local to the area of Southwell, beyond our price tag but great to dream.

Both myself and Di went to the NEC classic car show. The club stand was celebrating 50 years of the GT6. We had a chance to look around the show Saturday, very busy and a great array of classic on show. If you haven't been to this show it is one you must see.



## Notts Continues

Notts area had their little AGM in November and I would like to say thank you to those who voted for myself to continue being the area organiser for Notts area.

I would like to take this opportunity to say thank you to both Adrian and Julie Hadfield for your time as AO for three years, I know you will continue supporting Notts and Derby areas.

Our next meeting is on **Monday 12th December** at which we are having a fuddle, this means if you are attending a contribution of food is welcomed but let us know what you are bringing, we will start around 7.30ish having a Christmas quiz and raffle.

There is the annual **New Year Run for 2017 on Sunday 8th January** at 10am see Courier or Facebook for further details.

Wishing all our notts area members a very merry Christmas and a happy new year. Cheers

*Nigel.*

## OXFORD

**Tom Tel. 07972 039532  
Nick Tel. 01869 246543**

### October Meeting

Well I claim another record- we had four members who had not come to our meetings before. I took my TR7 (with nice new halogen headlamps so I can see in the dark now!) and we had two spiffires and a Vitesse. Not bad for a cold dark night.

A total of eight members made up our meeting this month and a good evenings natter ensued.

We were contacted by the local TR Register to see if joint meetings might be possible. We will see how that pans out.

So not much else to report this month. The Bicester Heritage meeting noted previously.

Well done to all who made it this Tuesday.

**NM and TC**

### November Meeting

It was a cold and drizzling evening but even so 11 members came out for our November meeting. So well done one and all. We even had three Triumphs!

One member came from Abingdon (20 miles) and one came from near Burford (27 miles).

This was loosely our AGM as our Area Organisers needed approving for 2017. Nick Morse and Tom Cope were duly re-elected by unanimous vote.

Some time was spent in thinking of run outs or events for the coming year. There was a very good response and plenty of ideas to consider.

It was suggested we attend the Next Bicester Heritage event in January (bring warm clothes and a hot water bottle?).

We are very conscious of the fact that this group is the only one in a very large 'black hole' of groups and therefore members may be a long way from base camp. Some ideas of meeting on the edges of our area to help with this were considered for the new year. Well done to the lone female member who turned up and I hope did not feel too out of place amongst all the testosterone!

We had some good reminiscing about motoring with Triumph's (and other marques) in the past. Etc.

Also another first! Thomas (joint AO) and Jennifer got married this month. I am sure the whole group will wish them both a long and



## PETERBOROUGH

**Tel. 01778 560507/01780470358  
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A dull, rather damp, November Monday evening is perhaps not the most exciting night to venture out, so arriving at The Golden Pheasant, Etton to find a decent crowd of around 20 local TSSC enthusiasts in attendance was a heartening start to our November meeting. But add to this the fact that November is also the occasion of our local area AGM, and the attendance is all the more encouraging. I still recall the days when members would avoid this meeting like the plague for fear of ending up with a job!

Mind you when it came to the point of asking who might like to take on a role, the silence was deafening, and Doug and I were duly re-elected as Joint AOs (for the 15th year I believe) and Steve Abbott agreed to continue as our treasurer, having earlier reported a healthy balance in our area bank account. So, no change once again – onwards and upwards!!

This meeting did give the opportunity to discuss various aspects of the club and what we want from it. It seems at a local level most are happy with the fairly low-key, relaxed monthly meetings and a few trips out to shows and/or places of interest.

Over the past year we have been most appreciative of the efforts of Colin for organising the 'February Feast' run, and Tina and Ken for putting on a trip to Foxton Locks in the summer and for the area Barbeque at Barnwell in September, all of which were most enjoyable.

Next year we already have **Doug Kendal's trip to Arbuckles Restaurant at Downham Market arranged for April 2nd**. My feeling is we could do with more events like this and those attending were invited to come up with ideas for at least another one or two local events for later in the year.

Dave Beardsley also gave a brief insight into work going on at club HQ and within the Council of Management (CoM). In particular, he was keen to point out the importance of returning the Club's online questionnaire. Whilst simple and quick to complete the information it can provide has an impact potentially on club insurance, the club shop, the annual club show and how the club is run to best suit the needs of members.

Dave also explained the need for 'new blood' on the CoM after a number of recent changes have seen the managing body reduced in numbers. If anyone fancies contributing to the running of our club, they have until next April to put their names forward.

Our next meeting is on **Monday Dec, 12th** and this will be our **Christmas Party/meal**. I have emailed menus out to all our local membership group and menus were also available at the meeting. Stephanie is co-ordinating menu choices and deposits and I am pleased to say she seemed very busy last night collecting monies and noting selections.

For anyone reading this there is still time to join us. The cost will be £21.00 per head for 3 courses. Please drop either myself or Doug an email and we will do our best to accommodate you. However, the final numbers will be required by the kitchen staff by **Weds 7th Dec** at the latest, so please do not leave it too late to get in touch.

There was also a general consensus that we should use some of our local area funds to put a bottle or two of wine on the tables at the Christmas Party so Doug and I will look to do just that!

So, it is shaping up to be a great night at **The Golden Pheasant, Etton**, and I look forward to seeing you all there. We will meet a little earlier than normal so please take note 7:30pm meet for 8:00pm sit down.

Finally for those of you that won't be able to attend our Christmas Party it just remains for me to wish you, on behalf of Doug and myself, a totally triumphant Christmas and a happy and healthy 2014. We hope to see you and your Triumph at a meeting in the new year!

Merry Christmas One and All!

*Paul*

## SCOTLAND CENTRAL & WEST SOMERSET

### SCOTLAND CENTRAL WEST

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The December meeting was attended by 11 members at Lochinch on the first of the truly dark evenings. We were straight inside for a cuppa and a heat. Ashley was our bar manager for the night. We were all prepared to go over the events and items to be considered for the next few months.

The initial **Scottish Standard Triumph Forum will be at Bo'ness on Sun 12th February for all Scottish Triumph Club Reps or interested parties.** The rest of the provisional dates are listed further down. We still have to decide a venue for the meal in January and Drive It Day.

All the winter projects are starting now. All seem to be fairly major too. John's Herald and Ian's Vitesse The rest are minor fettles. There will be a different set of cars for the shows next year. I now suggest that you sit down as there are a few items of news, the main ones are as follows.

We were informed by Lochinch that it will be closing as a venue within two weeks. It will not be reopening as a bar or function suite, so we are losing our long-standing venue. The staff were only allowed to reveal it on the meeting night to us. So a new venue will be needed. Thank you to Ashley, Margaret and Estelle for looking after the bar and our requirements for all these years. We are sorry to see you go.

After a lot of thought, it is with some regret that I would like to formally stand down as Area Organiser for the Scotland Central and West Area. I have held the position for almost ten years and feel that it is time for me to pull into the pits and let someone else take the lead. I have enjoyed the position, helping to keep the marque going and the well-established Scottish Area healthy, but it is time for me to get back to the more basic level of membership, building cars in a shed(s).

I will obviously be on hand to ensure a smooth transition of the Area to a new Area Organiser(s) and will always remain a member of the TSSC. I would like to thank all the Area members who have been with me through the years, through the good times, and the bad times, through the sun, and the hail, and a lot of rain. I value your continued friendship and support for all we do. You are the Area. You make the Area what it is.

Thank You.

Copying Obama now ?

**Gregor. Out.**

You thought I was away, not quite?. I have provisionally booked the **Cartha for the December AGM.**

**Dates for 2017.**

**Monte Carlo Historique Rally Start 25th January**  
**at Paisley Abbey**

**MG and Triumph Show 19th Feb at Stoneleigh**  
**Triumph Fest 16- 18 June at Santa Pod**

The new website for the area. <http://tsscscot.freemove.com/> . Is up and running. (Thanks Michael) contact Michael directly if you want to add something.

The Sunday get-together at The Harvester continues to have a good turnout and is open to all classics, get your woolsies on. You are welcome to stay as long as you want as there is space set aside inside, and a large car park.

Lochinich will now not be an option so watch for news of a new venue. There will be the usual donation of at least £2 at each meeting to help with Area finances.

NEXT MEETING will be on **Thursday 1st December 2016 at CARTHA RUGBY CLUB** which has been pre-booked. And you will have to check website for Harvester details. Dates for 2017.

The event calendar is being prepared ad hoc please see above for an idea of events, website etc. We will wait for the Yearbook before we choose where to go.

**NEXT MEETING \*\* PLEASE NOTE (TBC) WE MEET ON THE FIRST THURSDAY OF EACH MONTH at (TBC) Cartha Rugby Club, Pollok Country Park, Glasgow TBC. AND**

**THIRD SUNDAY OF MONTH at Harvester, Kinning Park,**

## EARLY DEADLINE

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

**Glasgow G5 8NP** (This is not an Area meeting, but a gathering of classics of all kinds) \*\* Please come and join us where ever we are. Bring cars, bring photos, bring ideas. Etc. etc.

Despite the two bombshells

My Very Best Wishes for the Festive Season. Have a Very Good Christmas and a Happy New Year when it comes.

I really am away now....

*Gregor G.*

### SOMERSET

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Hi all. We had 17 members present for the October meet. A welcome was extended to Mike Obee who attended for the first time. We hope he will be here for many more. He has a Spitfire he is putting the finishing touches to, so hopefully we will have a chance to see it soon.

We somehow managed to hold our first monthly raffle (thanks Jaqi) and managed to raise some cash for the area coffers. This will be going towards an event shelter! We feel sorry for Alan as he ended up winning the infamous Apricot wine that Martin has tried to palm off for many years! Just hope Alan got over/messed getting, food poisoning??

A few more things were discussed about our West of England Gathering in June 2017. Which we will be hosting 2nd, 3rd, 4th June at Southfork Caravans near Martock.

Hopefully Martin and Derek will give out more information at the next 2 or 3 meetings once we have decided on the right format to ensure all goes to plan. Yes it is still some 7 months away but the way the clock ticks you never know!!

By the time you receive this, your Dec Courier, our attendance at the Restoration show Shepton Mallet (photo 1) will be well and truly history. But all went well and the TSSC name was held high!! The theme was a Standard Triumph garage and showroom back in the day! There were 6 cars on the stand Pete and Sarah's Mk1 2000, Colin and Jaqs TR 4a and Andy's 13/60. These were displayed as showroom stock. The other 3 cars, Maggie and Derek's Mk3 Spitfires chassis, Richards Mk3 Spitfire and Harry's Mk3 Spitfire were workshop repair vehicles. The stands are judged in certain categories and on Saturday afternoon and we won the best demonstration for stripping down a spitfire chassis and also won BEST STAND IN SHOW + £200! (photo 2 & 3).

A bit of sad news now I am afraid, it is with great sadness we have to inform you of the passing of Barb Greenslade (of the Pete, Barb and Olive the Herald team) who sadly passed away on Oct 30th. We are sure a lot of you will have heard of or know Barb from the many club events where her smile and happy approach to life was always to the fore over many happy years! Our condolences go to Pete, family and many close friends on this sad passing!

The area **Christmas meal was confirmed as Tuesday 13th Dec** (our normal meet night) at 8-00pm, and deposits were paid with the balance due on the evening of the meal.

We know it is winter and most cars will be locked away for the time being, but there are still a couple of shows that may tempt some of you to brave the cold.

**2016**

**Sunday 4th December Town Square W-S-M, 9-30 till 2-30pm,**  
**Saturday 17th Town Square again, 9-30 till 2-30pm,**

**2017**

**Sunday 1st January Wisemans Dairy (M5 Jnc 24)**  
**Bridgewater from 10am,**

**Sunday 1st January Town Square W-S-M 9-30 till 2-30pm.**  
**(awaiting confirmation)**

Guess that's all for now,

Hope you all have a great Christmas and New Year!!!!!!

*Martin & Derek*

## EARLY DEADLINE

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

**NORTH STAFFS** Tel. 07939 603061  
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Hello everyone It's beginning to feel a lot like Christmas. What! Yes, it seems to come around quicker than Lewis Hamilton doing a lap around Silverstone, and we haven't even decided where to hold our Christmas do yet.

I think my late holiday in the sun has thrown my time clock into confusion along with the clocks going back, so I don't remember much of what went on last month.

I do remember however our visit to the Churnet Valley Railway, which had a very good turnout of cars, the trip on the train was as near as I will probably ever get to going on the Orient Express.

As Janet, she of 1STAG had laid on a picnic of smoked salmon with all the trimmings along with wine and desert, it was just missing the Champagne, well done Janet.

The much-delayed BBQ and bonfire finally took place on the 5th Nov, however, it did have a couple of hiccups.

I will probably go down as the man who condemned Guy Fawkes to an early death.

Having placed every twig branch, log, soggy rafter and wet scaffold plank building the bonfire, I thought it would take some time to get going, so without checking my watch I proceeded to light the fire, only to discover that it had hidden accelerant's, that had been added unknown to me.

I started to light fire on one side and it kept going out, which is what I had expected due to the thickness of most of the timber on the outside of the bonfire, as I walked around trying to start the fire a good number of the attempts failed, however as I reached the front of the fire where our Supper Guy was sitting on top of someone's best armchair there was a whoosh and it was truly alight.

So much so, many of us started to pull the timbers off the fire as many of the guests had not yet arrived, but it was all too late for Supper Guy he was gone in a flash.

There was a mad rush to obtain more material to put on the fire, suddenly somehow there was loads of stuff to burn, so thanks to all who helped to gather the extra material.

We all then got stuck into the BBQ and booze, when everyone was fed, it was time to light the fireworks, all was going well until to grand finale and the largest and most expensive firework at a retail cost of over £100, we were all excited and waiting with great anticipation for this 120 shot mammoth firework to light up the sky, but all we got was puff of smoke and silence.

This was most disappointing but we all had a great night, and hopefully we might get a refund on the firework as it eats into our funds which we could put into something more useful.

I hope to see a good number of you at the **Christmas open day at TSSC HQ** where we can go all year round and get those gifts and bits needed for our Triumphs.

Wishing you all a very happy Christmas.

*Dave*



A good turnout this month, our usual group of die hards and a few not so regular faces, nice to see you all.

Another reminder about the **Christmas Dinner which is Dec 18th at the Laughing Fish at Isfield** at 4 pm so if you would like to come along please let me know, as I have to let the landlord know numbers next meeting.

Richard bought in a pair of cv driveshafts which he is fitting to his Vitesse, he was asking questions and seeking information on the best way forward, good luck Richard I know you will get there.

Martin bought in a few more trinkets to the table, still sorting his garage after selling his Gittfire earlier in the year,

Vic hasn't sold his Gittfire yet, had a couple of time wasters though, it seems when selling cars you always attract a couple of them.

I am still chipping away at getting my spitfire 1500 back on the road after it being off the road for 10 years, getting closer after having help from a couple of helpers in the form of Clive and Pete, many thanks to you both, I really do appreciate your help.

I and a couple of mates are off to the NEC Birmingham to the classic car show this weekend so really looking forward to that and to see the TSSC club stand GT6 50th anniversary as I have one myself.

I have to say well done to Clive and his co drivers on completing the RBRR, trouble free and raising money for guide dogs, although Doug did his best but had to retire, better luck next time.

Next meeting is **Wed Dec 7th** last one before the end of the year so hope to see you all there.

Cheers

*lan*

## THAMES

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Seasons Greetings to you all,

Well my Vitesse has at long last been taken off to be repaired. Hopefully it will be back next month and I can get some maintenance done on it. Julie's Herald is still giving sterling service although the show season for it is all but over for this year. We did have a great day out to the Bicester scramble. We hope to be holding our New Year's Meal at the Fairmile in Cobham on the Sunday the 8th of January from noon, so get in touch and let me know if you wish to join us.

**SOCIAL EVENING AT THE GEORGE INN 20th OCTOBER.**

Julie and I collect the Herald from its garage and head off to tonight's meeting. Once there we are greeted by Tony H, Graeme C, Mike H, Chris C, George B, Doug, Marc, Martin F and Paul & Jane from the Humber group. We have three Triumph's in the car park, they were George's Mk1 Vitesse convertible, Martin's Mk2 2000 saloon and the Herald 13/60 saloon. Work on our Triumph's has been Tony's Stag has had new hazard lights, a thermostat, master brake cylinder and brake compensator fitted. Graeme has had the TR6's melted wires replaced and an aux power point fitted. Doug has had the cylinder head taken off his GT6 and is ready to put it back together. Marc is making progress on his Spitfire. Martin has replaced the drive shaft gaiters, adjusted the hand-brake cables, topped up the oil levels on the diff, on his Mk2 2000. Our raffle winners tonight were:- Tony won a bottle of wine, Chris won a box of Matchmakers, Martin won a tub of Swarfega, Marc won a sanding disc adapter & Graeme won a polishing brush. A great evening with lovely company.

**SHOWS & EVENTS - 2ND OCTOBER. BICESTER HERITAGE SCRAMBLE.**

Julie and I are in the Herald early Sunday morning heading up the motorways to get to the airfield by 9am. We have a trouble free trip and as we pull in to the airfield we are directed to the Oxford TSSC stand and park up on the end. We hit the loos before relaxing with a hot cuppa and said hello to the friendly organisers, fellow exhibitors as well as John P in his Mk1 Vitesse convertible, Ken & Sue in their Mk1 Vitesse convertible. Other Triumph's on



## NORTH WALES . . . SOUTH WALES



### TSSC AREA NEWS

stand were 4 Spitfires, a GT6, 3 TR7's, 3 Stag's, another Vitesse, 3 more Herald's & a TR6. There was a Stag group on one side of us and the TR Reg on the other, so the lineup of Triumph's was very impressive, as was the amount and quality of the other classic's on show which were spread all around the workshops around the airfield. It took a good day to wander around the site and with the wonderful weather it was all the better. A lot of the workshops were also open to look around, as they themselves were mainly set up for working on or with the classic car community. With all the visitors leaving in one go the traffic getting out was very slow at times, so we sat down and relaxed a bit more with a cuppa before heading home following John P as he showed us the back roads to Henley, which was well worth doing as they were great driving. All in all a top day out, well worth the trip.

Our next meetings at 8 pm is at the **GEORGE INN Wraybury in December on the 15th. In the New Year we hope to have Sunday Lunch at the Fairmile on the 8th of January and back at the George on the 19th.** Please come and join us for a warm welcome or call me on 07773623807.

#### Coming events.

- December**  
**4th TSSC HQ Xmas open day Lubenham**  
**January**  
**1st New Years Day Gathering Brooklands**

*Mickey & Julie*

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

Hello, everyone. October started off with the Walled Towns Run on Sunday 2nd, and five of our group met at Denbigh, ready to depart at 9.00 a.m., so quite an early start. We were booked in to go, but could not, so M.G. Richard let us know how the day had gone:- there were a great number of cars, the Jaguar E-Type 77RW, Rolls Royces, just about every make of car that you could think of. This event always has a very good turn-out, and this year was no exception. The run was excellent, starting off at Denbigh, and going through some spectacular countryside to Conwy. From there, the route went on to Beaumaris on the Isle of Anglesey. The weather was so good that our group did not go to Caernarvon, where the run was ending, but instead stayed in Beaumaris and sat on the seafront in glorious sunshine. Because the weather was so kind, this enabled the public to go along and have a good look at all the classic cars. A long but enjoyable day.

Tuesday 4th October was our monthly meeting night at the Trevor Arms, and once again the room was full. Joyce was kept busy selling tickets for the raffle, which, as usual, had some really good prizes. M.G. Richard and Helena then went over the last months events, then any future ones coming up. Although not so many now as the season is drawing to a close. The pub staff brought out a load of hot food for us, so we had a break whilst we all enjoyed a bit of supper. The meeting was then resumed, and at the end the raffle took place. Lots of chat and laughter, another great night in great company.

Sunday 9th October was the Annual Threshing Day and Vintage Show at Ruthin Market. Again, we were booked to go but could not, so once more Richard reported back on the day. Five of our Chester and Wrexham group turned out, and another good day was had by all, with lots of vehicles on display, plus lorries, tractors, machinery, etc. The weather was cool but good and dry, so once again very kind to all of the exhibitors. At the end of the day, the organisers came round and personally thanked everyone for turning up. Every time we have attended this show, we have always been thanked, and it is much appreciated:- this is another reason why we like to support these smaller shows.

Sunday 23rd October was the Midlands Breakfast Club Meet at the British Ironworks, Oswestry. M.G. Kevin went along to this, and let us know how it had gone. There were around 150 cars at this event, perhaps a quarter of classics, and the rest a mix of modern sports cars. It was a cold, overcast morning, with some drizzle for part of it. The cafe was open selling sausage or bacon

baps, plus tea and coffee, and this was very welcome indeed. A steady stream of cars arrived throughout the morning, including Terry with his amphi-car. Another good day.

Tuesday 25th October was our OFFAL run, and we should have been organising this one, but we had to cry off, so M.G. Glen and Barry stepped forward and sorted it out. We were, however, able to attend. Thirty-one people met at P&A Garden Centre, Mold, for coffees and teas, plus route plans for an attractive drive across hills and countryside to our lunch venue, The White House at Rhallt. Our pre-booked lunches were excellent, and talk and laughter went well into the afternoon. The drive home was very pleasant, with coastal views part of the way, and then more countryside, including the Horseshoe Pass.

The reason that we have been missing events and not been able to sort certain things out (i.e. the last OFFAL run) is because Roger had a heart attack in September, a week after we had returned from Germany. After having a heart procedure in Glan Clwyd Hospital to fit stents, he is making great progress:- a case of restoration and de-coke! We would like to thank everyone for their support and kind offers of help from all corners, whether near or far:- it is very much appreciated.

Well, that's all for now. So, please remember 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 the meeting at The Plough in St. Asaph on the third Wednesday of the month, at 8.00 p.m.** Take care on the roads.

#### Forthcoming events:-

- December**  
**2nd December:- Christmas Party at the Rossett Hall Hotel.**  
**6th December:- Monthly meeting and Presentation Night at the Trevor Arms, Marford.**  
**18th December:- Midlands Breakfast Club Meet, British Ironworks, Oswestry.**  
**21st December:- Meeting at the Plough Inn, St. Asaph.**  
**There is no OFFAL in December.**  
**January**  
**3rd January:- Monthly meeting at the Trevor Arms, Marford.**  
**18th January:- Meeting at the Plough Inn, St. Asaph.**  
**31st January:- OFFAL.**

Regards,

*Helena and Roger.*

**SOUTH WALES** Tel. 02920 315260  
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#### MALVERN CLASSIC CAR SHOW OCTOBER 9th

Myself, Al & Crazy George jumped into my 13/60 Herald Convertible and after stopping for petrol we headed off to Cardiff Gate Services where we were soon joined by Young Eddie, Even Younger Mo (Herald 13/60 Saloon), Matt & Ant (VW T2) and Robbo in a Triumph engine car of some description (My Goodness). At the pre arranged time with all soft tops down we headed off along the M4 in glorious sunshine turning off onto the A449 and pulling into Raglan Services for breakfast. Crazy George told me not to mention the breakfast as he would get a rollicking off Elaine so I have been careful to omit it. We were then joined by Paul & Dotty G (TR6) and Mike The Cake (Spitfire MkIV - for sale). Bang on time we left the services with Al jumping into The Cakes Spitfire and Crazy George in the driving seat of my Herald.

It was a great drive along the A449 and M50 then onto the B roads through Upton on Severn to the Three Counties Showground where we were marshalled into position by very helpful marshals. After a quick run to the toilets we returned to the cars to find that Paul & Dotty had the kettles boiling away for our tea and coffee, which was kept available all through the day. Fantastic! And John Williams then turned up in his immaculate TR4 and Gerry in his double fronted Rover "150"

### South Wales Continues

We had a visit from Ronnie Shirley of Lizard Lick Towing fame (The American TV programme), he was there making a Classic Car documentary, FANTASTIC!

Crazy George managed to procure a very rare N/S sill for his Mk2 Cortina which GB Classics are currently restoring and it was a source of great amusement watching him stroll around the crowded hall with it tucked under his arm!



Mo had made a batch of pasties which were gratefully received by all and they went down well with another cup of coffee.

Mike The Cake had no luck selling his Spitfire at an asking price of £1800 which he needs to sell to finance his other Spitfire rebuild, so knowing Crazy George as I do I "suggested" that he drove The Cakes Spitfire home with The Cake riding shotgun. "You crafty sod" said Al, "you know that Crazy George is Crazy enough to buy the bloody thing even though he has who knows how many other restoration projects on the go" He'll blast past us within 5 miles of us hitting the M50" I said. So we watched with interest as Crazy George got into the Spitfire and fired up the engine, his grin said it all as we drove carefully out of the show-ground and carried on along the B roads, then as soon as we hit the M50 there was a roar from the Spitfire's sport exhaust as Crazy George zoomed past us FANTASTIC!

It was another great run home in the sun with the rest of us sometimes catching up with the Spitfire (and once even overtaking it). As we turned onto the M4 Al said "Well, what The Cake has lacked in offers for his Spitfire will be more than made up for by Crazy George's enthusiasm to buy anything on 4 wheels!" "Yes" I said "and I haven't mentioned the 4 ice creams, 8 bars of chocolate, 6 pasties, 3 bacon rolls, 4 sandwiches and 16 bottles of coca cola that George has consumed, so he won't get in trouble with Elaine!"



As we pulled up at my house I said to The Cake "How much is he giving you for it?" A glum looking Cake said "I think I'm giving him £200 and my Spitfire for a BMW 320 Diesel!" "FANTASTIC" said a crazy looking Crazy George!

Another great day out with S. Wales TSSC.

**Bern**

#### DRIVERS DAY AUTUMN TOUR 2016 OCTOBER 15th

Alan & I jumped into my TR4A and blasted off in the morning sun to the meeting point at Nantgarw, no one had joined us by the pre arranged departure time so we headed off to the assembly point at Sainsbury's Pontypridd. The car park was teeming with classic cars, but Al spotted Gwyn & Babs' Dolly and we were able to park alongside, as we did we were approached by a Sainsbury's colleague (that's someone who is employed by Sainsbury's) who



asked us if we were taking part in the run, when we confirmed we were she handed us 2 tokens for us to exchange for a large breakfast and beverage in Sainsbury's cafe, a great touch and just one example of Ian "Rock Steady" Eddie's organisational skills which were apparent right through the day with the Police assisted parking in Pontypridd town centre and major junctions and roundabouts being blocked to allow the 63 cars that took part in the run a seamless passage along the route, FANTASTIC!!

Al & I met Gwyn & Babs in the cafe where we all enjoyed a great breakfast, Tony "The Maggie" & Lynne arrived shortly after in their immaculate Spitfire MkIV soon followed by Howard & Carol in their equally impressive Lomax. After a quick catch up we joined the rest of the participants in the car park and were soon on the road to Pontypridd Town Centre where the Lord Mayor was waiting to greet us and once again the people of Pontypridd made us very welcome.

At 12 noon sharp we made the next leg of the journey which was about 4.5 metres along the high street where we stayed and ate cakes and pastries until the 1 pm departure time arrived when Ian led the very large convoy out of Pontypridd. As we progressed along the route there were many sightings of regal figure at strategic points pointing a camera at us accompanied by a cry from Al, "Look there's Tim!" (boy, that Tim can move). There were many interesting stops en route, but personally the best part of the run was along the B, C & D roads through Brecon then on to Builth Wells, Ian obviously hadn't sacrifice enough chickens as deep in the Brecon Beacons the heavens opened (which actually made the run even more fun, for me anyway), but there were enough breaks in the rain for a few stops where Babs and Al kept the coffees coming FANTASTIC!

For the route home Gwyn volunteered to leads us and once again his knowledge of the S. Wales roads from his days as a cyclist took us along some of the best driving roads there are, the man is a marvel and he even managed to arrive at a very convenient car park opposite a picturesque pub in between rain showers for a last coffee of the day. Somehow we had lost Howard & Carol along the way so we were down to 3 TSSC cars by now, but The Maggie summed up the day very nicely when he said "What a FANTASTIC day and what TSSC lacked in numbers was more than made up for by the quality of those who were able to support the run". "FANTASTIC" Al said, or was it Lynne, or Babs, or Gwyn, or even me?

A big well done to Ian "Rock Steady" Eddie for organising this event and making it better every year.

**Bern**

#### RAGLAN CASTLE PHOTO SHOOT 23/10/2016

Area Web Master Gwyn Evans had spent many hours driving his Spitfire around Wales in search of a new "backdrop" for our S. Wales Area 2017 Calendar and as with previous years the man once more came up trumps.

With the meeting point for myself being Cardiff Gate Services at 9am Al & I jumped into my Vignale and headed off in the pre arranged sunshine, after a quick stop for fuel we arrived at Cardiff Gate Services where we were soon joined by Gwyn, Tim & Babs, their car bristling with photographic equipment.

At the allotted time we headed off along the M4 then the A449 to our destination of Raglan Castle which I must say provided a magnificent backdrop for our cars. Waiting for us were Mike The Bass & Sandra in their Spitfire, Monmouth Mike & John in their two Acclams and Paul & Doty G in their TR6 then along came Steve Grundy in his Lotus 7.

Tim & Gwyn soon had us positioning our cars for the "shoot", very professional as always and after about half an hour and a few coffees the task was complete, or should I say that "phase" 1 was complete as Gwyn has very kindly offered to carry out another photo shoot at the same venue next Sunday to accommodate those who were unable to attend today, FANTASTIC. It also gives those of us with more than one car an opportunity to have two cars featured on the Calendar.

Most of those assembled decided to have a coffee and snack in the nearby cafe, but Al & I had to get back to Cardiff so we said our goodbyes and headed off back down the A449. As we joined the M4 for the last leg of the journey Al happened to remark "Well what we lacked in numbers was certainly made up for by the amount of expensive camera equipment". "Nice one" I "snapped"

## WESSEX . . . WEST MIDLANDS WIRRAL

in reply. "Shutter Up" retorted Al.

A big thank you to Gwyn for organising this photo shoot (and next weeks) and for organising our calendars yet again, Top man!

*Bern*

### WESSEX

Tel. 01425 475376

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Email Trevor: [trevorcarlyle@btinternet.com](mailto:trevorcarlyle@btinternet.com)  
or Martin Berry: [berry223@btinternet.com](mailto:berry223@btinternet.com)

Only a couple of weeks to go, until the **Christmas Dinner, at the good old Tyrrells Ford, 7.30 for 8.00 p.m., Friday 16th December**. Hopefully by the time you read this, you will all have let me know your menu choices and more importantly, given me your money! By all accounts it should be a lively evening, as we were told that they were fully booked with other parties and along with the disco, it should be quite a raucous evening! Fortunately for some of us, there are other lounges that if we want to retire to for a glass of port and a chat, we can do so!

5th & 6th November was the Classic & Restoration Show at Shepton Mallet, which Trevor, Jerry, Neil & Dave decided to make the trip to. Gary & Roger were going to make their own way there, for various reasons and meet up with the others at the show. Also the same weekend on the Sunday was the London to Brighton Run. Most of us have been several times and for anyone who has not, it is well worth going, to see how motoring was like in those early years!

**New Year's Day is the Sturminster Newton Run** in aid of their chosen charity, details I have already sent to you.

On to next year. Our annual trip to **The MG & Triumph Spares Day at Stoneleigh is on Sunday 19th February**, we usually have enough interest to warrant taking at least two cars. A little bit of a trek, but we always have a good boys day out and if you are lucky, a few good bargains to be had! 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 29th December**.

*Martin*

### WEST MIDLANDS

Tel. 07969 024999  
Chris. 07505 110922

It has always seemed strange when composing the area report for the month of November, because everyone will read it at the beginning of December but I will not be able to communicate again until the beginning of a new year the January following. This means that to pass on good wishes to West Midlands members and members of other areas I have to compose my greeting over one month away from the festive season.

In just over five weeks it will be Christmas Day and one week after that the start of a brand new year. So it gives me great pleasure to once again wish all the members of the West Midlands Area the heartiest greetings for Christmas and the New Year. May the festive season bring you two of the most important gifts for your life, the gifts of happiness and of good health. If you have these two important things then you are a millionaire. Rest and relax and fill your stomachs with plenty of Christmas fare. Don't drink too much if you are going out driving, your actions could then ruin someones Christmas.

To everyone at both Triumph Sports Six and Club Triumph the members of the West Midlands area send you best wishes for the Christmas period and look forward to working with you to improve both our clubs and to extend membership so that even more people will enjoy the joy of owning a Triumph motor car. (Even an Acclaim).

To all the members of areas all round the British isles and overseas we wish you all well for Christmas and the New Year and look forward to meeting you at events throughout the year 2017.

It gives me great pleasure to inform any West Midlands member that was not able to attend the last meeting held at the Drakes



## TSSC AREA NEWS

### EARLY DEADLINE

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

Drum pub on Tuesday 1st October 2016, that we held a very interesting meeting with open discussions about the future of the club and how to bring it forward into the New Year with matters which will involve all the membership. As you all know in last months 'Courier' I announced that I intended to stand down as your Area Organiser at the end of the year and was looking forward to this meeting to see if anyone would be willing to take on this task.

I am happy to announce that **Phil Tabberer and Chris Allen** have stepped forward to lead us into the New Year. They will be supported by a nucleus of other members who have volunteered to support them. The future of the Area is in safe hands and I myself look forward to assisting whenever I can. It was never my intention to leave the club, but I firmly believed that after 12 years at the helm, the Area would benefit by appointing new blood to take over, with new ideas and objectives. Names and contact numbers will be printed in January's edition of 'The Courier'.

There was a printing error in November's edition of 'The Courier'. **The 1st Tuesday of the month the meeting is still to be held at 7.30pm at the Drakes Drum Pub, Aldridge Road, Great Barr B454 8TR. The meeting on the 3rd Wednesday of each month is being held at the Sharmans Cross Pub, Prospect Road, Solihull, B91 1HT, again at 7.30pm.**

If your wife is not quite sure on what to buy you for Christmas it might be an idea to take her along with yourself to the **TSSC Headquarters Christmas Open Day being held on Sunday 4th December 2016**, between 10.0am and 4.0pm where lots of goodies could be bought for you in the Club Shop, and you will find a ready supply of mince pies and other treats on display in the Herald Bar. Come on make it a day out and meet everyone before Christmas, you will at least save the postage on those Christmas cards you were going to post.

Finally to all the West Midlands members, HQ staff, and others who have helped and assisted me during the 12 years I have been the Area Organiser, I send my heartfelt thanks. It has been a pleasure to work with you and for you to advance the knowledge and pleasure which we get from our Triumph cars. I have no doubt the Area will go on to improve even more under the new directorship, and make everyone proud to say, "I am a member of the West Midlands Triumph Club"

A Very Merry Christmas and a Happy New Year to you and your families, I hope the New Year brings you all that you desire in life, including Health and Happiness  
Cheers

*Roger*

### WIRRAL

Tel. 0151 625 3172

Hello all. Not much to report this month as the days draw in and many think about wrapping their cars away for the winter or starting on that winter project. For my part, I have the daunting prospect of dismantling and rebuilding my GT6 – I foresee long nights ahead, an angry wife and probably an angry neighbour too.

There was one run out in October which Dave Evennett, the Donald Trump of West Kirby, has kindly filled me in on. Nine cars, seventeen people, had their Visa's stamped, crossing the border and on to the leafy lanes of North Cheshire, destination the Bickerton Poacher in Malpas, a favourite haunt of many a car and caravan club. According to Dave, there is NO truth in the rumour that he lost in a Dance Off with legendary body popper 'Dan the Van' and had to buy beers all round. Everyone knows that when it comes to dancing, Twinkle Toes Evennett has no equals. Naturally, having 'taken the long route' to the venue, the Triumph



## Wirral Continues

crew had built up quite an appetite by the time they er, found the pub. Andy Poselthwaite, being an expert in such matters, blagged himself a plate twice the size of everyone else (greedy b...b...blighter) and made full use of the Carvery facility, even using a knife and fork this time (and spoon for the wet bits), as after all, it was a Sunday. Dave was a bit hazy about the date of this adventure but fair to say that a good time was had by all and all are now safely back in their cells.

Ten of the group managed to get along to the Vintage Tea Rooms, Chester Road for our now established monthly Breakfast meet up, the café still allowing most of us through the door although now only reluctantly accepting Dave's luncheon vouchers.

November Club Night was a good one with a fine turn out, although it's possible I counted in the Thurston Whist club, some of whom were prevented from leaving, but bolstered our number nicely thank you.

Don't worry lads, the King of Diamonds is safe and well.

Other matters, Peter 'the Weld' Dunn has commenced his new project, a black Vitesse 1600 which of course looks rosey now but no doubt will be 'best in class' by the summer. You can sneak a peak here: [https://youtu.be/pJ3yLWG7v\\_s](https://youtu.be/pJ3yLWG7v_s). I note that Peter appears to have that rarest of beasts living opposite his house, a 'Patriot'. That or the flags still up from the Queen's Birthday. Remember that Peter is a genius and you can see the master at work in his series of Videos here: <https://www.youtube.com/playlist?list=PLJ9GWtoWPbyAxXbp5PPrwKA9HpJLX4BC>. The red Vitesse in the Videos is now finished, looks incredible and is available to a good home if you know of

anybody. Call me and I'll put you in touch.

This time next month I should be able to report on the Lads away-day to the Classic Car show Birmingham NEC. Expect tales of wild indulgence and debauchery no doubt. Oh, and women are also invited (those poor soles).

Remember to book now for delicious **Christmas Dinner on 17th December at the Cottage Loaf** with the club. Dave has promised a rendition of his ever popular 'Oh Danny Boy' if we can crack 30, and if you've ever heard Dave's smooth as silk baritone, that's got to be worth seeing - so come on, book now.

I have recently gained a list of local TSSC members - and have already contacted each of you regarding the TSSC survey. I must admit that neither I nor Dave (Mr Triumph, Wirral) recognise at least ten of your names and we would greatly encourage you to get along to a meet and say hi!

**Coming up: 6th December from 8:00pm, Club Night, Cottage Loaf, Thurston; Tba December, Vintage Tea Room Meet up, Chester Road; 17th December Christmas Dinner at the Cottage Loaf.** Contact me for further details.

If any Wirral members have anything Triumph related happening, do please let me know and I will gladly, greatly embellish and publish my own interpretation, having only the vaguest semblance to reality :-). Actually seriously, anything appreciated. That's it. Hope to see you around

*Rich*

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PLEASE. DUE TO CHRISTMAS BREAK**



**TSSC CORNWALL  
PRESENTS**

**CHRISTMAS DINNER  
AND DANCE  
AT THE METROPOLE  
HOTEL PADSTOW  
ON SATURDAY 10TH  
DECEMBER**

**7pm for 7.30pm  
Dinner and Dance £30 per person  
Rooms from £79 for a standard double  
inland including breakfast**

**Bookings now being taken via Carol Coventry £10  
deposit needed for the meal ASAP**

**Email: carol.63@hotmail.co.uk or ring after 6pm  
weekdays on 07979464643 / 01726 824523**

**Please book your own room with the hotel direct on:  
01841 532486**

**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**



# West of England

## "Gathering"

**3rd & 4th June 2017**



**TSSC Somerset Area's Brand New Event!**

**At Southfork Caravans, Martock, Somerset. TA12 6AE**

**Camping from**

**Friday 2nd**

**£6 per person, per night**

**Show Entry**

**£5 per car**

**(Pay on the gate)**

**Free**

**Autojumble Pitches**

**"NO TRADERS"**

**Free**

**Show & Shine**

**TSSC Insurance  
Valuations - £15**

**For more information,**

**Contact Martin**

**07760 384236**

**e-mail. [martin.hughes@btinternet.com](mailto:martin.hughes@btinternet.com)**

**Contact Derek**

**01934 515376**

**e-mail. [derek1360giles@breathe.com](mailto:derek1360giles@breathe.com)**

Derwent Valley's  
**Peak Run**  
**Weekend 2017**  
 22nd to 26th June 2017



# It's a Pantomime !!!

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