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Triumph Sports Six Club

The Courier 439

JANUARY 2017



HERALD 13/60



January 2017

TRIUMPH

MARQUE DAY 2017

A wide-angle photograph of a large crowd of people gathered on a racetrack for the Standard Triumph Car Show. The crowd is spread across the track, with many people standing and looking towards the camera. In the background, there are several large blue and white banners for the event, including one that says "Standard Triumph Car Show". The track is paved and has a red and white striped curb. The sky is overcast.

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.

SUNDAY 18TH JUNE 2017
SANTA POD RACEWAY

retro show



EARLY BIRD BOOKINGS - END 31ST JAN
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
 No.439 VOI 38. January 2017
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Fuzz Townshend

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Pip Flegel & Frank Spencer

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COUNCIL MEMBERS 2017

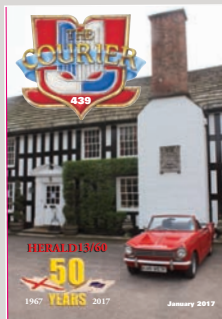
Dave Beardsley (EO), Chris Gunby, Tracey Hawes,
 Nigel Hill, Derek Holman, Martin Hughes,
 Bernard Robinson (EO), Jane Rowley.

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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CELEBRATING
 50 13/60 YEARS!
 HARK THE HERALD
 AT GAWSWORTH HALL
 PICTURE
 HENRY JONES
 TSSC CHESHIRE AO

Contents

January 2017

Events Calendar	4
CoMment	5
News Review	6
Vitesse Register	8
New Members	11
TriumFest UK 2017 Update	12
Spitfire I, II, III Register	14
TSSC 5 Point Tour 2017	17
Spitfire MKIV/1500 Register	20
International Liaison Register	24
Herald 948/1200/1250 Register ..	30
Herald 13/60 Register	34
GT6 I, II, III Register	40
Specials Register	50
Club Shop News & January Offer!	53
Bond Equipe Register	54
Young Members Co-ordinator	58
TR4/4A/5/250/6 Register	60
TR7/8 Register	64
Insurance Panel - Multi Vehicle	67
TSSC Online Shop - How to use it ..	68
TSSC CLASSIFIEDS	71
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2017 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.**

e-mail: trudi@tssc.org.uk

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

January 2017

SUN 8 JANUARY 2017

**TSSC NOTTS AND DERWENT
VALLEY'S NEW YEAR RUN
OLYMPICS THEME CONTACT
COLIN WRIGHT 01773 531580
NIGEL HILL 07976 163006**

February 2017

SUN 19 FEBRUARY 2017

**TSSC STAND TRIUMPH & MG
INTERNATIONAL SPARES DAY,
STONELEIGH PARK, WARKS.
www.mgandtriumphsparesday.co.uk/**

May 2017

SAT SUN 6 7 MAY 2017

**TSSC SOUTH OF ENGLAND MEET
LEATHER HEAD, SURREY
CONTACT MICKEY 07773 623807**

FRI SAT SUN 12 13 14 MAY 2017

**TSSC 5 POINT TOUR
OF GREAT BRITAIN
CONTACT CHRIS GUNBY
07843 435190
chrisgunby@btinternet.com**

THURS - MON 18-22 MAY 2017

**TSSC TRIP TO SPA CLASSIC
CONTACT TSSC HQ 01858 434424**

June 2017

FRI SAT SUN MON 2 3 4 5 JUNE 2017

**TSSC TRIP TO LAON HISTORIQUE
25TH ANNIVERSARY TOUR
CONTACT QUOTING TSSC TO
SCENIC & CONTINENTAL CAR
TOURS 01732 879153**

FRI SAT SUN 2 3 4 JUNE 2017

**WEST OF ENGLAND GATHERING
MARTOCK, SOMERSET
CONTACT CONTACT MARTIN, 07760
384236 OR DEREK 01934 515376**

SAT SUN 17/18 JUNE 2017

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www.tssc.org.uk**

THURS - MON 22 23 24 25 26 JUNE 2017

**TSSC DERWENT VALLEY'S
29TH PEAK RUN WEEKEND
CONTACT COLIN WRIGHT
01773 531580**

FRI SAT SUN 9 10 11 JUNE 2017

**TR7 BULLET RUN
TRIUMPH TEST ROUTE TOUR
CONTACT www.trdrivers.com**

August 2017

FRI SAT SUN 4 5 6 AUGUST 2017

**TSSC LEICS & RUTLAND
31ST SUNSHINE RALLY
RUTLAND CARAVAN & CAMPING
SITE GREETHAM LE15 7FN
CONTACT NEIL 07530 307371
JOHN 07799 804415
DAVE 07774 276564**

September 2017

SUN 10 SEPTEMBER 2017

**ALL TRIUMPH & CLASSIC DAY
AT DUXFORD, IMPERIAL WAR
MUSEUM. CONTACT PETE LEWIS
01582 750943**

CLASSIC CAR SHOWS (CLUB INVITED)

February 2017

**SUN 19 FEBRUARY 2017
TRIUMPH & MG SPARES DAY
STONELEIGH PARK
www.mgandtriumphsparesday.co.uk/**

June 2017

**SUN 18 JUNE 2017
STANDARD TRIUMPH FORUM
MARQUE DAY
RETRO SHOW - SANTA POD
BOOKINGS 01858 434424**

July 2017

**FRI SAT SUN 28 29 30 JULY 2017
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www.silverstoneclassic.com/clubs**

CoMment

2017 - 40th TSSC Anniversary!

BY JANE ROWLEY
COUNCIL OF MANAGEMENT

Welcome to the first Courier of 2017, this is a very exciting and special year for us at the TSSC due to the fact that this year we will have the 40th anniversary of our Club. So you can look forward to some interesting celebrations as the year unfolds.

If your Triumph is still under construction this could be a good time to step up the pace so you can enjoy it with us at the events during spring and summer months.

We would like to thank all our members who participated in the on line survey, the results will be collated and assessed at the COM meeting this month. We are always looking for members feedback and whilst not everybody did the survey, we have a good cross section from it.

As 2016 gets filed away as finished with, I will be looking back with a smile, at some great events and real opportunities to 'Do More with Your Triumph'. Our first time running the TSSC Five Point Tour - organised by Chris our Chairman, incorporating a really great driving route, with a social evening on the Saturday was a new style event for us and as you will see later on the dates and the entry form are in this magazine. If you are tempted to have a go at this, I can thoroughly recommend it, give me a call if you have any questions.

Laon Historique Event, the TSSC took our camping and hospitality "suite" to support our members whilst they enjoyed the event. This put a new slant on an already popular event, this provided far more opportunity to socialise with each other as a group. I am a big fan of taking your Triumph abroad, so maybe this event will be the one that encourages you, bookings are now being taken for this trip.

Our first outing to Santa Pod for TriumFest UK, included an amazing amount of GT6's pitching up together, what a brilliant sight. The 'run what you



bring' did bring out the competitive spirit of many of you so much so we have to go back for another

go. We have gone back to the drawing board with

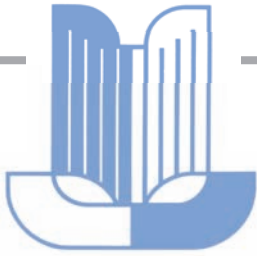


many of the suggestions made after the event and implemented a number of strategic changes. So we are hoping for all your support next year, we have the added draw of the Standard Triumph Marque Day there on the Sunday also.

Put those events together with a truly awesome visit to Classic Le Mans are my highlights in a nutshell. But there have been plenty of really good local, regional and national shows & events of a very high standard that have been participated in. All these events are put on to encourage you to enjoy your Triumph, we hope you snap up these opportunities when you can.

I hope to see as many of you out and about as possible in 2017.

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

2017 TSSC Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 9th April 2017 at TSSC HQ in Lubenham.**

Resolutions for Agenda

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to myself (TSSC Chairman) to be received by **1st February 2017**. Any item received after this date will be regarded as null and void.

Questions for the Agenda

Any questions also need to be with myself (TSSC Chairman) by **1st February 2017** to be guaranteed an answer at the meeting.

Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in a following Courier.

General Issues

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

Council of Management Elections

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

The Council meets six times per year at HQ in Lubenham. Council members are also expected

to attend other events/activities e.g. AGM, Open Days at HQ/Shows and to help on the Club stand and also take responsibility for particular areas of Club Management e.g. HR, Business Management, Finance, Tech Support.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (my contact details are on page 3 of the Courier - under Chairman).

The deadline for nominations is **1st February** by which time a signed nomination form and paragraph describing what you can bring to the Club need to be submitted (the nomination form requires a proposer and seconder who are current Club members)

Any enquiries regarding any of the above should be addressed directly to me; my contact details are at the beginning of The Courier (page 3 Left hand column - under Chairman).

Chris Gunby
TSSC Chairman

The Yorkshire Dalesrun is back!

Lots of you may remember the Dalesrun from the past. well we are bringing it back on **2nd - 4th June 2017 at High Laming in Dent**. For those who remember Alan Heaton, he sadly lost his partner Jenny last year. They both loved Dent and the area around it, so with Alans help, we are running the event to remember Jenny and hopefully raise some funds for the Bexley Wing in Leeds.

The booking form will be in the February Courier. For more info contact **Richard on 07766354449 or 72stag@gmail.com**. If you are interested and usually B&B please get in touch ASAP as the B&B's in the area are likely to fill up very soon.

Richard Briscoe
TSSC North Yorkshire AO



info@tssc.org.uk
01858 434424
www.tssc.org.uk



clubshop@tssc.org.uk
01858 434424
www.tssc.org.uk



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HQ OPENING TIMES

JANUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

FEBRUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show
Triumph & MG International Spares Day

STONELEIGH NAC Sunday 19th February 2017

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

TSSC Annual General Meeting

SUNDAY APRIL 9TH 2017 2.30 PM - TSSC HQ - LUBENHAM

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

Council of Management Meetings

NEXT MEETINGS: 15 JANUARY 2017.

19 MARCH 2017. 9 APRIL 2017 (AGM).

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Chris Gunby**
The New Room, Church Street, South Witham, Lincs. NG33 5PJ
or email: chairman@tssc.org.uk

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

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e-mail.

vitesse@tssc.org.uk

Dave Rumens



Clean Screen - Washers

Hello everybody and Happy New Year – Hope you all had a good break over the festive season.

Roll on Spring. This month's article is the result of an email concerning a faulty windscreen washer.

Before the 1960's heaters and windscreen washers were optional. By the time the Herald and then the Vitesse were introduced both had become standard. Even in the 1960's cars were still around without any windscreen washers. If the visibility through the windscreen became restricted with muck, drivers would often be seen leaning out of the window with a plastic bottle of water squirting this onto the windscreen. Before someone sends the Editor a letter saying I am encouraging people to do dangerous things, I am just the scribe telling you how it was. As they say don't try this at home.

Though the washers have always been manual, no electric pump, on the Herald and Vitesse they do deliver adequate water on to the screen without over doing it. Which is important as the capacity of the washer bottle by later standards is quite small. This does become apparent if you fit an electric pump as this facilitates a more liberal use of water. You have to either remember not to keep your finger on the washer control too long or fit a bigger capacity bottle. I guess this

Pic 1.



fact must have been recognised by the manufacturers as the later small Triumph saloons were fitted with electric pumps but had a larger capacity bottle.

The Herald/Vitesse system consists of the following. There are two jets mounted just



Pic 2.

below the windscreen, [Picture 1](#), these are feed by plastic pipes. The two pipes from each jet are feed from a "T" piece where a single pipe is routed down to the manual pump. From the



Pic 3.

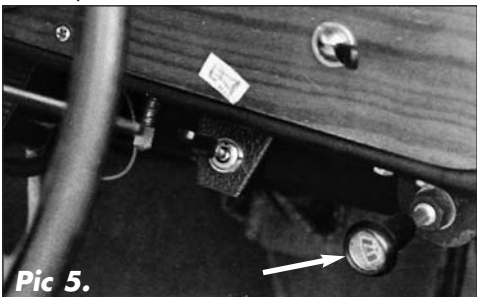
pump, [Picture 2](#), a pipe leads down to the fluid bottle mounted on the bulkhead, [Picture 3](#). An important thing to note is that at the end of the



Pic 4.

pipe inside the bottle there is a non-return valve, [Picture 4](#). This ensures the pump doesn't push the fluid back into the bottle as it returns to its static state.

As far as the Vitesse is concerned it has the same system as on the Herald, which makes



Pic 5.

finding spares somewhat easier providing you check which model relates to which. More of this later. The washer pump or maybe I should say control on the early single dial dash is mounted below the dash, [Picture 5](#), which of course is the same as the 948 and 1200



Pic 6.

dash in 1963 the washer control was moved onto the dash, [Picture 6](#). There was some thought behind this change as the wiper control was also moved from the centre of the dash to be above the washer control.

This was a good move because you can hook out the wiper control with your last two fingers and whilst pushing in the washer control with your thumb.

The two control arrangement was carried over on the 2 Litre (Mk1) in October 1966. In October 1967 the 13/60 Herald was introduced which had a revised dash which included a combined, single, wash wipe control, [Picture 6](#).

The revised dash wasn't applied to the 2 Litre



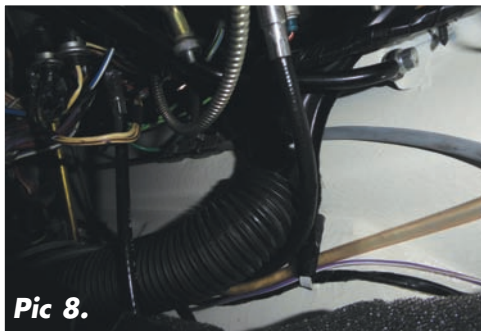
Pic 7.

(Mk1), this had to wait until the Mk2 was introduced in October 1968 [Picture 7](#).

Moving back to spares or what fits what. Though there were a number of suppliers of bottles and jets these were interchangeable

throughout the range of both the Herald and Vitesse. The washer pump/control is where we find the difference. Herald 948/1200 will fit all Vitesse models up to the Mk2. The Mk2 washer pump/control is the same as the 13/60. At the time the parts bin was a wonderful thing as it kept the production costs down and now helps us with finding spares for a long out of production cars.

So what goes wrong with the washers. Before you start to disturb the pipes and parts be careful as the plastic pipe though usable will have become very brittle. If you need to replace any of the components you may have to replace the pipe. The main point being though the pipe between the bottle and pump is easily



Pic 8.

accessible this cannot be said for the pipes to the jets and the jets themselves, [Picture 8](#). Both are difficult to get to so don't jump in and start pulling things apart.

Moving on to what are the faults – Blocked



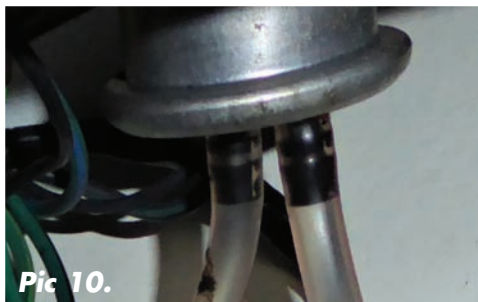
Pic 9.

jets, blocked non-return valve and faulty pump. The first thing to do is clear the small hole, [Picture 9](#), in the jets with a small piece of wire, be careful not to break this off in the jets.

Next look at the non-return valve at the end of 10

the pipe in the bottle, [Picture 4](#). There should be a ball bearing which will move around the pipe if it is shaken. If it doesn't then the next should help which is an old trick. Fill up the bottle up with warm water, leave this for an hour and then try the pump. This should free up the non-return valve and help dissolve any deposits blocking the pipe. The whole point of trying this approach first is to get the system working without the need to touch the pipes.

Generally, the only part that can't be made to work is a faulty pump. The pipes have probably been attached to the pump for 50



Pic 10.

years so will be very reluctant come off, [Picture 10](#). In which case very lightly heat the pipes around the pump, this should help removing them. Be very careful as you are dealing with old plastic. If it does come off the end of the pipe may have become stretched, if yes you may have to cut this small section off. If the pipes won't come off the pump then the only answer is to cut them free. You can then use washing liquid to refit the pipe to the replacement pump.

When the jet pipe couldn't be refitted to the pump due to age it wasn't uncommon years ago to use a small joiner to connect a new piece that would fit. The bottle pipe is accessible and easy to replace. Make sure you fit the pump the right way around. The blocking up of the jets and one-way valve can be the result of the windscreen fluid breaking down over time into small particles. Therefore, it is good practice to clean out the bottle each year before the start of the next season.

That's it for now see you all next month, I will get my anorak and go. [Safe Winter Driving & Keep Running On All Six](#)

Dave

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Mark & Teresa Birtwistle	Berks
Howard Duckworth	Bristol
Russell Prior	Bucks
Colin Lavis	Bucks
Dawn Murfin	Cheshire
Ken Young	Derbys
Simon Nissenbaum	Derbys
Jean Birch	Devon
Christopher Proctor	Dorset
Mr Gould	Essex
Iain White	Hampshire
Lyndon Bedford	Herts
Chris Cousins	Herts
Peter Myers	Herts
Kevin Osborn	Kent
Ian Stansfield	Lancs
William Neil Johnson	Lancs
Micheal Kimpton	Leics
Mark Anthony Mackey	Leics

Tushar Salukhe	Middx
David Crawley	Norfolk
Daniel & David Southwood	Norfolk
Martin Ratcliffe	Northants
Robert Reynolds	Northants
Hugo Pickering	Oxon
Darryl Stevens	Oxon
Michael Pizey	Scotland
Harrison Every	Somerset
Adrian Mills	Somerset
Peter Cownley	E. Sussex
Kevin Ceuvorst	E. Sussex
Peter Douglass	Wales
Martin Mills	West Mids
Peter Holmes	Wiltshire
Steve Prichard	Worcs

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



TRIUMPH SPORTS SIX CLUB

16th to 18th June 2017
Camping from Friday 16th - Midday

at Santa Pod Raceway

TriumFest UK Update

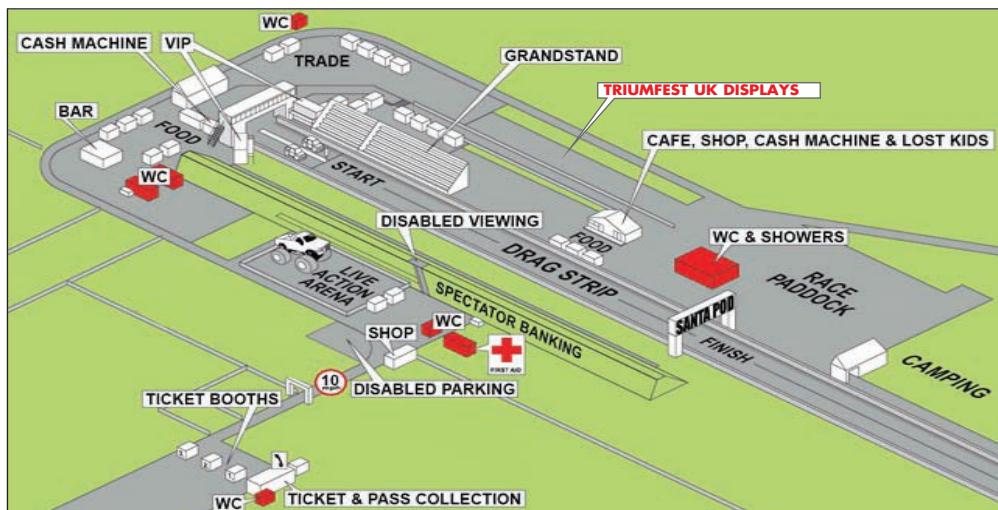
Tel. **01858 434424** web. www.tssc.org.uk
e-mail. clubshop@tssc.org.uk

by Garth Jupp

Following on from last year's successful TriumFest UK event at The Retro Show, along with the Santa pod management we have made a few changes on the layout to improve on last year after listening to your comments.

In general the format is the same as last year with the TriumFest UK Show and Shine on the Saturday, and the winners entered into The Retro Show Show and Shine on the Sunday.

However also on Sunday it is the **Standard Triumph Marque Day**, so the display of Triumphs will be much bigger!



Camping Has Moved!

Along with all the good things you enjoyed from last year the main difference you will see is that we have moved the camping area to the other side of the Drag Strip up past the finish line. The benefits of this is that we have a far bigger area which is far enough AWAY from the noise of the funfair and the food outlets/bar area. Additionally it means that the camping, TSSC marquee & shop will be on the same side of the drag strip as the trade area and where all the action is going on. It will be further to walk to the food outlets and bar than last year but we think the benefits outweigh the distance. There is a toilet block and shower block between our camping area and the tarmac area, but we will also have the same



2017 - 13/60 50th Anniversary!



additional showers as last year. (this time NOT shared by Retro Show Campers!)

We will also start our car display further down towards the strip start line (away from drifting displays) to give us more area as we will be the biggest marquee there by far, and also will mean that our shop marquee will be closer to

the rest of the traders as an added bonus.

One of the requests/suggestions, was "could we have a BBQ on the Friday night" Well although we would love to offer that, what we have to respect where ever we go is the arrangements with the existing food concessions, this was a source of problems for us at Stafford and Donington and does somewhat tie our hands as to what we can do.

We have been in discussion with Santa Pod and there is a very good chance that one of the Food concessions can lay on either a hog roast or a BBQ for us, that keeps everyone happy. What we would have to insist on is that for it to work and not expose the food concessions to a loss is that the BBQ or Hog Roast would be pre booked by ticket. That way they would know how much food they need to cater for and they would not be left out of pocket. As this is being written two weeks before Christmas we don't have any more firm information on exactly what they would offer or the price, but should have that info available shortly after we get back in January.

Obviously the same no glass policy applies along with the helmets and arm restraint regulations from last year for those that want to

"Run what you bring" and also it costs £25 per day for as many runs as you can fit in.

Keep an eye out on the Club website, the TSSC Forum and Official TSSC Facebook for more news as we get it.

Booking Form on Page 38 this Issue!

SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton

Do More with

Your Triumph! (I Do)



I had a really lovely early Christmas present this (last) year from Keith Lister, a regular contributor of Triumph related images for these pages, when he sent me the following, saving me from trying to think of a topic for this month's article. Thank you, Keith.



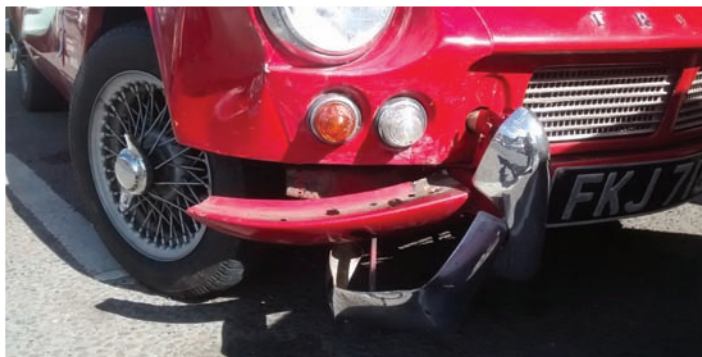
"Hi Suzie

I have had my Mk2 Spitfire for 12 years now and have sent you a number of Triumph related photo's over the years but have never put pen to paper as they say, so thought it about time and

Thorsby Hall, a Warner hotel, for the Easter weekend. This turned out to be not as straight forward as planned due to the front end being hit, while I was stationary, by another driver who had not seen me. Somehow this turned

out to be my fault so had to claim on my insurance.

This is where agreed valuations are essential as the repair bill was over £2,000 but this was settled without any arguments. I had the work carried out by Richard Briscoe of RB mobile classics who also replaced the other wing at the same time as well as re-spraying



what better than a year in the life of my car.

After some minor works over the winter my car sailed through its MOT. The first outing was to

the boot lid.

Next up was North Yorkshires Dent camping weekend in the Yorkshire Dales from May



13th to 15th. The usual suspects turned up, Friday night was a meal in one of the pubs in the village and a "few" beers.

On the Saturday we had a run out to Middleton in Teesdale followed by a barbeque at the camp site. Sunday was just a leisurely breakfast and pack up.



The following weekend it was off to the Moira canal festival near Ashby de la Zouch to join the Coventry area for their camping weekend. We were welcomed by Phil and Lyn who introduced us to the rest of the area, who we had not met before. Friday night was again a meal at a local pub. The cars were put on display on the Saturday morning and there were activities all weekend including canal trips, re-enactment societies and music. This was a very relaxing weekend with a really friendly area.

The 17th of June saw us travelling down to Ashbourne to join Derwent Valley on their annual Peak Run. We have been attending this for many years, the effort that is put by the organisers is outstanding. Friday is a get to know you evening with silly games etc.

the beautiful Derbyshire countryside. We like this area so much that we stayed for an extra 3 days which included a visit to the National Memorial Arboretum which I would recommend if you are in the area."

I'll save the rest of Keith's Triumph year until next month. Good to hear he's been using his car so well during the year.

I hope it will encourage some of you, whether long-standing club members or new to the club to look through the Courier to see what events are on in your neck of the woods, or even little further afield, and to take the plunge to go along to support one or more of them in 2017, and use and enjoy your car.

We always do several events ourselves but now that we're trading at most of them we can't generally use the Spitfires although Guy's 2l Bond does get used as much as we can towing the caravan with as much of the stock as we can squeeze in.

At one of those events last year, the Retro-Festival at Newbury, there was an old advertising sign on one stall



which caught my eye advertising Ronson



Triumph lighters. Unfortunately the stall did not have a sample of one of these but as ever these days, a quick Google found several examples. Thanks too to David Humphreys who had also spotted it at the show and sent me a photo in case I hadn't seen it.

And finally, congratulations to the Somerset Area who won both Best Demonstration and Best Stand which included 3 Mk 3 Spitfires at the Classic Vehicle Restoration Show at



Shepton Mallet in November, a couple of photos here from over the weekend by Somerset AO Martin Hughes taken from the TSSC Somerset Facebook page.

Suzie

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2017 TSSC 5 Point Tour

**Fri. 12th to Sun. 14th
May 2017**

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

Bookings Close February 28th 2017

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

After last years overwhelming inaugural succes we are more than happy to announce that we are opening again for Bookings from TSSC Members for the 5 Point Tour in May of this year.

Friday 12th May 2017 early evening meet at The Bulls Head, Meridan, near Coventry for a 6.30pm Start at the centre point of England.

Drive north to the Meadows in Berwick upon Tweed the most Northerly point in England, we're hoping the **TSSC Scottish Central & West area** will volunteer again to run this check point arriving approximately 12 midnight.

Then turn around and head for Lowestoft Ness near Lowestoft, Suffolk, the most Easterly point in England for approximately 8am. Now Turn left and head for the Lizard in Cornwall arriving approximately 7pm this is the most Southerly point in England.

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

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

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

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

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

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

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

Bookings for the Tour must close on February 28th 2017!
The Booking Form is below!

Chris Gunby
TSSC Chairman
17

LAON HISTORIQUE 2017



THE
TRIUMPH
SPORTS SIX
CLUB

TSSC MEMBERS PRICE £139.00

Price is per person based on 2 persons occupying a car/pitch

2nd to 5th June 2017

Join us on this Triumph Sports Six Tour to the Laon Historique

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

We depart on Friday 2nd June and the package includes; return P&O ferry crossing from Dover to Calais (other crossing options available, subject to supplement), 3 Nights at the TSSC Campsite, Admission to the 2017 Laon Historique including **Organised Runs** on Saturday and Monday and a **Closed Street Parade** in Laon Old Town on Sunday.

You'll also have the opportunity to 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.

Mobile home prices from £169.00 - £199.00

Bookings for this event are being handled by Scenic & Continental Car Tours

Book online @ www.sceniccartours.com or Tel: 01732 879153 quoting TSSC

SPITFIRE MkIV/1500 Register



e-mail.

spitfireIV-1500@tssc.org.uk

Steve Payne



Stop the Chattering!

Happy New Year, I hope it's off to a fantastic start. I had a few interesting articles in the lead up to Christmas which was great, please keep sending them. The first concerns brake pad renewal.

Triumph Spitfire MKIV Front Brake Pad Renewal

For some time, I had noticed a "chattering" sound emanating from my front wheel area whilst driving at slow speeds in my Spitfire MKIV (Pic 1).

On closer inspection and after removing the front wheels (Pic 2), the noise appeared to be coming from the area of the front brake caliper.

The brake pads were "chattering" in a small clearance between the securing pins and the pre-drilled holes in the pads (Pic 3).

After considering whether the correct size pads or pins were fitted I consulted the Drivers Manual which identified that the anti-squeal plates appeared to be missing on both front calipers. These plates



Pic.1



Pic.2



Pic.3

are available from the club shop as part of the brake pad fixing kit and so a set were secured along with a set of new brake

pads to match. Although my pads were only part worn I figured I would be best to change

Pic.4



all four whilst I had the opportunity. The process is fairly simple for the amateur like myself. Remove the retaining clips that hold the pins in place using the hooked end on a small Allen key or a pair of pliers (Pic 4). Push the pins out of the locating holes using the other



Pic.5

end of the Allen key or a small punch if they are a bit stiff (Pic 5). Mine were so loose they came out very easily. Now the pads should be



Pic.6

teased out. I used the end of a screwdriver to give a bit of help from the underside (Pic 6).

Do not press the brake pedal at this point, otherwise your pistons will move and then they are quite hard to return into the calliper without



Pic.7

undoing the bleed nipple (Pic 7) and levering them back into position. Now for fitting of the new brake pads along with the missing anti squeal plates. As the plates are sprung, it's a bit fiddly getting the pads along with the plates back into the same location and a gentle tap with a wooden mallet was required to ease

them in. Do not be tempted to use grease near to the brake discs for obvious reasons.

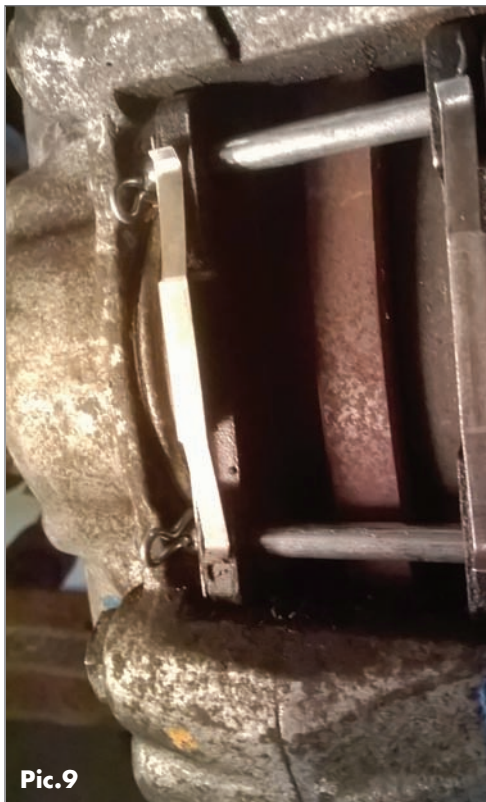


Pic.8

The arrows on the plates should face the normal direction of wheel rotation.

Similarly, the correct securing pin hole alignment is a bit trickier as the plate must be pushed on its spring whilst inserting the retaining pins. As the whole assembly is now more rigid, another gentle tap from the mallet using an old retaining pin as a punch helped to get the pins through (Pic 8).

Finally insert the retaining clips to keep everything in place and refit the front wheels (Pic 9). Press the brake pedal now to ensure the pistons



Pic.9

make contact with the brake pads before going



for a gentle road test.

Job done and no more "chattering".

Garry Pyne

Thanks Garry, I would just add that I also apply a smear of copper slip between the

brake calliper piston and the squeal pad, squeal pad and back of the brake pad and along the guide pins and brake pad guides/arms, but I'm a bit of a copper slip fanatic!

'Rising Damp'

Last but not least I received an Email from Martyn regarding the 'Rising Damp' Triumph Spitfire which over the last few months has been the topic of a few discussions.

Dear Steve,

Over the weekend I got around to reading the 'rest' of 'The Courier' including your column, I have a Vitesse and usually read that section first!

I note with interest that you mention on page 68 the TV programme 'The Cars That Made Britain Great' and mention the clip from 'Rising Damp'. I have had a Post-it note on my desk for some time reminding me to write to the TSSC re this episode where Rigsby buys a sports car to impress Miss Jones. It was broadcast a while ago on one of the channels that cover old comedy programmes and in one shot you get a glimpse of the registration number. I have been meaning to enquire, just out of interest to see if it still survives, it was (I think) a Mark IV rather than a 1500, white in colour, a bit rough around the edges and the registration number XCX 885J. I didn't notice what year the show was made but the episode was called 'Clunk Click'. Might be on Youtube?

Thanks also for the notes on setting up an



overdrive, I think mine is a type 'D' so that page will be going in the box file of useful information. Regards,

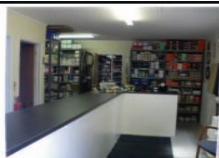
Martyn Chapman

Martyn, I did a little research to see if that vehicle was still on the road but that registration did not turn up any results on the DVLA websites. There is the possibility that this may not be the original registration as I believe TV shows/films don't always use the original registrations, for whatever reason. Perhaps one of our readers can shed some light on either the vehicle in the episode or the use of 'fake' plates in TV shows and films?

In next month's article I have a story about a 1972 Spitfire that had a quick turn-a-round and some fantastic pictures of its trip to France.

Cheers,

Steve.



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International Liaison



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Dave & Jo Beardsley

Welcome to 2017



H

ope you all had a good Christmas and are looking forward to 2017, thinking about using your cars and which

shows to attend.

Thank you to all of our overseas members who entered the membership survey. The Club has gathered some very interesting information which will be reviewed and shared in due course. Better still, two of our overseas members won a gift voucher!

Please continue to send us information on classic cars shows happening in your city /country, we would like to hear about these and be able to promote them our Courier articles.

Future Events

- **Germany** – Classic Motorshow, Bremen
3rd-5th February
- **New Zealand** - British Car Day,
Trentham, Lower Hutt **Sunday 12th February**
- **Australia** - All Triumph Picnic, Fern Tree Gully,
Victoria - **26th February**
- **Germany** – Techno-Classica, Essen
5th-9th April

This month's picture comes from **Derek Balaam in New York State, USA** showing his MkIV Spitfire. Derek moved to the USA from the UK where he owned a variety of Triumphs – he is now starting again with LHD cars. Keep sending the photos of your cars, in whatever condition they are in – Concours, Daily Driver, Restorations, we'd like to see them all.

We look forward to meeting more of you at the various shows being held in 2017.

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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Nigel Clark
CONTRIBUTOR

1977 Triumph GT6 Mk4
Nigel Clark's Triumph GT6 Mk4 has been a faithful companion for over 30 years. In this latest Staff Car Saga, he reports on replacing the front suspension bushes on his GT6 in his latest Staff Car Saga, while Practical Classics launches its quest to find Britain's best transport cafe.

Slop no more
A year on... Nigel finally finishes a bush swap

Scimitar headlights
1972 Austin Scimitar headlights

Also in Nigel's garage
1977 Triumph GT6 Mk4

Spitfire
Why the MkIV Spitfire is still one of the top classic bargains available in 2017.

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WORKSHOP
100 essential tools for the classic car enthusiast

ROVER MG ZR/ZS GUIDE
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In the February 2017 issue...

The best buys of 2017 are revealed... with the underrated Spitfire MkIV making it into the chosen group **Nigel Clark** reports on replacing the front suspension bushes on his GT6 in his latest Staff Car Saga, while **Practical Classics** launches its quest to find Britain's best transport cafe.



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BOOKING FORM 2017



Triumph Sports Six Club Spa Classic 2016 Booking Form 19th-21st May 2017

Please fill in all the highlighted fields clearly in BLOCK CAPITALS

XLS form

Name

Email Address

Day time phone number

Membership number(s):

MEMBERS Bookings open 4th January 2017

Non-members of the TSSC may book from 16th January 2017

Item	Members Cost	members Cost	No. Req.	Total (GBP)
Club entry ticket (Per person 16 and over)	£30	£34		
Camping ticket (Per vehicle/Tent/2 People) 3 Nights	£83	£114		
Adult Camping (Per extra Person) 3 Nights	£16	£16		
Child Camping (Per extra Child) 3 Nights	£10	£10		
Chalet/caravan (4 berth) 3 nights	£270	£320		
Chalet/Caravan (6 berth) 3 nights	£294	£365		
Extra Adult - 3 Nights	£16	£16		
Extra Child - 3 Nights	£10	£10		
Classic car parking	Free			
Modern Car Parking	£14	£17		
Circuit Laps (Classic cars only)	£100	£115		
Organisers Picnic Basket (3 Course meal for 2 People) Member/Non-Member £70				
FERRY BOOKING OPTIONS in conjunction with Camping bookings (Subject to availability when Booking)				
P&O Dover/Calais under 5 day return	£99			
P&O Dover/Calais Over 5 day return	£109			
P&O Hull/Zeebrugge Overnight Under 5 day return	£129			
P&O Hull/Zeebrugge Overnight Over 5 day return	£159			
P&O Hull/Rotterdam Overnight Under 5 Day return	£129			
P&O Hull/Rotterdam Overnight Under 5 Day return	£159			
Plus Cabins (Please state which journey if not booking return trip)				
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Outside 4 Berth (per Cabin each way)	£113			
2 or 4 Berth Premier inside Cabin (per Cabin each way)	£108			
2 Berth Premier Outside Cabin (per Cabin each way)	£122			
Eurotunnel Folkestone/Calais Under 5 day return	£139			
Eurotunnel Folkestone/Calais Over 5 day return	£149			
Royal Mail Delivery (UK Addresses)	£10			
Multiple Bookings Delivery Charge UK	£12			
Airsure Delivery (European Zone)	£14			
SUB TOTAL				
Credit Card Charge 3%				
TOTAL				

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched around 01/05/2017

I wish to pay by Credit Card _____ Debit Card _____ Cheque _____

If you wish to pay by Credit/Debit Card please ring 01858 434424 9am-5pm Monday-Friday

Charges are in GBP, Foreign card holders are billed in their local currency at the prevailing rate. The delivery charge is mandatory. The organisers reserve the right to apply a mandatory currency surcharge of up to 10% at any time before 01/05/2016. Please see the accompanying Booking Notes for details of the possible currency surcharge. Non-TSSC bookings will be taken from 16/12/15 Bookings confirmed by email (or by post otherwise).

Bookings are non-refundable except at the discretion of the organisers. Tickets will be despatched close to 23/06/16

Delivery Address for Tickets

Spa Francorchamps Classic Bookings,
Triumph Sports Six Club,
Sunderland Court, Lubenham,
Leicestershire, LE16 9TF, United Kingdom
Tel: +44 (0)1858 434424/ Fax +44 (0)1858 431936/ Email - info@tssc.org.uk

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herald@tssc.org.uk

Colin Lindsay



A new revolution in motoring?

I seem to be spending more time these days working on modern cars than Triumphs; if it's not the weekly – or what seems like it – MOT test, it's changing oil, addressing concerns about lack of brakes (solely due to a heavy right foot) and replenishing the magic screenwash bottle that has failed to refill itself.

It's interesting to note that in nearly every modern car you find brackets, connectors and

the cowl, plugging it in and screwing one bolt into place, then replacing the cowl. Simple!

Why does a car need a tachometer? Racing cars for example often don't have a speedometer, but a tachometer, and the driver tailors his driving style to the performance of the engine and thereby gets the ultimate speed from the car without exceeding the limits. Most production-line engines these days are self-governing and will never reach revolutions that will harm the engine ie "red-line"; however, I read recently that inertia and centrifugal forces increase proportionately with the square of engine revolutions; 10% increase means 21 per cent increase in stress on moving parts and 20% means 44 percent more stress. Consequently if you can manage your engine's revolutions and change gear when you should, not when the engine screams at you, you'll save a lot of grief through wear and make your component parts last longer. Plus, of course, your fuel economy should improve.

Given that our single-dial Herald isn't a kick in the nether regions of the modern Peugeot then fitting an additional gauge or two, such as a tachometer, or even revolution indicator shouldn't be that difficult. Believe it or not, what we often refer to as a "rev counter" is a device which actually records the revolutions made by an engine, and indicates usage in much the same way as an odometer counts miles driven; they're used in plant machinery to indicate usage and therefore wear.

In researching what the tachometer actually does I came across two explanations. Firstly: "The traditional "electric" tachometer is based on some form of digital to analog (D/A)



blanking plugs for luxury additions or after-market equipment– the wiring loom, for example, often has the same fitting brackets and connectors across the entire range from basic to luxury, and this was the case recently with my daughter's Peugeot 107. She wanted a tachometer as she believed that as a novice it would help her change gears more correctly; fitting was as simple as obtaining the required unit from the Internet, removing

conversion circuit whose output is hooked to a d'Asonaval movement. In this type of meter movement, there is a fixed magnetic ring, slit at one point and supported on little stands. (Think of a horseshoe magnet bent into an almost closed circle). The gauge pointer is supported on a needle bearing spindle that



passes through the center of the magnet.



Attached to this spindle are bias springs to control the needle's rest (zero) position and a moving magnetic coil which is looped around the ring magnet. Highly flexible wires carry current from the D/A circuit to the moving magnetic coil. As you increase the input pulses from the car's ignition, the analog

output of the D/A circuit rises, thus passing more current through the moving magnetic coil which subsequently moves the gauge's needle or pointer to indicate revolutions."

Secondly: *"A rev indicator is an instrument that counts ignition discharges (therefore, rpm) in the engine. It is connected electrically to the ignition system."* I like this explanation better. I can understand it.

In any case you need to connect it to an electrical component that can denote engine rotations, usually the coil. You'll find that an original Herald distributor does not have the cable take-off for a mechanically- driven ie cable tacho so the easiest option, other than a replacement distributor, is an electrically-operated gauge.

You'll find all sorts available from brand new to period items; some will read up to 10,000 revs, other to a more modest 7,000. Some will have red lines, others red segments like my Smiths model, others still a moveable needle with which you set your own rev limit like the Motometer version. Do make sure firstly that it's for a four-cylinder engine, and neither six nor



eight, although you can get adjustable versions that can be set for any of the three – check for the switch on the rear or side. Similarly make sure it's for your required polarity – this lovely 6-cylinder model below, still in the wrapping, was an impulse buy and it was only on getting it home that I realised I'd wasted a fiver and



gone for a positive earth version. It'll be of use to someone, someday...

Any gauge reading to around 8000 rpm will more than do for the Herald. One of the easiest versions to obtain, to be sure of a simple fit and



suitable for purpose, is to go for the Spitfire 7000 rpm version, but, like me, it's quite large and round and not very... subtle. I like the smaller versions that can be pod-mounted on the dashboard, or hung on a suitable bracket.



Just make sure you can actually read it, and it won't get in the way of controls or knees. I prefer a setting to the extreme top right of the dashboard padding, angled slightly towards the centre, which is not only easy to read at a glance but means the cabling can be routed behind the edge of the dashboard padding and almost invisible to the eye.

For connection, you'll find that the Triumph version has three terminals and connects as



follows: bullet connector to cb terminal on the coil, spade connector to a live power circuit (battery or accessory take-off on the ignition switch), and the case spade terminal to earth. If you find a version with four wires you'll often find that the extra wire is for illumination; red is usually power and black is always earth. Most have additional green and white cables, with the green cable connecting to the CB terminal of the coil and the white for illumination. It won't do any harm to connect the black wire to

earth then try the white to the positive terminal. If it lights up then you know that the other wire goes to the CB coil terminal. The Spitfire



Spitfire Rear

version uses a separate lighting circuit which simply plugs into the case. If there are no wires, merely terminals, then as in the picture one will be marked positive, the other negative, leaving the third for the pulse or coil cable.

Fitting a tacho won't affect your spark or current output, as it merely uses the coil to detect the spark pulses and doesn't drain any power from the ignition circuit itself. Once fitted you'll find them quite handy and may even change your driving style to suit the gauge...

I was driving said Peugeot recently along the dual-carriageway at a happy 70 mph, until the strange position of the tacho needle alerted me to the fact that I was still in third gear. A good driver would have known by the engine noise, but the CD player in these little cars is too good for it's own good.... so it goes to show how with a little familiarity you can tell at a glance how your engine is performing and adjust your gears accordingly. Many drivers don't rev sufficiently in first or second gear when pulling away from rest and the resultant shock to the engine can cause considerable wear if practiced regularly. This doesn't mean that high revs are better for the engine, as optimum performance often occurs well before maximum

revs and can drop off when the engine starts to scream. I've never been interested in racing away from the stop line as soon as the traffic light goes green (well not these days anyway) but I do prefer a relaxed, quiet drive on long journeys and keeping the revs just bubbling away with the Triumph at optimum speed has soothed the nerves many a time. Of course, many moderns now have a 'shift indicator' which will tell you when to change gear and in many cases at much lower revs than I'd prefer... but that's just me. Modern cars often spoil all the fun of driving...

Anyway – welcome to 2017, I hope it's a great year for all things Triumph, and I certainly hope to see some of you over the next show season... I'm already booking time off for Stoneleigh in February. Remember: all those rare Herald parts at ridiculous prices have my name on them already!!

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Phil Willson



Half Century Herald

Later in the year we will be able to celebrate the 50th birthday of the first of our little cars. According to author **Graham Robson** in his "**Triumph Herald and Vitesse – The Complete Story**" (Crowood Press, 1997) the first 13/60 was made in August 1967 and stocks were built up prior to the official launch on 12th October 1967. You may remember that I covered the launch press release in the January 2016 edition of "The Courier".

The lowest numbered car in our database, which I hope is still around, is **1GE68LDL** which was built from a CKD kit in Belgium and registered there. It belonged to **Guy Labbe** at the time it was recorded. It has engine number GE528E. The problem with CKD cars is that we don't know when they would have been built up and that is not the lowest numbered engine, as you will see later.

A car that is probably older is UK-based Wedgewood blue convertible GE325CV, registered **AAR205F** in November 1967. It has engine number GE360E and was based in Beccles, Suffolk at the time its owners (**Andrew Goffin & Hayley Tuthill**) reported it (August 2000). If this car is still around or if you know of one with a lower commission number then please let me know.



Pic1: Press launch document cover.

Our oldest saloon is GE393DL, registered **MKK227F**, and listed as belonging to **J.S.McEwan** in Newcastle. The oldest estate is GE4097DL, registered **JCM81F**, and shown as belonging to **J. Mark Tole** in Cumbria.

Again, if you know these cars or have an older one then I would like to hear from you and maybe

feature them later in the year. Thank you.

Big Numbers

I've been playing with numbers again (it's OK, I can hear you groaning!). Those who have been following my random tour around things 13/60 will remember the sums I did on the subject of gearing. In the October 2014 article I talked about how many times our cars' wheels go round:

"At 70 mph, in an hour the car will have travelled 70 miles and the wheels will have turned 65,100 times. You only need to cover 1075 miles for the wheels to have turned a



Herald 1360 Estate
an infinite capacity
for taking loads

Under the dark bonnet of the Herald 1360 Estate is the same engine as the Herald 1300 Saloon and Convertible. Just look at the other people's cars and the wonderful attention to every detail. But what this car also gives you is a surprising amount of engine space. And a performance which is anything but sluggish. Compare the acceleration figures on page 14. The Herald 1360 Estate is exceptionally agile.

Pushed 40 miles low. That means clear with the rear seat folded down there is 5 foot 4 inches of clear cargo space at one moment. And the one piece luggage normally right out of the way. Turn the loading handle and up it comes to clear unobstructed space for the load zone. The loading, Sir Jane. Typical thought-out Leyland engineering.



Pic 2: The Herald Estate Infinity model

million times! So a tyre that has covered 20,000 miles in its service life will have rotated over 18 million times. Wow!"

The 13/60 is no stranger to huge numbers. In the advert shown in the second picture,

Triumph appears to claim that the Estate car has an infinite load capacity. Reading the smaller print tells us that it is, in fact, 45 cubic feet with the back seats folded down (1274 litres). Only a slight exaggeration then.

A load of hot (or cold) air?

In the search for big numbers relating to our little cars, I have now done some sums on the engine. My Estate has top speed gearing of 16.3 mph/1000 rpm (saloons and convertibles are 15.7). So at 60 mph (1 mile per minute) the crankshaft is rotating at a rate of 3680 revolutions every mile or minute.

After 1 hour it will have covered 60 miles and the crank rotated 220,800 times (3680 rpm x 60 minutes).

Big number alert: 368 million

If I am lucky enough to get a service life of 100,000 miles from my engine at a steady (theoretical!) 60 mph then the number of crank rotations will be $3680 \times 100,000$ which comes to a massive 368 million. (This is true for any speed in top gear, but I had to base the sums on something.)

Wow again! To me that seems a miracle of engineering that a relatively crude, by modern standards, engine can go for that long.

Big number alert: 238.5 million

Now let's look at another aspect. For every revolution of the crank, two of the four pistons will draw air into their respective cylinders. That's 1296/4 cc per cylinder = 324 cc. So after just 1 minute at 60 mph (3680 revs) the engine will suck in $3680 \times 324 \times 2/1000 = 2385$ litres of air. After an hour that amounts to 143,100 litres, and a massive 238.5 million litres over 100,000 miles.

Big number alert: 100 Olympic swimming pools

That's nearly 100 Olympic swimming pools (or one pools-worth every 1000 miles). On the downside, I'm afraid your car will have pumped out a closely similar quantity of exhaust gases.



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If those figures seem a bit high, the reality is that they are actually higher. Remember that in real driving you won't be travelling at a constant speed, so all that gear changing will mean that your dear old engine will actually do many more revs than I have shown.

That may seem OK taking one car in isolation, but there are millions of other cars out there doing much higher mileages than ours. Also, the bigger the engine, the more air is being consumed. My Stag at 3 litres will draw in more than twice as much as the Herald. I can't say what all this means for the planet but none the less I found it a bit of an eye-opener.

On a serious safety note, the larger the engine, the more dangerous it is to put your hand over the air inlet pipe.

I have heard of people doing it on a 10 litre bus engine which, even at idle, will do a lot of damage as it tries to draw you in.

Just to note, it is possible to get 100,000 miles from our engines with modern oils but they do need regular servicing with nice new oil to remove any of the contaminants that would otherwise have an abrasive action on the bearings and cylinders. The figure of 2385 litres of air per minute into the carburettor shows the need for a clean air filter and why low-resistance K&N and wire gauze filters are so noisy. The first engine in my Estate got to around 80,000 miles before the oil consumption became ridiculous (less than 100 miles per pint) and that, I would say, is probably about average for an engine of that era. BMC A-series engines tend to have a similar life.

Conclusion: I like doing sums and I'm not going to change now. Sorry.

Happy New Year, One and All.

Phil



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GT6 Mk I - II - III Register



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Andy Cook

Electric Screen Washers

H

appy New Year to all
you GT Sixers out
there, hope you had
a Great Christmas
and enjoyed our GT6
50th anniversary
year in 2016.

Electrification

One thing I've always found a bit "Mickey Mouse" on the GT6 is the manual pumping windscreen washer mechanism. It's not very powerful, you have to pump repeatedly if you splatter an insect or get some bird mess on your windscreen while driving and if you don't use the car for a while you have to repeatedly pump it to re-prime the set up.

Even for an old car like a GT6 it would seem that it was rather behind the times when a lot of cars of that era had electric washer pumps fitted.

In fact for the Swedish Market GT6 MK2 and 3 Triumph did actually fit an electric pump with a different wash wipe switch unit with electrical contacts rather than a manual pump mechanism for the wash.

So it's quite easy to change over to electric arrangement on a GT6 MK2 or 3 using the wash/wipe switch that was fitted to the Swedish models. You may think that

this would be made of "unobtainium", however, the good news is these were the same part as used on the TR6.

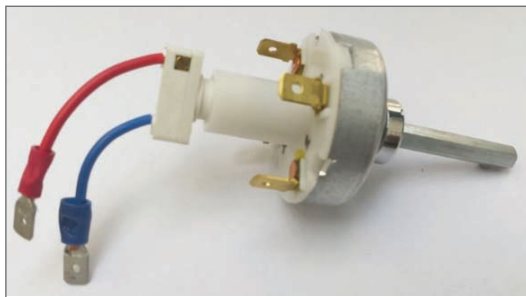
This is a pretty straight forward conversion for a MK2 or M3, MK1s only had a single speed switch and a separate manual washer pump so not straightforward to keep a standard look so take the following article to relate to Mk2s and Mk3s. Of course if you happen to have a Swedish Mk2 or 3 you are lucky and won't have any need to read this!

I've been on the lookout for a TR6 wash wipe switch to convert my own GT6 for a



Picture 1 TR6 wash wipe switch which is close to the Original.

while, and a few years back they were quite hard to get hold of, but I decided to look again recently and have found they



Picture 2 TR6 wash wipe switch aftermarket version.

are now readily available.

There seem to be two types of switch on the market, one looks similar to the original, the other one is very much aftermarket. Part number is 155496. Both types would work as a replacement.

I purchased an original look switch as in picture 1, it was actually a MOSS branded switch although I did buy it from a different supplier so I suspect all of the original looking ones are probably from MOSS. The MOSS one does seem to be a quality item and also comes with some detailed instruction sheets so I'd recommend that in favour of the quirky looking aftermarket version.

Note that prices of this unit differ wildly



Picture 3 Instruction sheets that came with the MOSS switch unit.

so shop around, you should be able to pick up the original type for around £45

new inc VAT, the aftermarket ones sell for more, most expensive I saw when shopping around was over £100!

I also purchased a washer pump of the type used on many Triumph models and BMC cars, Triumph part number is GWW125, also known as a Lucas WSB100. You could use a more modern or a universal replacement washer pump instead, as long as it's a 12v pump with a single inlet and outlet it will work fine.

Aside from a few sundries such as



Picture 4 Electric Windscreen Washer Pump GWW125

washer pipe, wire and crimp connectors this is all that is required.

First job is to remove the old unit. Remove the knob from the end of the switch, this is



Picture 5 Hole under the knob for releasing the spring clip

normally secured with a spring clip accessed through a hole in the underside of

the knob although mine had been changed to a screw arrangement.

Then undo the Chrome nut which will



Picture 6 Undoing the Chrome nut

allow you to withdraw the switch assembly from the rear.

Take a note of what connects to where in terms of wires and colours then disconnect the wires.

Pull the two washer tubes off the back of



Picture 7 Checking out the old connections before removal

the switch assembly, if the pipe is old and hard you may find it easier to cut the pipe and consider replacing the tube.

You'll find that some of the connections are different, one connection for instance is a male type rather than female type Lucar spade, some are also smaller than the standard 1/4 inch.

You'll need to adapt the cables to fit by replacing the connectors where required by cutting off the old ones and crimping



Picture 8 Remove the washer tubes

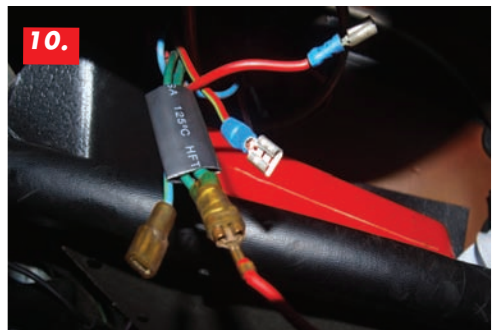


Picture 9 Switch removed, note connections are not all the same as the replacement in picture 1

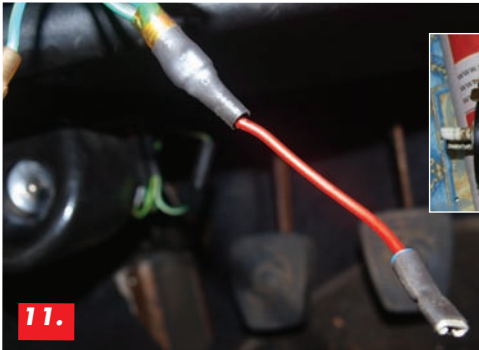
on new Lucar 1/4 inch spade connectors.

The power input is a male connector on the wire, I converted this to a female using a flylead as it was multiple wires so may not have crimped securely, I used some heatshrink over the joint to ensure it couldn't short out on anything behind the dashboard.

Picture 10 and 11 Converting the



power feed from a male to a female connector with a short flylead, note the heatshrink sleeve over the joint and crimp



11.

connector replacements on some of the other wires that had smaller than the standard ¼ inch Lucar spade.

Next the adaptor spacer needs to be removed. This is held by a round nut with two slots. If this is tight it's worth making up a tool as below out of a suitable piece of tube. The nut is similar to the one used to hold the overdrive switch housing on the gear knob so the tool may come in handy

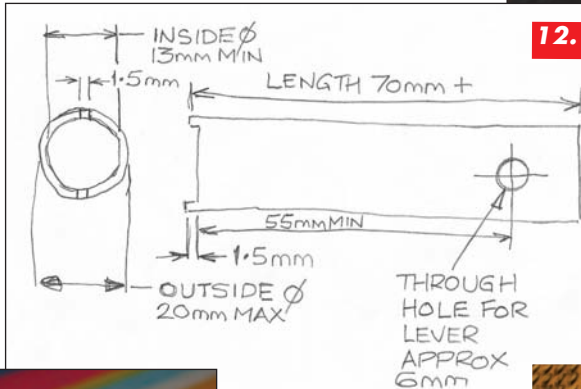


Picture 14. Spacer tube etc disassembled.

not to cross thread the nut on the soft plastic thread of the switch. I found it quite stiff to do up so the tool I made up to



Picture 15. Washer pump mounted on the bulkhead



12.

remove the slotted nut was really useful for doing up the nut on the new switch.

Next mount the washer pump in a suitable place on the bulkhead. Make up some wires to connect the pump and also re-route the washer pipe or replace with new.



13.

for a later job if you have an overdrive car.

Pictures 12 and 13
Tool for removing Chrome slotted nut.

Once you've undone the nut remove the spacer tube.

Next fit the spacer tube to the new switch and secure with the slotted nut. Be careful



16.

You may find it easier to take out the eyeball vent and tube to get better access to see what you are doing when replacing or re-routing the pipes.

Picture 16 washer pump connected up to pipe and wired. **Note** the earth wire as well as the feed from the switch.

Next fit the switch back in the dash and connect the wires. You'll need to make up a short flylead to connect the power feed (terminal feed) to provide power to the washer circuit. A Lucar ¼ inch piggy back connector on one end is the best way of achieving this

If you need it here are the wiring and



Picture 17 Lucar ¼ inch Piggy Back connector

water pipe details

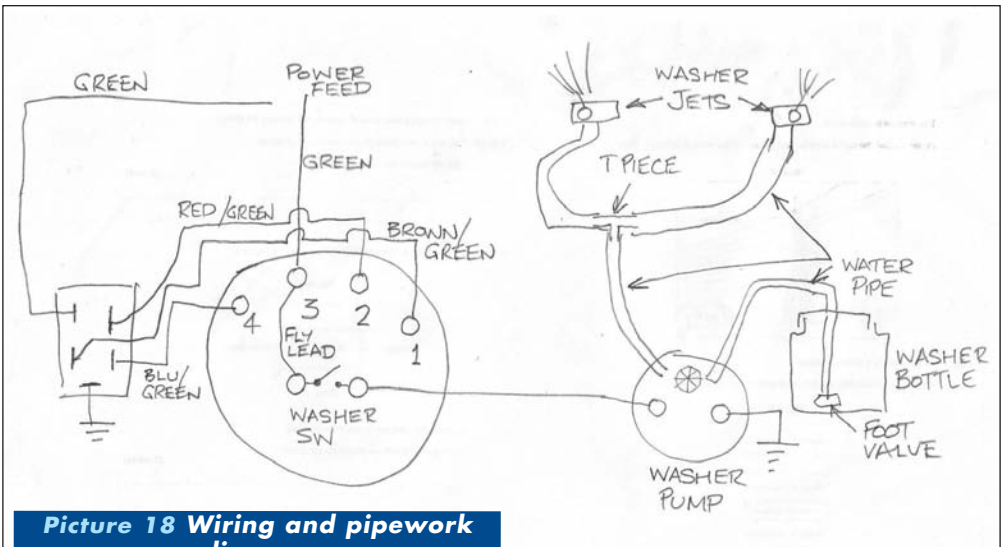
Turn on the ignition and test. You may need to adjust the washer jets. One point to note if you have the MOSS switch is it turns the other way to the standard switch, anticlockwise rather than clockwise, 1 click for slow speed wipers, 2 clicks for fast wipers.



Picture 19 Assembled and working, I even replaced the knob as the logo had worn of the old one.

GT6 reunited....

I received some pictures and notes from **Mark Steinson** regarding a GT6 that he has known closely since the 90s when it



Picture 18 Wiring and pipework diagram

GT6 Mk I - II - III Register

was owned by his friend **Steve Hewitt**.

The car has now ended up being owned by a neighbour of Mark's so he has been re-acquainted! Mark himself has owned a really nice Vitesse and I've known him from back in the day when the Stafford TSSC International was the place to be. Here's the story from Mark!

"From the late 1990's the GT6 was owned by Steve Hewitt a close friend of mine. He rebuilt it and cut out all the rot that was in it at the time and had it resprayed in 2pack. He used the car extensively going to shows in Cornwall, Stafford, Wroughton, Yeovil, and even up

Pictures 20, 21, 22 & 23 Back in the 90s when the GT6 was owned by Steve.



About seven or eight years ago my friend Dave Moore had bought a Stag, I told him he was in a world of grief and that a small amount of rust on the outside usually meant there was a lot more that was hidden. He was determined to press on with it as a project and I told him that Steve had

to the Doune Classic in Scotland. By about 2005 it was languishing in his garage with stuff piled all over it and his attention had turned back to bikes.



a load of spares for a Stag that he had once started but had given up on.

After coming to a deal with Steve, Dave and I loaded the spares into my estate, But Dave had noticed the GT under all the stuff and asked what it was.

I later explained to Dave

what it was and showed him some more photos of the car, in which needless to say Dave had now fallen in love with.

The Stag and all the spares were sold and Dave and Steve came to an arrangement over the GT6. The GT was now residing four doors away from me and my Vitesse.

areas of the car. That was cut out and new metal let in. **Pictures 24, 25 and 26** Body being restored

Eventually the body was put back on the chassis and resprayed mimosa. Dave has



About five years ago Dave decided to give the GT a bit of a spring



clean which turned out in the end in removing the body. The rust which was not there when Steve had done the rebuild had now appeared on different

now moved about a mile from me but I still





together and looking good

Picture 30 Re-united with Mark's Vitesse.
Antiques Road Trip

There I was driving home from work the other night when I received a text message from my sister, I pulled over to

By the time I got home the programme had almost finished but I got to watch it on iplayer catch up TV. Here is a screen shot of the car.

Picture 31 GT6 on Antiques Road trip, BBC 2. Unfortunately it didn't last through the whole programme as it broke down! Probably Not a very good advert for our beloved cars!



From the Archives

A picture from Leon Guyot's archives this month. Following on from the Picture of Mark's Vitesse with the GT6 here's another GT6 and Vitesse picture. Taken at Epsom Race

read it and she was flagging to me that there was a GT6 on the Telly on the antiques roadtrip programme on BBC 2.

Course in March 1982.

Picture 32 GT6 and Vitesse Epsom March 1982



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Herald/Vitesse Body Mounting Kit	£32.50
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Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£175.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£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
Fibreglass Gearbox Tunnel Cover	£37.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
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Vitesse Delco distributor cap GDC109 OE	£14.50
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13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O.E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£205.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
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
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Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£70.00
Battery box 806707	£25.00
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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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Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
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Late type water pump (viscous) UKC774	£40.00
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Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
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Recon exchange J Type O/D 1500	£385.00
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Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
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Recon exchange brake caliper type 14	£41.00
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Caliper repair kit inc pistons type 14	£20.50
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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	£320.00
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 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
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Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
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Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
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Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
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Gearbox exchange 1300/1500/18/50	£350.00
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C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
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Recon steering rack (exchange)	£60.00
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Trevor Collett

Partly Triumph?

As I've said more than once, there are no rules about how many Triumph Herald parts a kit car or special has to utilise to qualify as a "Triumph-based" kit car or special. In my own mind I operate a scale of "Heraldness".

To rank at the top of my scale a car needs to use the chassis, engine/gear box, front and rear suspension and steering of a Herald, Vitesse, Spitfire or GT6. At the other end are cars that only use some, or even one, of these major components.

I've often mentioned

cars such as the Lotus Seven, the Marcos and some of the Duttons that used the Herald front suspension and steering. I regard these as having an interesting link with the Herald family, but I don't regard them as "Triumph-based".

The car I'm featuring this month is a currently available model, it comes from a well-established,

well-respected car company called Tiger Racing, based in Wisbech. The Tiger company is responsible for a range of highly sporting kit cars; its first model was, I think, the Ford Sierra based Tiger Cat E1, which first appeared in 1998. The Cat E1 was unashamedly of the Lotus Seven persuasion, and it is this influence



Tiger HS6

that has influenced most of the Tiger products since then. The company's current range include the Aviator, the Avon, the R10, the Z100 – all of which share a resemblance to Colin Chapman's famous Seven.

There's something else these particular Tiger models have in common – they use absolutely



Tiger HS6 Starter Kit

no Triumph parts. But, hold, Trev has not completely lost it – there's also the HS6. The Tiger HS6, which has been around for a few years now, is not a Seven clone – oh no, it's a Lotus Six clone; even classier, some might say. And, it uses some Triumph parts.

Let's hear what Tiger Racing Limited says about its HS6:

"The Tiger HS6 is our tribute to the classic Lotus 6. With our long history of producing this type of car, we felt it appropriate to launch a car that

reflected the design that started a legend.

The period look however, is not just on the surface. The engine, gearbox, axles, hubs etc., can all be sourced from early donor cars to give your finished HS6 an authentic look and feel, inside and out.

An ideal donor for the HS6 would be the Triumph Herald or Spitfire. These are plentiful, and are readily available with decaying bodies but excellent mechanical parts. Even the E93A or 100e side valve engine from an old Ford would



Tiger HS6 Starter Kit



look very authentic and work well.

The kit has been designed to enable the customer to adapt their build to cater for preferences on the degree of period authenticity, versus ultimate performance, especially as brand new high performance engines and transmissions can also fitted.

The Triumph Herald for example, will provide, amongst other items, the engine, gearbox, Hubs, and even the instrumentation. The rear axle can be sourced from various old cars – like Escort, MG and others.

The starter kit package includes the steel chassis finished in period Lotus type grey powder coat and the aluminium tub shaped and pre-fitted for you. The bonnet is also supplied in aluminium. All other body parts supplied in the starter kit are GRP.

All parts can be obtained from Tiger from their massive parts department, either with the kit, or they can be purchased in stages as the build progresses. The rear axle will need to be modified to take the four trailing arms – Tiger can modify and weld on the required brackets for these on your choice of axle.

The HS6 is of course available as a factory

built car with IVA and road tax and registration carried out by Tiger.”

An interesting car undeniably, despite having nowhere near enough Triumph content to be classified as “Herald-based”. I’ve never mentioned the Tiger HS6 in this column, but it has been mentioned in this magazine before. Back in November 2013 a then new member, by the name of Doug Kendal, wrote a short report on the All Triumph Day meet at Duxford. Doug’s car was the British Racing Green Tiger HS6 NEG262E, which does have a Triumph 4-cylinder mill fitted.

I don’t know how many Tiger HS6 cars there are registered for the road, or how many of those are Triumph-engined, but I’d guess the number barely scrapes into double figures. Surfing around the internet photo galleries only brings up a very few different examples. The pictures of the unregistered car and the naked chassis are courtesy of the Tiger Racing web site.

You can tell I am getting a bit desperate for content – come on – send me some pics and a few words on your Triumph-based or Triumph-connected kit car or special. [Make it your New Year resolution... the one you keep to.](#)

Trevor



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by Garth Jupp

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This month's Special Offer is all about Braking, we have discounts on brake pads, shoes and silicon fluid, so why not treat your Triumph to some new parts over the winter ready for next spring.

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BEPA202 Herald and Spitfire Front pads £9.50 down to **£6.50**

BEPA217 GT6/Vitesse and TR6 Imperial Front pads £13.80 down to **£10.80**

BEPA278 GT6 and TR6 Metric Front pads £13.00 down to **£10.00**

BEPA312 Acclaim Front Pads down from £11.00 down to **£7.00**

Brake Shoes

BESH1085 Acclaim Rear brake shoes down from £11.50 to **£9.00 per axel set.**

BESH2012 GT6 and Vitesse Rear brake shoes down from £17 to **£12 per axel set.**

BESH2017 Spitfire and Herald Rear brake shoes down from £12 to **£10 per set**



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Guy Singleton



More work needed?

Firstly Happy New Year – let's hope for a great year, good weather

and low fuel prices! Moving on, last year I heard from **Nicolas Pueyo** Blazquez in Spain, who I believe is restoring a 4s for someone. As can be seen from the photos, it has been restored from a semi





derelict state, but by the looks of it has a great start as the car seemed to have little rust. Great to see another car restored, and hopefully back on the road to be enjoyed.



I recently heard from **Peter Truman** in Australia who monitors the New Zealand auction site Trade Me.

He sent me the link to a white 2 litre Coupe which was for sale on the site,



www.trademe.co.nz/motors/usedcars/other/auction-1203547882.htm. I see that the car has sold. It does look as if it is a good basis for restoration so I hope that it is restored in due course. It would be great to hear from the new owner so if any of our antipodean members read this and know who had bought the car do please put them in touch with me.

Peter noted that Bonds "Appear to be more popular there in NZ than Aus, mind you in the 60's I think the comment was NZ was more English than England."

The other day **Bob Buckby** from the Bond



Owners Club passed on a message from **David Clay** who, with his brother-in-law **Ian Taylor**, *"recently became the proud (?) owners of a 1964 Bond GT2. It's our intention to restore to as near to as new as we can whilst maintaining some degree of originality, if that's at all possible."*



As can be seen from the photos it has at some time had a 4s bonnet fitted, whether due to an owner's preference in the past or to accident damage I don't know, but glad to hear about this car which I had last heard of about 10 years ago. My earlier records tell me that the car had been restored in 1989 but came off the road in 1999.

I hope that it's new restoration can be completed and that the car will return to the road and be used and enjoyed.

Let me know how you are getting on with your cars, it's always nice to have some input from other Bond owners.

We are looking forward to the New Year and whatever 2017 brings.

Guy



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Chloe Parker **Harry's MKIII Spitfire**

T

his Month we have a short piece from **Harry Every** all the way from Somerset. Over to you Harry:

Being able to regularly discuss the issues I have been having with the restoration has been a bit of a game changer and has often inspired me to look at the problems I have been having from a different angle.

I would like to thank everyone in the Somerset

Hi everyone! My name is Harry Every and I have been slowly restoring my 1967 MK3 Spitfire for around two years. I recovered it from a local barn and it has since become a bit of a rolling restoration.

This is my first classic and it certainly is a labour of love!

One Sunday afternoon back in July, I was out driving when an early GT6 passed me by, I thought this was a rare enough occurrence but then I noticed in my rear view mirror I was being followed by another Spitfire! This is when I met Martin Hughes one of the joint AOs for the Somerset area. We stopped and had a long chat at the side of the road and was invited to the next area meet.

Since then I have been welcomed into the group and I must say what a great bunch of people they are! I have been to several local events with the club including the Bridgwater Classic & Vintage Club Show, Thornfalcon and more recently the Footman James Restoration Show in Shepton Mallet which have all been brilliant.

For me, joining the club has been a very rewarding experience.



Harry's MKIII

area for their warm welcome and their sound advice. I look forward to meeting more of you further afield at the events throughout the year ahead.

Harry

That's all it Takes! So if any Young Members want to see their Car/Story published in your favourite Monthly read then Please e-mail me on the address above

Chloe




SilverstoneClassic
28/29/30 July 2017* Date Change!



e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



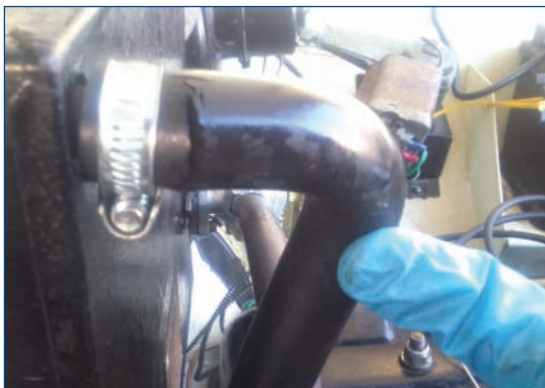
A Christmas Cracker (the hose that is)

A precautionary note to remind us all that new parts bought these days can come from dubious sources (not the suppliers fault usually, they can only sell what is available).

As my Phase 3 Vignale (TR2 – TR4 engines derived from this car) had reached just over 500 miles after its major restoration from spending 29 years rotting in a field I finally found time in mid November to torque the head down, re set the valve clearances and change the engine oil and filter just in time for its winter runs.

While doing this I noticed that one of the hoses was very badly cracked, not good considering that it was one of the hoses that I had bought at the TRIUMPH & mg SPARES DAY last February. I wasn't happy, but I managed to cut down another new hose from my cache of spares. If I hadn't been servicing the car this probably would have caused a breakdown on the next run as I'm not as vigilant as I should be checking my cars over and it could possibly have caused serious engine damage, so without wanting to pontificate, don't make my mistake, examine your hoses and give them a good flex to check for cracks etc.

Although intermittent windscreen wiper set ups have been covered in many magazines and articles over the years there are still many cars out there that would benefit from the installation (my 3 cars included as I often find that my various outings in my cars take me out of sunny Wales and into less clement countries) and as **John Williams** took the trouble to share his



latest TR "improvement" I thought it an ideal opportunity to bring the subject once more to the surface at this time of the year so that Triumph drivers can spend more time looking at the passing scenery and less time turning their wiper switch on and off, thanks John.

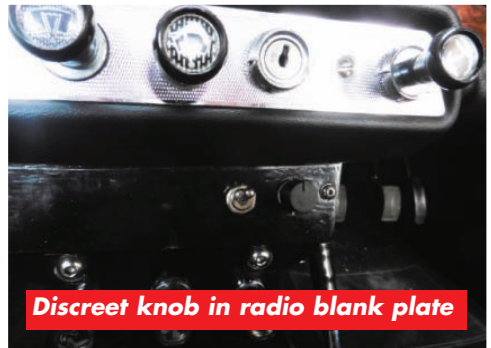
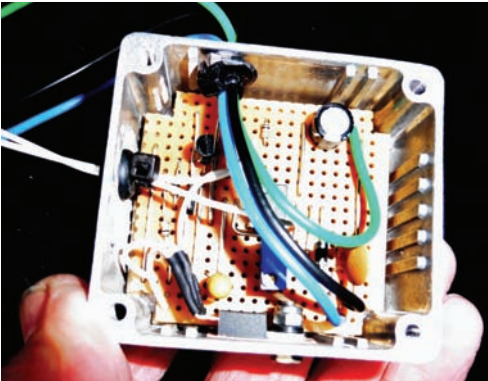
TR4 PAUSES TO WIPE WINDSCREEN

Two or 3 years ago our beloved TR4 displayed the annoying habit of flinging the driver's side windscreen wiper arm straight off the wheel box. Whilst this was cured by installation of a new wheel box and wiper arm, I have been permanently traumatised by the experience and no longer trust the wiper set up. Whilst "Rainex" is effective in dispersing light rain and avoiding use of wipers, I wanted something better; some form of pause wipe.

My brother is a retired electrical engineer of sorts and so can navigate an electrical drawing from any angle. He did a spot of research into simple circuits and came up with a design that both allows the standard ON/OFF dash switch



set up involves a rotary ON/OFF rheostat



to operate, but with an alternative control mounted where the rest of you have radios fitted. The

type switch which extends the pause period the further you turn the knob clockwise. Interval between wiper sweeps can be varied from 1 second to 25 seconds.

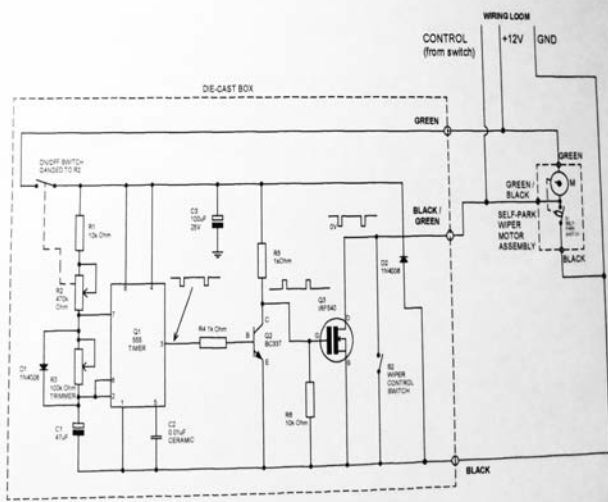
The "box of tricks" just sits atop the transmission tunnel cover, trapped in place by cable-tying the wires to the heater control cable. Attached photos hopefully show the set up before the wires were tied out of the way. The wires from the wiper motor to inside the car share the grommet for the heater cable.

The Chronicles of Gary Flynn & his TR5 continue in his own words....

April 2016

So on further investigation with regards to the Noise from the front, I notice the Plastic cooling fan seems to be loose! Damn another

Windscreen Wiper Pause Controller



job to sort? So the following weekend I strip out the Radiator to check the fan bolts, it turns out they are not tight enough and no locking Straps are fitted to stop the Bolts coming loose either! It also looks to me like the Crank Harmonic Damper/pulley is loose as well!!

So I decided to remove everything to get the Pulley Damper checked over, thinking I will have a struggle undoing the big Crank Pulley/Damper bolt I'm prepared for a battle, only to discover this is loose to and I more or less undo it with my Fingers, not good!

I get the Pulley/Damper checked over by Steve a fellow TR-Register member and TR5 owner and he states the slight perishing of the rubber bond between pulley and damper is normal, on comparison with a spare Damper/Pulley assembly Steve owns mine is found to be ok with no slippage and the timing marks in the correct position. So I replace the damper and make sure the Crank Pulley Nut is torqued up to the recommended 95 lbs/ft specified in the WSM, I also replace the Fan with a new Fitting kit, mounting Rubbers and bolts together with the correct locking tabs to stop the bolts coming loose, also decide to give the Radiator a few coats of Matt black spray paint and re-fill with 5 Litres of new Blue Anti-freeze. On re-starting the car is a lot quieter from the front, thank goodness no damage done, the thought of the Fan flying off at 3,000 RPM is not a pleasant thought?

I decided to have a ride out to Bakewell in the 5 on a pleasant Sunday Spring Morning, this is a journey of around 15 miles, on nearing the main Car Park on the edge of Bakewell after the car has been running fine the engine cuts-out completely with no warning! I manage to coast into to a side road and on initial inspection of the under bonnet area I can find nothing amiss, so decide to have a look and feel of the original fitment Lucas Pump and see if there is a problem, again I cannot find anything wrong, the pump is very warm but apparently this is normal for a Lucas pump, so I decide to try and start the car, it starts first time and ticks over smoothly, weird?

So we make it to the Agricultural Showground car park and the car cuts out again! We decide to go for a walk around the Town for a couple of hours and hope the car will start when I get back?

On returning I have decided to buy a bag of Ice thinking the problem may be an overheating Fuel pump and Fuel vaporisation, so I wrap

the Ice around the still warm Fuel pump and try to start her up, again the car fires first time and ticks over smoothly, so we set off for home, for the first half a mile or so everything is fine then the car starts playing up, I have intermittent cutting out and stalling on and off all the way home, we get back just but the car won't rev over 2,000 RPM and is decidedly nasty to drive, so I still have a problem?

Looks like you do/did mate!

Whether 6 cylinders or 4 a TR is more,

HAPPY NEW YEAR!

Old & New

At the beginning of this new year I thought that I would be a bit self indulgent and take the opportunity to thank those who have sent me articles (some still yet to appear in the Courier, but they will, in as best a chronological order that I can muster) over the last 12 months and to encourage others to do so, even if you want to send in the "bare bones" of an article and want me to "add meat to them", even just a nice image of your car (and yourself if you want). I also want to thank those who have recognised my stupid hat (and it's true what I say "it's the only hat I can get to fit my big head") at various events and have taken the time to say hello, some even recognise my cars now and recently at the Bristol show a very nice chap in a flying jacket (an everyday Spitfire pilot, sorry mate I didn't even ask your name) asked our group "where's Bernard?", this is his car". After establishing that he wasn't going to beat up "Bernard" and that no money was owed I owned up to being him, he didn't recognise me without my hat, but knew the car, FANTASTIC as our S. Wales AO would say, and what we lacked in S. Wales members that day was more than made up for the by the additional members from other areas who swelled our ranks!

And I should know as I am that man, or was, as after a 2016 filled with health and family issues I am stepping down as S. Wales AO after 5 enjoyable years I also believe that besides my circumstances the post should be "refreshed" every few years to prevent the area becoming stale.

I cannot state, however, the support that I have received from the S. Wales members over my period as AO, especially 2016, you really are a great bunch and it has been a pleasure leading you for half a decade. **FANTASTIC!**

Bern

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TR7/8 Register



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Paul Lewis



David Keepax Triumph Stylist

So many people are remembered for the bigger things in life, but few are remembered for the smaller everyday things we all take for granted. **It is sad to report the passing**

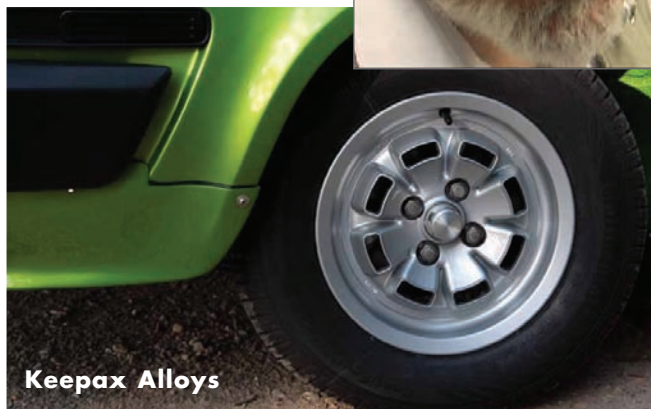


of David Keepax at the end of October 2016 aged 79, who was a very talented Triumph stylist. David will be remembered for his automotive design influences not only in the TR7 world with his famous Keepax Alloys but for interior designs in other Triumph models such as the TR6 instrumentation. Whilst the instruments he designed were considered his

greatest success he should be remembered for styling the Dolomite and also for creating the fabulous Stag interior.

We have therefore decided to dedicate **"Bullet Run 2017"** to David and an invite has been sent to his family who hopefully will be joining us over the weekend **9th-11th June 2017**.

Bullet Run 2017 will follow in the footsteps once again of picturesque driving routes endured by the Triumph test drivers. This year the area chosen is



Bullet Run 2016



reservations on **0870 4100800** using the following discount code **TRDRIV090617**.

Saturday will see us head off in convoy via MIRA onwards into the Peak District. A planned stop for lunch and returning to the Hotel early evening. The total mileage is approx. 180 miles



avoiding motorway routes. During the evening **Harris Mann, Gordon Birtwhistle** and a surprise guest speaker will entertain us in our own allocated room next to the Triumph Bar and a buffet is available at £16.50 per head payable direct to the hotel.

Sunday will again see a short drive to our HQ the Triumph Sports Six Club museum in Lubenham where we are invited to look around the fantastic displays and enjoy a BBQ included in the entry price.

All makes of cars are welcome and all participants will receive a Road Book and Rally Plaque, entry into the TSSC museum and BBQ. Costs for 2017 Bullet run are **£25 per car**

All updates will be entered on the dedicated Bullet Run website **www.trdrivers.club**

We are limiting numbers to **35 cars in total** and is based on a first come first served basis. We all look forward to seeing you on this fantastic event in memory of David Keepax

the Southern Peak District. Friday night will be the meet and greet at the **Hinckley Island Hotel, Leicestershire LE10 3JA**. This will be our base for the weekend with a special rate negotiated at £75 BB double or £68 for a single per night. This can be booked via central



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TSSC Insurance Panel



LANCASTER INSURANCE

Multi vehicle policies explained - Q&A with Hugo Schorer-Nixon, Lancaster Insurance Multi Vehicle expert.

We're seeing that a greater number of enthusiasts have more than one vehicle nowadays, which can invariably mean more than one policy. A multi vehicle policy can help break the cycle of continued calls to insurers and various renewal dates, as all your vehicles are under one policy.

Q: "I want my daily car, my collection of Triumph's, my MX-5 and an ex ambulance I'm restoring under one policy. I'd also like to add my wife's car, is that possible?"

A: With Lancaster Insurance, the multi vehicle policy that we arrange has no limit to the number of cars you can cover and an upper limit in the millions for the total value of the collection. We can arrange insurance for a mixture of classics, specialist vehicles and your daily vehicles, and they don't have to be in same household as they can be stored in different locations.

Q: "All my policies are due at different times – how does that work?"

A: "You start the policy with as many vehicles as you want, then if you want to include others they can be added on when they are due for renewal. Any premium required will be calculated on a pro rata basis – then in 12 months' time from the first car being insured all the vehicles on the policy will have the same renewal date."

Q: "I want all my cars covered under one policy, I also want three named drivers, but don't want all drivers to be insured to drive all cars, can I do this?"

A: "Yes"

Q: "Can I remove a vehicle if it's sold without having to cancel the policy?"

A: "Yes. However as this is a multi-vehicle policy some of our insurers require a minimum of two cars to be insured at all times"

Q: "Are multi vehicle policies cheaper?"

A: "Sometimes. However a lot of Lancaster's clients like the convenience of one renewal date, one set of documents and the fact that making changes which effect the entire policy is a lot easier. If you change address, or want another driver added, and have four separate policies this could mean numerous phone calls, charges and a small rain forest of paperwork coming through the door."

Q: "Can you offer cover for vehicles which are either undergoing restoration or on a SORN?"

A: "Yes"

Q: "I'm a club member for my Triumph and my others cars, do I get a discount on all of the cars?"

A: "Yes, club membership discounts are applied for any relevant clubs in accordance with the acceptance criteria"

Q: "I've heavily modified my car, is that a problem?"

A: No. We can cover most modifications (but not Nitros Oxide), from roll cages, to alloys to engine tuning and modifications."

Q: "I'm planning on taking my car into Europe and want to insure my friend to drive the car for a week, can you do that?"

A: "Yes, providing your friend meets the insurer's requirements."

Q: "My current Triumph is in pieces undergoing a restoration which should be finished on 6 months' time, once it's restored can I change the value?"

A: "Yes. We also have an agreed valuation service so once all the work is complete, you could get the vehicles value expertly and independently valued."

Call 01480 220150 to challenge our multi-vehicle team for your Triumph insurance today! Don't forget to mention that you are a TSSC member and you may be eligible for a discount of up to 25% off your premium.

ONLINE SHOP

AND HOW TO USE IT!

by Garth Jupp

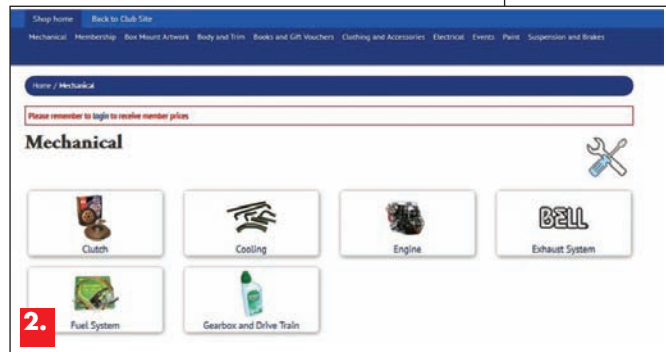
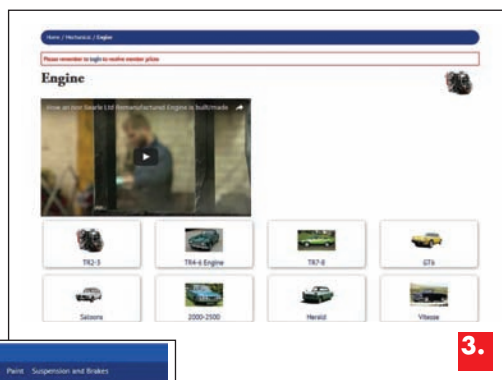
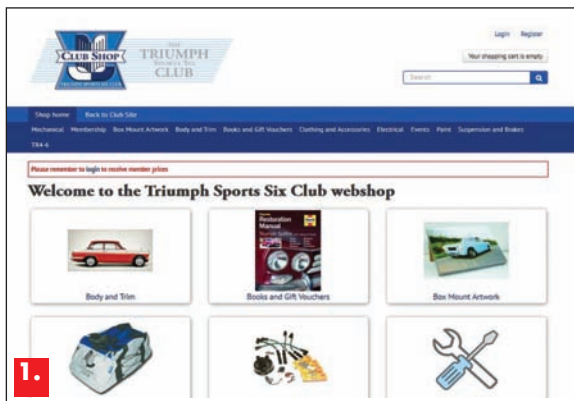


www.tssc.org.uk

The more observant of you will have noticed that recently the club shop has undergone a slight transformation or you could say we have had the decorators in. We have given the club shop what we hope is a fresh clean makeover and are currently working hard to make it an easier more enjoyable online shopping experience to get all those quality parts from The TSSC club shop.

If you look at the main screen when you first open the shop page (See Fig1) you will see that the eight different sections are shown as icons and are also repeated in the blue menu bar with the addition of tssc events and membership/renewal.

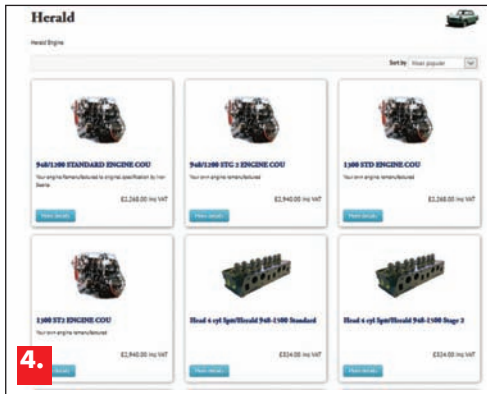
If you click on any of these you will be taken to the next level down, take the mechanical icon for example, this will take you to another page showing you six sub sections in this case (see Fig2), and once again if you click on any of these you will then be taken to a page that



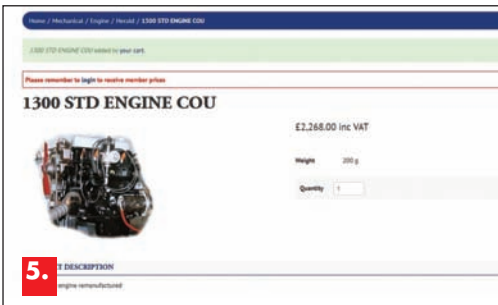
shows all the different model ranges (See Fig3) In many cases there is also a general section as well, in this case it is for oils and filters.

If you choose in this case the Herald icon, you will be taken to a page that lists all the engine related items we sell that are suitable for a Herald

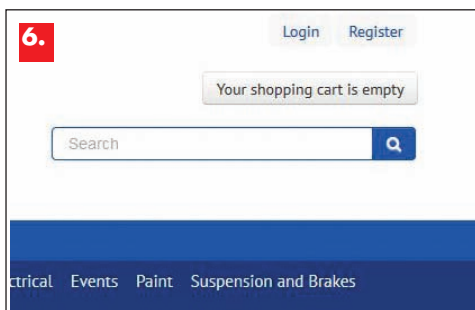
Using the Online Club Shop



(See Fig 4), you can now choose the item you wish to purchase by clicking on the **“more**

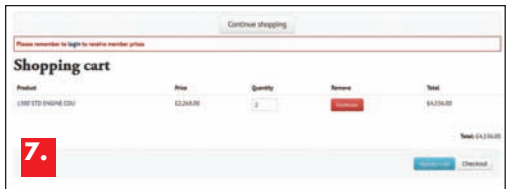


details” button (See Fig 5), now if you want to purchase that item just click on the **“add to cart”** button

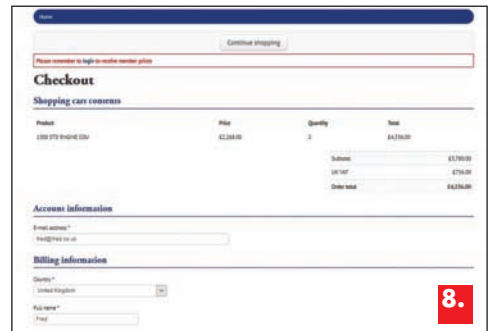


(See Fig 6), you will now notice that the little shopping cart at the top right has 1 item in it and a total against it. You can either choose to carry on shopping by clicking the **“Shop Home”** button, top left on the menu bar or by using your browser's **back button** until you get to where you want to be.

Alternatively, if you want to finish shopping



and check out then just click the little shopping cart button, top right and you will be taken to the checkout screen (See Fig 7), again you can continue shopping or pay for your goods.



You will then be taken to a screen where you need to fill in your details and continue on to the payment page, (see Fig 8) after filling in your name and address details if you have not shopped with us before then you can choose the shipping method before a total is calculated, you will then be taken to the secure payment page, **make sure the page address starts ‘https’ and there is a locked padlock**, this means your details are secure. Fill in your details of your payment card and then finalise your order.

Using the Search facility

To use the search facility, just type the item you are looking for in the box (top right) and press return/enter key. The key to a successful search is to **use as BROAD a term as possible**.

So for example: -

“Vitesse MKII brake shoes” brings up no results, **HOWEVER** if you type in **“Vitesse brake”** you get **ten results** covering, pads, shoes, brake pipe kits, anti rattle shims, brake master cylinder brackets etc. all suitable for a Vitesse. So **LESS IS MORE AS FAR AS USING THE SEARCH FACILITY IS CONCERNED**.



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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.

CARS WANTED



WANTED Locate GLK 664T 1979 Spitfire. Vermillion Spitfire 1500. Wanted as retirement project. Previous owner pays £100 for owner/keeper details. DVLA has car in SORN, last MOT Nov 2007. Jon Low (South East) 07960 306453

TR7



TR7 1981 2.0L. 5 speed model. Black and Maroon. fair condition and a good runner. No MOT and on SORN. 72000 miles. any questions please contact me. £975 ONO Ashley Leak (Kettering) 07548 556068.

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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BREAKING SPITFIRE 1500. Unleaded Engine with ancillaries £495. Overdrive Kit £595. Hood with Frame £125. All Instruments. Also MKIII engine, bonnet, seats. Paul Hodac (North Walsham) 01692 500988

NOS SPITFIRE 1300/1500 head. NOS Stanpart 218143 head 1300/1500 with 8 hardened seats. Low compression 7.5 to 1 federal, needs 90 thou skim for UK. Contact

for full details. £250. Lindsay Dearing (Great Torrington) 01805 628251

SPITFIRE MK3 SEAT PARTS. Original seat cushions, covers and backs, all in black vinyl, piped in white from my 1968 Mk3, recently replaced as part of seat refurbishment. Obviously used but serviceable. Possibly useful as part of a budget restoration. Collection only. Free! Roger J Collins (Southampton, UK.) 01489 781747.

VITESSE/HERALD PARTS. Vitesse/ Herald convertible, bonnet, bulkhead, rear body tub, all have been shot blasted as required, and repaired with new panels and repair sections to a very high standard ready to refinish and paint. For full details and photos ect, call. Ian Davis (Berks) 07785 286286.

TOLEDO TOW BAR complete with cross-piece, drop plate, ball, and bar under the wheel well. £50. **SPITTY FRONT SUSPENSION** from the chassis out, both sides, including 2 discs and calipers. All needs a clean and rebuild. Del Holman. (West Kent) 01732 743747.

TR4A OUTDOOR COVER. TSSC Outdoor Car Cover for TR4A. Used Very Little. As new. Offers over. £60 Linda Caven (Leics) Tel:01788 575015

2kW PETROL GENERATOR. As new, never been used. £120. **TELESCOPIC REAR SHOCKS** top bracket. Ex Chic Doig. Never used. £60. Del Holman. (West Kent) 01732 743747.

PAIR SPITFIRE MK 1 DOORS. Complete & Restorable. TR Handles. Can meet halfway in Lancashire. £70. Glenn Ivett (Preston) 07801 715023.

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GT6 SEATS FOR MK1 & MKIII GT6. GT6 MK 1 seats. ALSO MKIII GT6 black seats with headrests vinyl or cloth. Andrew Courtney (Taunton) 07947 236589.

BONDEQUIPE Radio / Centre Console. Any condition considered. Steve Meredith (Worcs) 07887 706153.

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 reartub. 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.

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

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD
Tel: 0333 207 6080 Fax: 0333 207 6104
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED
Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE
Tel: 0800 013 0080

HERITAGE CLASSIC CAR INSURANCE
Tel: 0121 248 9280

PETER BEST INSURANCE SERVICES
Tel: 01621 840400 / 01376 573033

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 Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC HQ, Sunderland Court,
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Tel: 01858 434424 Fax: 01858 431936

CLUB SHOP

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 TSSC HQ, Sunderland Court
 Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

MAGAZINE COPY DATE

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 TSSC HQ, Sunderland Court
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Tel: 01858 434424 Fax: 01858 431936

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

HERALD 948/1200/1250

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

HERALD 1360

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/ 1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton. 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**
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INTERNATIONAL LIAISON SECRETARIES

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Chloe Parker TSSC HQ, Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
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TSSC TRIUMFEST UK EVENT MANAGERS

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TSSC PUBLIC RELATIONS OFFICER

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CHILD PROTECTION OFFICERS

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

The logo features the letters 'TSSC' in a stylized font, with the 'T' and 'S' in blue and the 'C' in white. Below this, the words 'Area News' are written in a large, bold, red font, and 'Review' is in a bold, blue font. The entire text is surrounded by a laurel wreath of green leaves.

TSSC

Area News Review

January 2017

Contents

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



TSSC - Derwent Valley – New Year's Run 2017

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

Sunday January 8th - 10am Start



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.

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

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

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

SCOTTISH AREAS

SCOT CENTRAL	Michael McCallum: 07725 804602 Jacqueline Rankin: 07853 153691	Harvester, Springfield Quay, GLASGOW.G5 8NP	1st Thurs. 7.30pm
SCOT N. EAST	Danny Stroud: 07823 539047	Various - see report in Area news	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.30pm
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Wayne & Anne Ash: 07402 948380 Mark & Lorraine Kilgallon: 07954 784342	Ye Olde Red Lion, 516 Manchester Road WARRINGTON. WA3 6JT	2nd Tues. 7.30pm.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976	The Travellers Rest WITTON GILBERT DH7 6TQ	1st Sun. 7.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 07766 354449	Greyhound Inn - RICCAL. YORK. YO19 6TE	4th Tues. 8pm
WEST YORKS	Alan Heaton: 07944 909823	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01733 531580	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 6.30pm
LINCOLNSHIRE	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
OXFORD	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Brewers Fayre, Oxford Rd, BICESTER. OX26 1BT	3rd Tues. 7.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0770 1049881 Simon Morgan : 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 07887 605778	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT	3rd Wed. 7.30pm.
		Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
SOUTH WALES	Alan Gourley: 07802 204068	The Plough Inn, St ASAPH Unicorn Inn - Pontprennau - CARDIFF CF36YA	3rd Wed. 8pm. Last Tues.7.15pm

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591	Various - See report in Area News	Call for details
	Tracy Cleaver: 07754 751672		
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Weds 7.30pm
NEWBURY	Lloyd Garvey: 01635 255159	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 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

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
		The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
AVON	June Wrighton: 0744 3841162	The Wishing Well - CODRINGTON BS37 6RY	1st Tues. Eves.
CORNWALL	Carol Coventry: 01726 824523	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Claycutters Arms, Chudleigh Knighton TQ13 0EY	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	Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
	Derek Giles: 01934 515376		
WESSEX	Trevor Carlyle: 01425 475376	Tyrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

**IN GREY? PLEASE REGISTER OFFICIALLY!!!
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
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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
SWITZERLAND	Philip Bellamy	0041 79 347 1221



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

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

Happy 2017 to you all and your members, as preparations start in organising your events don't forget advertising is a great way to create interest to your event, don't forget to advertise locally. We will continue emailing new members and members not renewed.



We had a great turnout at Headquarters on 4th December. We are still waiting for area organiser registration forms if you can get them sent in ASAP please, direct to ourselves or to Angie at the club.

The AO shirts are only for NEW area organisers this year. If you need an AO name badge let us know. Look out for the events coming up in the new year. The **Stoneleigh restoration show** in **February**. Keep your posts on Facebook active its great seeing activities and get to share ideas with each other.

Everyone needs to be thinking of any questions you have ready for the **annual AO meeting** in **April**.

Cheers

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipee.org

Meetings Cover Swindon/North Wilts area

Not a great deal to report this month as we haven't had our Christmas meal yet but I hope that, by the time you're reading this, we will have had a lovely time, caught up with some members we don't see very often, and have had a few laughs over a good meal.

If not I'm sure you'll read about it here next month!

You may also have had a run out over the holiday week, perhaps to **Romsey on Boxing day** or at one of many New Years Day Meets, if so please come along to one of our meetings this year and tell us all about it.

Unfortunately, although we've been trying to build interest in our additional meetings at the Bruce Arms since we started them in February 2012, I think we've been flogging a dead horse - or even horsepower, as the attendance figures have never grown as we had hoped, even with trying to raise interest among other car clubs or from those TSSC members in Swindon looking for a meeting to be held in the area. That's if of course not to say that we have not very much enjoyed the company of those who have attended.

We will discuss this at the main January meeting at the Bell but think we will probably be stopping these meets and just have the one meeting a month.

Next meetings:

Thursday 12th January - The Bell, Weyhill, SP11 0PN
Wednesday 18th January - The Bruce Arms, SN9 5LR

Guy & Suzie

AVON

Tel. 01454 327059

Another year has ended and I hope you all had a good Christmas and New Year. Our decision to move to a Tuesday meeting night seems to have gone down well, but still room for newcomers - we haven't quite filled the pub yet!

It is great to see you all and I hope being an active part of Avon TSSC is part of your new year resolution. As I am writing this the day before our Christmas meal, you will have to come to the January meeting to find out who is area organiser for 2017. I suspect the list of volunteers will be just above zero, but who knows?

Congratulations to Somerset area for their recent award at Shepton Mallet. I would like to thank Judy for organising our Christmas meal, we have one of the highest attendance figures for it and I am sure it will be a great success.

Apologies for missing December report - you would think by now I was used to the deadline date. Look forward to seeing you all on **Tuesday 3 January 2017**.

Jane

SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

The weather may be cold and wet but that means it's the time for the big in-door events. I'm told the Birmingham show was as large and lively as ever, with the Wheeler Dealer lads putting on a good show as usual!

Coming up in **February (23rd-26th)** is the **London Classic Car show at Excel in London**. This seems to be a fairly new event, and not the same as the Alexander Palace show and sounds like it might be fun.

We had our Christmas meal a little early on the 3rd of December. As usual the Squirrel served a very nice meal and we stayed chatting not quite only about cars and motor sport until late into the evening. Thank you to all that attended, the perfect end to the evening was a very pleasant drive home in my Stag which performed faultlessly despite not moving for about three weeks.

The first meeting of the new year will be **January 18th, from 8pm at the Squirrel in Penn Street**. Our meetings are quite informal and suggestions are always welcome but particularly at this meeting we will discuss the meeting venue and times so if anyone has any points they would like to make in this area please let me know.

Regards

Daniel.

CAMBRIDGE

Tel. 07795 436149

e-mail: cambridge@tssc.org.uk

The Cambridge area met up on a very foggy December evening at the Plough for a sit down Festive Meal. Sadly there was not a single Triumph in the car park, but this just shows that everyone either loves their car too much to risk the weather or is already part-way through some work on it in the colder months. As has become traditional, I took along my vintage Rolls Royce, so at least we had one proper motor car in the car park to go and take a look at.

Joe asked if the Rolls had a starting handle, and I had managed to get the starter dog-clutch re-attached, rescuing it from the box of bits that came with the car.

I had to admit that I had never started it on the handle, so of course we had to try. We slid the Early/Late control knob



to fully Late (ie fully retarded) to try and make sure we didn't snap anyone's wrists off if she fired. It didn't make us any less anxious and trepidatious though. Then we set the starting carburettor to on, which literally pours neat petrol straight into the inlet manifold, and switched on the ignition. We tried, valiantly, for quite a few goes to get it to fire but turning over a cold 7.7litre straight six takes so much oomph that it is hard to turn it more than half a turn at a time. I checked that it was actually going to start by pushing the brass starting button to engage the starter motor and she took a couple of turns to fire, so perhaps we would have had to persevere for longer than we had enough pairs of arms amongst us for.



However, having made her that little bit warmer we tried again. Turning the starter handle very nervously, I managed to start her on the third or fourth go. I'd never started her like that so it was pretty cool when she purred into life, and without making any unladylike attempts to snap my arms off at the elbows. Others wanted a go, of course, and I was reassured to find that even with Toby's bulk he wasn't able to start



it on the first go, but he did in the end, as you can see in the photos.

We all piled in and went off for a drive up along the country lane that goes to Waterbeach but we chickened out in the first village as the fog was so thick and the steam on the inside of the windscreen from all of the excited bodies breathing in the back meant I couldn't see where we were going. Not something to be encouraged whilst sitting in an ash box with no seat belts, crumple zones or air bags, even if it does weigh enough to flatten anything that we hit.

The Plough did us proud and our Festive Dinner was great. It really set the Christmas season off to a good start, with a handful of wives attending too, including my own long suffering car-widow, Justine. Tim was contemplating rebuilding his TR5's gearbox with Stag internals,

Christoph reported that he'd managed to track down a vertical link after his snapped off at the trunnion, and John lamented that his fuel tank sealant needs much higher ambient temperatures before he can use it or the inevitable 'sweating' condensation on the cold steel prevents the sealant sticking properly. Toby warned that the '30 miles' range warning on his mini is about 15 miles too optimistic and he had to get his kids to get out and push the last half a mile home last week, and Mike said with a sad face that he was thinking of parting with his TR6 to concentrate on just the Herald. We all

told him he was mad, but if you don't drive it and you either have fixed everything or don't have time to fix anything, it has to be contemplated I guess.

I am organising a visit to a local car auction in the new year. There is a Classic Car auction near Kings Lynn on the 28th of January that we might aim for; the earlier one we talked about is just moderns. There will be an open discussion before we go in of what we're looking for and more importantly what our bidding limit is so that we can watch out for each other to stop auction-fever striking any of us and saving us from explaining to our other halves why we've spent more than every penny we have on a rusty 'project' car. No Triumphs in the auction catalogue as I write, but there's plenty of time yet. I'm still looking for a Spitfire for my 18 year old son and there were a couple of cheap runners last time round so there's a good chance.

The first meeting of 2017 is on **Monday the 9th of January at The Plough, Fen Ditton** when we'll be having a show-and-tell of car trophies, mementoes and memorabilia such as the header rail from Toby's Spitfire that was ripped off when he went through a three wire fence in Austria.

Note that the first Monday is during the New Year bank holidays so we skip that one.

The meeting after that one is on **February the 6th.**

Tom

CHESHIRE

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Happy New Year!

Three of us travelled to the NEC in Adrian's car. The journey was uneventful (my favourite motorway (not), the M6) did not have any unpleasant surprises. However the queue to park at the NEC was long and tedious, and the NEC relieve you of £12 for the privilege of parking. Letting the train take the strain (as the Owner of Jowett World did) is being investigated. The show was, as expected, full of nice shiny cars, some with for sale stickers, talkative people, and I had my usual difficulty of disorientation when in the middle of a hall. A windscreen had been ordered for collection at the show, and this turned out to be wrapped in bubble-wrap about a foot deep, making it rather awkward to carry.

The Managing Director of Cast Iron World knows a man in Bolton who is restoring a GT6. A gearbox for said GT6 was bought, fettled and fitted to the GT6. Everything worked perfectly except for one minor detail – there was no drive! So out came the box again and investigation showed it had a 4 cylinder input shaft, which is shorter and thinner than the 6 cylinder input shaft, and therefore doesn't actually reach the clutch plate. It does make fitting the box to the car that much easier though.

We had a reasonable turnout for our meeting, with at least one Triumph in the car park. The man from Crewe indicates he hopes to have his Herald Estate on the road within a year, although he recalled making the same statement towards the end of last year. A recommendation of tyres was made, as the Spitfire from Crewe was reported as having a loose rear end on one of its recent outings. Our man from Leek is currently cleaning the engine bay of the Bond (and the surrounding bits) and says he found a yellow fan at the front of the engine.



CHESHIRE . . . CORNWALL DERWENT VALLEY

TSSC AREA NEWS

are happy with me continuing as Area Organiser.
Safe motoring everyone

Carol

Up coming Events

January

12th Club Night at The Hawkins Arms Zelah 8pm
29th Lunch and Car Run over the Moors to see the amazing murmuration of starlings, Jane and John are organising. If you would like to join us give me a call.

February

9th Club Night at The Hawkins Arms Zelah 8pm
19th Lunch and Car Run TBA
please come forward to help

March

9th Club Night at The Hawkins Arms Zelah 8pm
19th Lunch and Car Run TBA
please come forward to help

Cheshire Continues

The last activity before the deadline for the report was the Open Day at Club HQ. The Managing Director of Cast Iron World had booked a seat in the transport system, but had forgotten about one small aspect of having a Sunday away from home – you must tell your diary manager (and get written permission for the day out). And in this case the diary manager invoked her right to veto the trip to HQ. So John and I had the car to ourselves and we had an excellent day, even allowing for my stupidity in following Jemimah the sat nav on the way down. We both bought some bits and pieces (the springs had to be relocated on the way back as they rattled around the boot) so all that's needed now is the time and inclination (etc) to fit some bits to a car. It doesn't take that long to fit a key fob, I understand.

Our next meeting is on **Thursday 5th January at the Cock and Pheasant**. The usual 8:30 start, and everyone should have recovered from over-indulgence.

Henry

CORNWALL

Tel. 01726 824523

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

Happy New Year everyone, 2017 sees a year of lots of events, our first being a drive out and lunch. Jane and John are organising this event, **Sunday 29th Jan**, meeting for lunch followed by a run across the moors. Email being sent with more details to you all. I have put together a list of events for the whole of the year, it has gone out to the email group and onto our face book page. If you would like to organise an event or add other events that you are attending, then please let me know.

Onto past events, November 5th Bonfire night, saw a few of us meeting up to fire off rockets at my place. What a evening, my pyrotechnics Anthony and Brian did a grand job, missed you Mike though and Claudia too. I really think the pair of you should have seen the skies lit up for you both, down at Callestick and we were all thinking of you both. Our display lasted for quite some time even had giant sparklers, we are all big kids really! After the show it was back indoors in the warmth to a fine spread of food. A great feast and a great thanks to all those that made this a very enjoyable evening. Although I now need to buy a new tablecloth, candles can be very dangerous things to have around serviettes. One lose serviette landed on a candle which caught alight to my tablecloth and my fibre optic lamp! A trim to the lamp and all was well, cant say that about the tablecloth. Whose hosting next year? dangerous things candles!

Club night on the 10th Nov saw three new poetical members, great to hear there news about their cars a MK3 Spitfire 1967 which is having a full restoration and a lovely 1969 1360 Herald which travelled down to our venue. Its having a few minor little hiccups so it was good to hear advice and encouragement from you all. And really that's what's its all about we all have that common interest in enjoying driving our cars.

By the time you are reading this we all would have had our Christmas festivities, and I'm sure you all got a nice surprises from Santa. Our party will be in the next edition as this news needs to be in before we have ours. I would like to have some feed back please from all members, whether or not you

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Firstly may Roger and I wish everyone a Happy, prosperous and health New Year.

For those that don't know Bob stepped down as our AO due to now living in the South of the Country and I have been elected as joint AO supporting Roger Buck. We would like to thank Bob for standing as Derwent Valley's AO for the last year doing an excellent job. Bob does not get off that lightly as he has a new role as webmaster for our websites and social media pages.

Our December meet was our Christmas Pizza and Chips meet and was well supported (must be the attraction of free food) and I believe a great time was had by all. Musical and flashing Xmas jumpers were worn along with silly hats making the meet feel very festive.

Whilst we were waiting for the food to arrive I presented two quizzes which I thought were relatively easy. Either I was wrong or the DV members are a bunch of thickens. I did have a third quiz for after the food but the opportunity was abruptly turned down in favour of the 'everyone's a winner' raffle.

Our first event in 2017 is our annual **New Year Run** which is jointly organised by the Notts Area. It's on **Sunday 8th January and we will be meeting at Sainsbury's in Ripley (DE5 3QP) at 10am for a 10:30am start**. Entry is only £5 per car with all proceeds going to a local charity. The run will take us through Derbyshire and Nottinghamshire with a mid-point stop and the option of a Sunday Carvery lunch at the end of the run at 2:30pm. As usual there will be prizes for the best dressed and best decorated car. This year's theme is the Olympics - so plenty of scope there. All welcome in classic cars of any make and modern cars are also permitted to join us.

Other dates for your diary are:

3rd January - monthly meet at Smalley Common
Ex-Serviceman's Club from 7:30pm.

8th January - New Year Run - meeting at 10am.

7th February - monthly meet at Smalley Common
Ex-Serviceman's Club from 7:30pm.

That's all for now.

Best regards

HAPPY NEW YEAR!

I hope that the festive season was good to you all and the last of the turkey has now been consumed and the big man in Red was good to you all.

Colin

DEVON

The Derwent Valley crowd had a very successful Christmas gathering with the now annual & extremely festive Pizza, Chicken & Chips buffet, and very nice it was too.

It was really good to see lots of familiar faces & also one or two that I haven't seen in a while. There was also a good collection of Christmas jumpers including flashing lights & music, it was almost like being in a club!!!!

There was also a couple of Christmassy quizzes provided by Colin with quite a bit of vocal answering going on, Thanks Colin

I will keep it short and sweet.

It's been another good year in the DV area with lots of different weekends & events supported by the guys, there are lots of pics of the year on the DV website so please do go and check them out.

Hopefully you will receive the Courier in time to be able to pop along to the first event of the year, the **New Years run departing from Sainsburys in Ripley on Sunday 8 Jan** (Please check the courier for an advert)

This one I believe has an Olympic theme, it will be great to see you all.

Don't forget to also check out the Facebook group I look forward to seeing some of your Christmas Pics

Thanks for now and here's to a great 2017

Richard

DEVON

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2017 already – Happy New Year to everyone. Before you threw away the wrapper of this Courier, did you find your annual windscreen disc? If not, or if you need more for your fleet, get in touch and we'll send you one.

You may have heard that John and I were 're-elected' in November as Devon AO's for a further year. Thanks for your support and we hope you will come along to events this year. Everything is on the main tssc.org.uk website, and also on the Devon website run so well by Darren Groves for us – www.tssc-devon.org.uk. We do keep people up to date with events too by email, so if we do not have your email address, please do get in touch. The Facebook page – TSSC Devon is busy too so there are lots of ways to get the info.

Going back to November, we had to find a new venue for our monthly Club Nights at short notice, and we have found a new 'home' at the **Claycutters Arms at Chudleigh Knighton** where we were made very welcome by Landlords Brian and Debbie. The November Club night there was very busy, with many of us eating too. We were delighted to see Bob again, and he was

equally delighted with the insurance re-valuation of his lovely GT6 done by Martin. The importance of having Agreed Value Insurance through the Club was emphasised when a lovely and rare local 1300 TC was totalled by a driver on his phone and on the wrong side of the road. We think only around 50 left and around 25 on the road! For the first time we welcomed Gren and Mandy along to a meeting, and they are looking forward to bringing out the Vitesse formerly owned by Adrian. Good to see Colin too up from Cornwall.

Claire Purser (with her SOC hat on) organised the Inter Club



TSSC AREA NEWS

Skittles again at the Waie Inn. 44 of us in all from SOC, TSSC and the Dolomite Club. Although we were second yet again to the SOC, we got some of the spoils – Sharon K joined Mary and I in the 'nil pins' league and got the wooden spoon, the highest scorer was Kirsty with 31 only 6 days after giving birth to our newest 'member' Ruby Jean who also came along for the ride. Robbie lost out on the Junior Trophy this time, but by only 1 pin to Matthew from the Dolomite Club. After a night of storms, Nigel and Maurice were the only ones to bring Triumphs out though there were five in all with three Stags.



All too soon it was time for our now traditional Christmas bash at the Dartmoor Lodge at Ashburton. 37 of us gathered for what was a brilliant meal – nice not to have to have turkey. For us it was the first of 4 Christmas meals in a week! We managed to find the time to stay overnight too, which made a pleasant change. Our Christmas raffle raised funds to replenish the Area coffers and to make a considerable donation to Torbay's Rowcroft Hospice. Thanks to everyone who brought prizes and tore up the tickets!

COMING UP IN DEVON IN 2017

North Devon kicks off with their meeting at the **Crealock Arms on Thursday 5th**, followed closely by our first run of the 2017.

Sunday 8th (note not New Years Day) will see us meet at 12 noon at Exeter Services, for a run organised by Jackie & Allan to the ever popular **Smugglers Inn between Dawlish and Teignmouth**. As this is usually our biggest turnout of the year, please make sure that you have contacted Jackie & Allan (01626 852448) to book in beforehand.

Devon Club Night is Wednesday 18th at the Claycutters Arms and we hope to see you there.

February 5th will be a run and lunch starting at The House of Marbles at Bovey Tracey.

More details to follow.

An early 'heads up' for an early start! **April 2nd** we will be meeting at 8.30am – yes really – at **Exeter for a run to Haynes International Motor Museum's Breakfast meet** to celebrate someone's birthday.

We will be supporting the **Isle of Wight weekend at the end of April and Somerset Area's West of England Meet at Martock** – our favourite camp site at the beginning of **June** and hope lots of you will join us there.

Our full calendar of events is of course on our Devon website as well as the main TSSC site with regular updates on Facebook and email.

DEVON DIARY

Thursday 5 Jan North Devon Meeting at the Crealock Arms, Littleham

Sunday 8 Jan Meet 12 noon Exeter Services – Smugglers Inn lunch

Wednesday 18 Jan Club Night at the Claycutters Arms

Sunday 5 February South Devon run from Bovey Tracey

Sue & John



DEVON NORTH ESSEX . . . GLOUCESTER

TSSC AREA NEWS

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

Meeting: Thursday 1st December
Venue: Crealock Arms, Littleham. EX39 5HN.

It was a very cold, icy and foggy evening for January's club night. As I left my house in the Herald I had a couple of 'moments' up the lane to the main road, I considered turning back and swapping to the SLK with its traction control and heated seats, but chose to carry on.

The journey to the Crealock Arms was slow as I didn't get much above 20mph for most of the way, the fog was just too thick. As I drove there I wondered if I was going to be the only one turn up, I wouldn't have blamed anyone for staying home, the conditions were really quite treacherous.

I needn't have worried, some of the North Devon faithful were already there tucking into their meals, Alan and Janet Brace, Andy Luckhurst and even Mike Hadley all the way up from Brixham. Not long after I arrived Malcolm Huxtable turned up as did Simon Whemmouth in his Stag, so given the conditions, 7 was a good show and we even had 2 Triumphs in the car park.

Alan and his lad Dan are still in the process of swapping gearboxes in their MK3 Spitfire, having gone from a 3 rail to single rail they now need a shorter propshaft. Malcolm's Spitfire is in the bodyshop where I work and we were discussing progress on the respray, the shell is now in primer and getting the last few imperfections sorted before a re-primer and top coat. Both doors looked OK when they come in, but were actually full of filler and holes at the bottom so both need a re-skin, a quick adjustment to Malcolm's Christmas list I think!

Andy has now passed his ADI Part 3 test, so now has a bit more free time and is hoping to make a bit of progress on his TR4 project soon. His bonnet fit isn't quite right and can't be adjusted out in the normal way, so I'll be popping over there soon to help gain a few mm where needed.

Given the worsening conditions outside we all decided to head home a little earlier than normal, some discussion was had on the best routes. Most decided that the longer routes out of Littleham were probably safest as they are predominantly main roads and had probably been gritted. For reasons that now escape me, Simon and I decided that the regular and more direct cross-country route home would be fine. So down the hill we went (so far so good), then as we climbed back up I could see the rear of Simon's Stag snaking about as he struggled for traction, I then started to realise what I was to expect as I followed him. After what seemed like the longest ¼ mile ever, with Simon now out of sight and my speed dropping all the time I finally made it to slightly more level ground and gained a little momentum.....but not too much as I didn't have much of chance in stopping if anything came the other way. I really did think I was going to be heading back down the hill and getting stuck in the dip, it could have been a long cold night. After a short distance I caught up with Simon and we finally made it back onto the main road and tip-toed back home at low speed. That journey certainly got the blood pumping at times.

So a big thank you to all of those that braved the weather and attended this meeting and to all that have supported the North Devon Area during 2016.

By the time you read this all the Christmas and New Year festivities will be over, so I do hope you've had a good time

over the holiday period.

Date of next meeting: **Thursday 5th January 2017**

Darren

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

Happy new year, Janet and I send best wishes to everyone for 2017.

The news is that I have Registered Essex for another year. I did in October stand down at the Area AGM, there are so far no takers for AO, so we decided to register Essex and run it in a caretaker role until someone comes along and wants to run Essex. So if anyone fancies the job I would be happy to hand over.

We will still be doing things but not organising. I have a runs and shows sheet that I'm Compiling so everyone can use that to see what's happening throughout the year, and tickets are required etc. This will be available at January's club meet.

On that note also the Facebook page will still be active and we request if anyone has plans to do an event to put it on the page to generate interest and others may wish to attend. On the last Sunday of November we did just that, in the week advertising a breakfast meet at the local "Toby".

Nice to see Mike and Marian in modern car, Stewart in the Vitesse with the roof down having an airing. We had a great couple of hours eating and chatting before heading out to run other errands.

We came up, to HQ for the Christmas weekend get together. We stayed overnight meeting up with some friends on the Saturday. Sunday it was nice to see so many faces. Well done Chris Lilly and his mate for coming up in the Vitesse with the roof down!

We left early due to a dodgy meal the night before, a complaint was made at the time at a well known chain that we often use, say no more.

On the **8th January** we have **Whitewebbs** but this year it clashes with Club day so **we will be at the Club meet.**

We will probably have a **coffee run on Saturday 21st January** if anyone wants to join us it will be on the Facebook page. January's a funny old month with the cold and dark so ideas would be good for any other runs.

As mentioned don't forget to advertise if you want company.

Allan

Up and comings
21st January coffee run
19th February Stoneleigh mg/triumph spares day
24-26 February race retro.

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

2017, yes I'll say it again 2017, a very happy new year to you all from the Gloucester area, now who pinched 2016? I know we did loads of stuff but we didn't rush it and made sure every mile driven and every event attended was maxed out, oh well perhaps we will try a little harder this year.

Our area AGM was quite brief as in anyone want a job? No answers and so Jane is still at the helm, Vicki in her absence (always a mistake at voting time) is still raffle dolly funding expert and joint organising team guru and I even though I have tried to phase out my writing of our news this year am still apparently going to be doing it, and here I am doing it.

We had a good turnout and Jane had strung lots of pictures from LeMans together for a movie show, it was great and

HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LEICS & RUTLAND



TSSC AREA NEWS

those that missed it, well serves you right for not coming and talking of which it was great to see Ron and Petra Verlaan as they passed through on their last UK trip of the year.

Apart from the above goings on there has been the restoration show at Stoneleigh, the Footman James classic resto show at Shepton Mallet and of course the classic motor show at the NEC all of which took money from my pocket for goodies and shiny bits.

All the shows and most of the events are now in line for 2017 and we are already lining up the bookings for some of our favourite trips. The Isle of Wight weekend, Classic Spa, the Laon Historique, Santa Pod (TriumFest UK) and the Silverstone classic to name but a few, if you haven't been told about the availability and want to be included then say so, you snooze and you lose, these are all great trips and there's still plenty more to come later in the year too.

Finally the HQ open day at Lubenham was a great day out with several area attendees purchasing goodies from the club shop and enjoying the "on the day" discount. It was nice to catch up with people and enjoy the hospitality that was graciously afforded us from all at club HQ, thanks folks.

Well here it is **HAPPY NEW YEAR** lets give it what for, we look forward to getting together with you all very soon.

Andy

Events.

There will be some and then there will be some more, see you there.

Area meeting on Monday January the 16th at the Swan.

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

Well here we go 2017 is upon us, don't the years just roll by, not too much to report on, 33 for Xmas dinner, with no idea if we enjoyed it or not as print run is in front of the day, always makes a challenge to know what to write, we have either done it, or we're about too, anyway news in is Muggins is voted on for another year as Area Organiser.

Alan as Treasurer is standing down after 6 yrs so we presented him with a snazzy socket set that won't fit anything and Viv Huffer has taken over as Treasurer, both of us being voted in at our local area AGM on November 28th, other committee members to help with running our area are:

Ray Peet, Geof Brace, Christine Anthony, John & Christine Cartwright (our raffle mistress) Peter Saunders and Martin Waldron who has volunteered.

Our first Pub meet of 2017 at **The Crown Shillington is January 23rd, followed by February 27th, March 27th and every fourth Monday each month throughout the year.**

Some sad news for those who remember **Tony Jones**, with his TR3, Porsche or his Merc. Tony was a regular until a while ago, always at the 3 Moorhens, less at Rising Sun and never made the Crown, he had a progressive debilitating illness that took over his body and sadly he passed away in November to the happy garage in the sky, we hope to get some Triumphs out on his last journey.

We will be circulating our meeting date business cards soon and debate what we do for the calendar, there will be a full list of events and outings we support as soon as the new committee get organised.

There may be a change in Pub location but not definite, there's been a few hic ups with the new management at the Crown and things have not been quite as reliable as we expect so there's a quiet pub crawl planned to review other convenient possibles.

So have a Happy New Year!

Pete

ISLE OF WIGHT

e-mail: tsscior@hotmail.com

www.facebook.com/groups/786750551371248/

Happy New Year and thank you for nominating us as Area Organisers for another year.

We will be busy from now on organising the **28th Isle of Wight Triumph Weekend**, look out for the booking forms in the Courier soon.

We look forward to seeing you all out and about this year on our brunch runs. The first one of the year being **22 January, meet us at Upper Coppins Bridge car park at 10am**; future dates will be sorted soon as well as the gossip from our Christmas lunch which this year had a record number of people booked.

Do follow us on Facebook at Triumph Sports Six Club Isle of Wight Area to see what's going on, we would love to meet you soon.

Happy Motoring

Tracy & Elaine

WEST KENT

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News is that I'm the AO for another year. Had a great meeting last week and the main subject was the venue change. The Cock Horse would like to close earlier weekdays so a move was on the cards.

As a trial we are moving in **March to the Moody Mare** (equine theme here) postcode **ME185QY** www.themoodymare.co.uk. Nice pub, food and a good car park and beer garden. We will stay the last Tuesday of the month, but may move to the first Tuesday so the Courier arrives a few days before rather than a few after. So that's the **Cock Horse on Jan 24th and Feb 28th**, then new gaff **March 28th**. The location chosen so the Maidstone and district members can get there easily. So no excuses folks, please pop over.

Next. New venue. We have a good many members around mid-Kent and the south coast that can't get up to us.

So here we go. **The Royal Oak TN57PJ** www.theroyaloakflimwell.co.uk is bang on the A21 so very available for Hastings and the local villages. That will be the **last Wednesday so from March 29th 8pm**. Myself, Alan and Chris I hope will all be there, so please pop up and help us get this started. And that's it for this year.

Dates, **Easter weekend Chatham, Detling 1st April, and Drive it Day April 23rd**, current working idea is Devils Dyke, run and meal. Thanks for the great support this year, and here's to a great summer.

Colin.

LEICS & RUTLAND Tel. 07530 307371

Well that's it! Christmas and New Year over and now it's 2017. **HAPPY NEW YEAR EVERYBODY.**

We had our AGM at our November monthly meet on the 1st of November and played some skittles in the alley at our own meeting place, **The Rose & Crown**. The skittle alley is our room on the **first Tuesday** of every month so very convenient. We have been going to The Rose & Crown for a year now and it's working out well.

Leics & Rutland Continues

As part of our AGM we gave out a few trophies to some of the members as we do every year.

The winners were as follows;

Area car of the year. **Howard Davies and his TR6.**

Show car of the year. **Chris Edmonds and his Mk2 GT6.**

Member of the year. **Mike Mayfield.**

The Golden Spark Plug Award. This went to **Steve Goddard** for blowing up his garage when he spilt some petrol early in the year! Could have been nasty but he is made of sterner stuff and has now discovered how to remove all the glass panels (plastic) from the rear of his garage and dust off the shelves in one quick flash! We think the pain he suffered at the hands of his long suffering wife Pat afterwards was much worse.

Good old Steve, always good for a laugh!

The final award was **The Bent Con-rod Award**. This is a wild card award that can be awarded for anything but this year it went to **John Edwards** who bought a Mk2 2000 from me on Wednesday evening and crashed it Thursday Lunchtime! We've got some right berks in our group at Leicester & Rutland!

Although I tried to avoid it I was once again nominated for AO for 2017. I don't know how much more my nervous system can take of this lot. It was a lovely evening thoroughly enjoyed by all 32 who attended.

Our December meet was also our Christmas meal, again at The Rose & Crown. 28 finally made it after a few had to pull out due to illness and we had a very nice three course Christmas dinner for just £16.95 each!

We had a little raffle/quiz afterwards and again it was a great evening in good company.

The gang presented me with a bottle of whisky, and Jan and Jean with a bottle of wine and we would like to thank everyone for this gesture. Very kind.

We now have to turn our attention to the **2017 Sunshine Rally on 4/5/6 August at the Rutland Caravan And Camping Park at Greetham, Rutland**. This will be much the same as last year with a few tweaks. We have been awarded a Michelin star for our BBQ at this event!!!

I am also slowly putting together a list of possible events for the year that I will email out to the group when ready. Thats all folks. Keep running on 4/6/8

Neil.

M25 EAST

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Hi folks, and a Happy New Year to everyone out there in TSSC Land. A new year with new shows and more laughs to look forward to.

The write up is going to be a bit short this month, there's not that much to report as it's all been a bit quiet. We did though, have a monthly meeting back in November at the Wharf. Only one Triumph turned up, which was Phil's Stag. Brian brought his little Nobel 3 wheeler along, albeit on a trailer as it's sans wheels, engine and everything else at the moment. The body is finished though and looks very nice. It's now up for sale as he's got too many projects on the go. Your new AO for 2017 was duly elected at the meeting and

sorry folks, it's me again. So, you've got another year of reading this rubbish. I should have reported by now on how we got on at the Lennards Pub, which we are hoping to use for our monthly meets on the Essex side of the Thames. Sorry, there's no report as we've not been there to try it yet....but we will, soon.

Two of our crowd, Dickie Boy and Lilley Boy went up to the HQ open day and judging by the photo's, they braved the cold and had the roof down on their way up. Mad fools, seem's like a good day was had by all.

Forms are coming through now, thick and fast, for this years shows.

So, get em sent off to avoid any disappointment.

The **Silverstone Classic** date was changed, in case you didn't know and is now on the **last weekend in July**. Hurry up and get that one booked as it's a cracking weekend.

Don't forget to book for TriumFest as well, another cracking weekend.

Oh yeah, and don't forget to book Laon if you haven't done so already, so many shows, so little time. That's about all for this month peeps.

Cheers

John.

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

NEW meeting venue!!!

Ye Olde Red Lion, 516 Manchester Road, Warrington. WA3 6JT.

Next meeting 2nd Tues of Jan the 10th Jan 2017 (not the first tuesday)

Hi Everybody. We had a good turnout for our December meeting with 18 members attending, we welcomed four new members, Steven with his mk3 Spitfire project , father and



son Tom & Graham with there GT6 and John with his GT6.



We had one of our Christmas do's on 3rd Dec , with another one planned the week



after at the Manchester Christmas markets also celebrating Neil birthday (Christmas jumpers compulsory lol). The one we

NEWBURY . . . NORTH EAST



TSSC AREA NEWS

had on the 3rd was a Rio themed party night at the Mercure hotel, 14 of us all had a top night as we always do, but the venue wasn't quiet as described, so next Christmas we are gonna shake things up a bit do do something a bit different, so if you have any ideas then put them forward at the meeting. One idea that was brought up was a weekend coach trip to visit the Belgium Christmas markets.

With the New Year fast approaching we have decided to arrange a New Years run , Derek is organising a run out, meal and visit to the site of **Woodford Aerospace on Sunday 15th January 2017**, where there is a museum for Avro aircraft and more importantly the Vulcan bomber where we can get to go in the cockpit!

I'm getting numbers together for who wants to attend, so if this of interest to you then please contact me. If your Triumph is not on the road or the weather is bad, non Triumph cars are welcome for the run out.

As I have previously mentioned our January and February meeting will be used to discuss and plan our 2017 events diary, to get Club stands at many events we need to apply very early, so over the Christmas period please have a check around to see if any events interest you and we can discuss them at those two meetings so we can get a plan of action together.

Every few months we change venue so as to accommodate our members different locations, as Manchester covers such a large area. **The next meeting in January will be held at The Ye Olde Red Lion, 516 Manchester Road, Warrington, WA3 6JT** and we will be there for about four months meeting or so, I will keep venue updates both here in the Courier, on the website, facebook page and mention it at the meetings. Also please note the January meeting will be held on the **2nd Tuesday of January the 10th** and not the 1st Tuesday as it's so close to the New Year.

We did a charity run in June as many of you may remember, a few of our members did a 2000 mile Benidorm or Bust trip dressed as the Scooby Doo gang for a charity Neil suggested, he has now had all the monies in now and we raised £4,400 for the 4Louise charity, so thanks to all who donated. As we raised so much money for such a great cause Neil suggested we do some more charity things, so if any members have a charity close to their hearts that we can raise funds for then please let us know and we can arrange something, I personally think it's just so Neil can get to wear a dress again lol.

Neil now has our tool pool so if any of our members need to borrow them please contact him, I also would like to thank Tom & Graham who have said we can add their tools to our list which is very kind.

Members who attended the December meeting and ones who couldn't and voted online, voted for the current area organisers myself, Lorraine, Anne & Wayne to stand for area organisers for another year, its been a steep learning curve this year but we have all enjoyed it and thanks for the votes and we look forward to bigger and better things in 2017.

Thanks all from me and the gang hope you all have a merry Christmas and New Year and see you in the new year.

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
That all from me, see you soon.

Mark K

IMPORTANT NOTE

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

NEWBURY

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So it's nearly Christmas as I write this, and all the cars are well and truly wrapped up in their winter coats. Their last outing was 26th November when we had a surprising good turn out at The Cottage Inn classic car meet.

The next club meet at **The Berkshire arms** will be the last official club date of the year with 16 booked for the Christmas meal. Great to have a good turn out to round off the year.

We will be presenting the coveted 'best attendee' cup and this year the winner is..... **Eric**.
I hope he keeps it well polished!

The 2017 Calendar will also be unveiled and memories of the last twelve months motoring brought back to life with bonnet bobbing snaps and sunny Santa Pod.

Looking forward to 2017, our first club meet will be **11th January** and plans will be a foot for the annual camping trip.

Lloyd

NOTE to ALL:

If I don't reply to your email or you get an undelivered message then I Haven't received it!! **Bernard, Ed.**
Please Ring and check 01858 434424

NORTH EAST

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Well the dark and cold days are well and truly here now, we all have had to de-ice the car a few times by now, roll on the summer.

By the time of reading this the shortest day will have passed so the days will be getting longer, better get on with those jobs that you promised yourself you would complete over the winter.

A large contingent of members went down to the classic car show at the NEC in November, some fantastic cars to be seen and bargains to be had, quite a few of us stopped overnight and incorporated a visit to the Coventry Motor Museum on the Sunday morning before returning home, all who attended had a great sociable weekend.

Brian's troublesome Stag has been getting some serious modification done, he has had a replacement engine fitted, and converted it from an automatic to a manual gearbox with overdrive, not the easiest task as a new pedal box had to be fitted, the engine now runs and with good oil pressure and sounds sweet, next job is for Brian to sort out the brakes and get its MOT. To fund all this work he is selling his Tango Herald, at the time of writing this it is listed on Ebay, hope you got the price you wanted for the car.

We never got a pre-Christmas meal sorted, so the plan is to have a meal sometime in January probably the weekend of the **22nd** if interested let me know.

January's meeting will still be on even though it will be New Years Day, I don't expect to see many of you there, but it gets me out of the house for peace and quiet for a few hours, so if you want to join me you know where I will be.

Hope you all had a great Christmas and a happy New Year.
See you all in 2017

Geoff



NORTHERN IRELAND NOTTS

TSSC AREA NEWS

NORTHERN IRELAND

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A club run in December! Whose bright idea was that! However, this December we got away with it. The day was mild, although a bit damp but it could have been a whole lot worse. The usual November film night seems to have run its course and with low numbers attending last year it was decided to cancel this event for the meantime and organise a short run instead. The most suitable date turned out to be Sat December 3rd and was organised by Alan and Pam. All were invited to start with tea/coffee and scones from their house in Donaghadee. It was great to see Colin (Herald Sec) and Heather able to support this event, their first this year due to work commitments and also to welcome back Robert Thornberry in his Spitfire on his first outing with the club. In all seven cars set out to tour the rural roads and lanes of the Ards Peninsula. It's surprising how long it can take to wind one's way down a peninsula 5 miles wide and only 21 miles long. Some of the not so well known coastal roads gave



access to some of the most beautiful scenery in the area. A brief stop at the windmill above Portaferry enabled members to view the Mourne Mountains (well almost), Strangford Lough and the ferry below.

We then continued to the bottom of the peninsula to Ballyquintin before a straight run back up the coast to



Cloughy and on to Portavogie for lunch at the Quays Restaurant at the windswept harbour there. (excellent, another ideal eating house to add to our list) (Picture 2)

On then to Donaghadee to the French's house for more tea/coffee, cake and a chat before heading home. An enjoyable day's outing, who'd have thought it possible in December. Hope everyone had a wonderful Christmas and that you are looking for to 2017.

Remember our first club night meeting on **Wed 4th Jan; 2017 at Nortel Social Club**. Our next official gathering, after the annual general meeting, will be our area dinner at a yet to be decided location and date, but probably **4th February**.
Alan (F).

Alan's Day

The last drive of the year
Alan French led the way
From his home near Donaghadee
We set out for the day

Through Carrowdore and Greyabbey
To Kircubbin we were bound
Past the Salt Water Brig restaurant
Then on to Portaferry town

The view at the windmill
Was astounding to see
A panoramic vista
Of North Irish mystery

Through water edged roads we travelled
A vast extravaganza of sites unveiled
At last stopping at the Quays Restaurant Portavogie
Where we all alighted for a meal

The Triumph Sports Six Club
In a convoy we roamed
Through back roads and blind corners
Till Alan led the way home

A memorable day
Turned out to be
Alan's drive to the Quay's
An idyllic spot by the sea.

BS

Bard of Carrmoney

Folks, Hot off the press from our AGM on Wed night. For the incoming year of 2017 Pod (H) has been retained at Photographer as has Michael (K), as Treasurer. Thank you to both of them for staying on for another year, or two.

There has been a big change at the top for Area Organiser as Alan (F) and Laurence (C) have declined to remain in post for another year. As has happened over this past number of years someone has been stitched good and proper, as they say. This time it is myself - Douglas (H).

A big thank you to **Alan and Laurence** during what was a difficult time for the area and I hope that I will be able to cement their success, with your support. A programme has been sketched out for the year ahead and I will forward it to all when it is finalised. May I also welcome the three new members to club as per the December Courier.

A final plea to all who receive The Courier, if you are not on my email list please send me details to **heatheranddouglas@gmail.com** and that includes the new members if you haven't already done so.

Douglas (H).

NOTTS

Tel. 07976 163006

Tel. 07837 110325

Thanks to the Notts members for making the fuddle a success once again. Budding master chefs in the making. So why not join us the Notts and Derwent guys on our annual **New Year Run, which is on Sunday 8th January 2017**. Fancy dress compulsory!

This years theme is Olympics??!! We start out at 10 am at **Sainsburys car park, Ripley, Derbyshire**. It's all for charity £5 per car and there will a raffle/donated raffle prizes welcome) and generally we have a Sunday lunch stop.

Next **Notts meeting is on Monday 13th February** at 8pm

PETERBOROUGH . . . SCOTLAND CENTRAL

in **Nags Head**. Hope to see you there.
Cheers

Di
x

PETERBOROUGH

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

Even though I am writing well before Christmas, and even before our Peterborough area Christmas party, by the time you read this the smell of turkey dinners will be but a distant memory but we do hope you had an enjoyable and restful few days.

Doug and I would also like to take the opportunity to wish all our local area members a very happy new year for 2017. As we look forward towards spring (yes, it won't be that long!) we can start planning for another year of Triumph motoring and hopefully we will all be able to use our cars as much as possible.

You never know, this might even be the year that Doug gets the GT6 back on the road – fingers crossed!

As our plans develop we will start to construct a calendar of events which we will print off and distribute at our regular monthly meets at the Golden Pheasant, Etton.

Which reminds me, our first meeting of 2017 will be on **Monday, 9th Jan at The Golden Pheasant**. Any time from around 8pm and we hope lots of you will join us for a natter, noggins and nosh!

Hope to see you there!

Happy New Year

Paul & Doug

SCOTLAND CENTRAL

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A Happy New year to everyone from your Scottish TSSC chums, we wish all of you a Triumphant year ahead. It's a new year for TSSC Scotland and we are anticipating an eventful time ahead, Gregor has been our Area Organiser for the past ten years but has now decided to retire from the position, this will allow him to leverage more of his time on one or all of his several cars, some under the Triumph marquee, another German and even an Italian flavour in his mix.

We have a lot to cram into this month's area news, therefore get yourself a brew and sit back for the long read. Let's have a look at how the December AGM meeting panned out. As Gregor stated last month our long term meeting venue has now closed and we needed to find an alternative venue at short notice to host our AGM, thank you to Gregor for securing the Cartha Rugby club, we have used this venue a few times in the past as a backup and may be an option

TSSC AREA NEWS



moving forward.

After Gregor's official resignation this left the AO role to be filled, as Gregor announced his intention at the November meeting it gave a few member food for thought on the way forward, not only to fill the AO role but for the Scottish TSSC as a whole. It was proposed rather than the role being filled by a single AO, we could have an AO team, this resulted in a proposal from myself that **Colin Sansome, Mark Smith, Jacqueline Rankin and I (Michael McCallum)** make up the AO team, (my wife referring to us as Goldilocks and the three bears) I explained the advantages behind this proposal and it was quickly seconded by John Kelly.

We believe that this is a great way forward as various task can be split between each AO, for example individuals will be responsible for Meetings, Events, Social Media, Finances etc. this does not mean that they have the final say on each of their roles, but they will be responsible for tasks associated with that role, they will be the point of contact and will provide a short 5 minute update at each monthly meet.

The team are looking to put together an exciting and interesting calendar of events and meetings for the forthcoming year, once completed we will publish these via the Courier, The TSSC Scotland Website and other social media platforms, we will have this completed for the January meet, all ideas are welcome and we are aiming this year to be a year of variety for TSSC Scotland.

Our objective as TSSC Scotland is to build on the foundations that all past AO's have laid, we have a solid membership and a great group of Triumph enthusiasts, many members cars have been restored over the years to their former glory (OK I dropped a Zetec in mine, yeah yeah)

We would like to encourage all Scottish TSSC members and affiliates to give our monthly meets a try, maybe you have in the past and you felt it never offered what you wanted, then please come along and tell us what you want from the meets and from the club as a whole, the meets are for every member and you can be an important part of TSSC Scotland. Once the AO team have drawn up the year's calendar for meets and events, we will distribute this to all current and recent members. If you have ideas for the year ahead, please mail or call the AO contact and help continue to make TSSC Scotland the fantastic area it is.

Current news and general topics – The next burning issue of the evening was a new meeting VENUE, the Cartha rugby club was looking the preferred option, however Ian Walker (Yellow Spitford) had already been proactive and made enquiries at the venue where the monthly breakfast meet is held on the third Sunday of each Month, it was therefore agreed that we will meet at **The Harvester, The Springfield Quay, Glasgow, G58NP on the first Thursday of each month** around 7:30ish

It was suggested that some of our area fund money could be used to purchase TSSC Scotland T-Shirts. Caps etc, this idea was popular and we are welcoming ideas on style, colour and logos. The local area funds are built up from members who voluntary contribute at each meet (£2) and these are not associated with TSSC Club funds.

So what about car activities at this time of the year, it is the only thing I like about the cars being laid up, the planning, what will we all be working on over the winter season? Several members have this process well underway while I am still pondering. Ian walker took delivery of a very nice Vitesse, as much as it is very nice it is not quite up to Ian's standards, bearing in mind that Ian's perfection is to adjust door gaps with feeler gauges. I know there is some work

Scotland Central Continues

required on the bonnet, there is a story behind that and I am sure Ian will be more than willing to share this with you. We all look forward to seeing the car in the spring time lan. John Kelly (AKA – John Green Herald and Mondeo Man) is in the process of having his Herald ripped to bits, with the aid of our fellow member Brian Leeson this car will be a total rebuild, please keep us posted on the progress each month John. Why Mondeo Man? John purchased a lovely one owner 80,000 mls from new Mondeo, it is in excellent condition and the interior is faultless. This proves we welcome not only Triumph cars at the TSSC Scotland Meets but all makes are welcome.



Last time JGH's Molly was seen in one piece

As well as Brian Leeson undertaking a massive chunk of Johns restoration, he is progressing well with his own Spitfire restoration, again this is a ground up build and no corners are being cut, I hear a full new custom interior may be on the cards, can't wait to see the end product if his herald restoration is a benchmark.

Jacqueline Rankin tells me that the Spitfire her better half (Mark Smith) promised to restore several years ago might be back on the cards, speaking to Mark his defence was that his, oops, Jacqueline's Dolly Sprint had taken up a lot of his time.

Last but not least this brings us back to Gregor Graham's collection, I am not sure what car is first on the cards for resurrection, British, German or Italian, we await with baited breath Gregor.

Ken Robertson has acquired yet another Bond Equipe for restoration and we look forward to updates on Ken's many projects over the coming year.

The next area meet will mainly consist of presenting the meetings and events schedule for the year, financial update and website updates. If you have any hot topics that you wish to discuss, please let me know so they can be included.

Finishing on the subject I started this report with, ALL members of TSSC Scotland would like to thank Gregor for his tenure of 10 years as the Area Organiser, his hard work, his bringing together of people and events over those years, but most of all for holding the reigns and keeping the area together for so long.

Thank you **Gregor**.

January Items:

Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP at 7:30ish (5th January 2017)

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month at 10:30am, 4th Sunday for January (22nd) as our Christmas night out is on the 14th.

Christmas Day out – Saturday 14th January,

rendezvousing under the clock at central station at 14:00hrs and eating at the Ingram Wynd at 16:00hrs for pre theatre dinner

New Monte Heritage Run to Stirling January 25th
<http://www.monte.scot/monte-heritage-runs.html> **Monte Carlo Historic rally start at Paisley Abbey on the 25th January**

Keep your eyes peeled for the year's events to be released on the TSSC Scotland website **WWW.TSSC-Scotland.ORG** Please join in our social banter at:

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

Michael

SOMERSET

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Hi all. The November meet was less well attended than has been usual of late, but considering the weather it was good to see all those who showed up. Martin reported on the restoration Show and the fact we won Best Stand and Best Demonstration (well done to all who helped out over the weekend). The Best Stand award also comes with a cash prize of £200. It was decided we would buy an event shelter for the Somerset area, so that in the unlikely event of inclement (or perhaps HOT) weather we could offer a bit of protection to those in need!

At this time of year the job of area organiser is up for grabs, so names were asked for and guess what, everybody suggested Martin and Derek (don't know why though) should carry on for 2017.

As neither of us declined we were both elected for another year. So you have to put up with us once more!!

During the month we had 2 new members join the Somerset area, so it's a warm welcome to **Andrew Courtney** and **Howard Willis**. We hope to see them and their cars at the **Fox & Goose** as soon as they can make it.

On the 12th Nov the Town Square show was a bit of a washout so we guess members stayed at home. The next show there was on 4th Dec, which was a totally different kettle of fish. The sun soon burnt off the low cloud and although the temperature was nothing to shout about, Derek braved the (5c) temperature and stayed for a couple of hours! The next show here will have been on Dec 17th and hopefully a bit warmer??

Now just to remind you of a couple of shows you might like to attend beyond the festive period.

2017

Sunday 1st January - Wisemans Dairy (Jc 24 M5) Bridgwater from 10am.

Sunday 1st January - Town Square W-S-M 1 0am till 2-30pm. (to be confirmed).

We hope you all have a prosperous 2017 and most of all enjoy your Triumph no matter what condition it is in!!!!
 Cheers,

Martin & Derek

IMPORTANT NOTE

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

SOUTHERN NORTH STAFFS . . . SUFFOLK



SOUTHERN

Tel. 01252 722432

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

TSSC AREA NEWS

Hi All, sorry there was no write up for December, got caught up in the rush to get the calendars finished and off to Bernie at TSSC HQ and completely forgot about it.

November 12th saw a motley crew of eight, going off to the NEC Classic Auto Show. It was a pretty bleak morning and to make matters worse the M40 northbound was closed due to an accident. Our intrepid navigator, Matt managed to reroute along the M4 and join the A34 then back on to the M40. Unfortunately this added another thirty minutes to out travel time.

It was quite clear after arriving that the world and his dog were having a day out at the NEC.

There are five halls of autos, trade stands, auto jumble etc to look at but it wasn't until about four o'clock in the afternoon that I could get anywhere near a car to take a decent photo.

There were some lovely machines there, as well as celebrities, "Fuzz" Townsend, Ed China and Mike Brewer and Sir Stirling Moss.

We did make ourselves known to the TSSC staff and had a nice chat with Jane Rowley and Bernie the magazine editor during which Mike G and his old buddies started to trash the stand display!

Trying to find a place to sit and have a bite to eat and drink was a no no after we arrived as all the foodies were packed solid. Mind you we did find a pork pie stall later and they were rather tasty.

Our journey back was also fraught with difficulties as the M3 was closed off for several junctions, luckily the Farnham boys managed to navigate around the area.

So a big thank you and well done again to Neil for getting this little jolly off the ground.

As yet we have no show dates to enter in the calendar, just the regular and Sunday lunch dates

2017

January 1st the Elsted Inn, New Years Day Meeting

3rd Regular meet, seven stars, GU32 3PG

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

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

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

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

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

Thanks to all who have helped keep the TSSC Southern area rolling through 2016. I hope you all had a very Merry Christmas and wish you a very Happy New Year.

Take care.

Mark

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HAPPY NEW YEAR TO ALL

I hope you all had a good Christmas and had some useful presents be it for your Triumph or yourself.

Tempus Fugit, yes another year has flown by, how things change in just 12 months.

Last year I talked about my 1959 Herald I had in the 1960's who would have thought then that I would have owned a MK2 Jaguar or now a Triumph Stag back then. (yes I have a Triumph that is drivable)

Hopefully, two drivable Triumphs before 2017 ends, let's hope that many more of the projects out there are returned to the road this year to celebrate the Clubs 40th year.

I put out a request to see if anyone wanted to take over the

AO post for the area, but no one contacted me, however, there seems to have been a mystery person who did make enquiries about the role but nothing more was heard, so I was volunteered to carry on. Let's make 2017 the best year yet, why not join in some of the events that the various area's put on for the members benefit.

The club has lots of things happening over the coming year so do keep a look out for the dates and make a note in your new diaries.

A number of our member's cars are having some major work done in readiness for the coming year.

Mark I understand is undertaking work on his Stag in preparation for a respray.

Ian is undertaking repairs on Maxin's Stag engine which had a failed jack shaft drive to the water pump on its return from France, along with head rebuild and crank reground.

I, however, have been diverted to domestic duties at my daughters with a complete redecorating project and new kitchen which will be keeping me busy for some time.

A few of us visited the Christmas open day on the 4th Dec, I was really surprised at the number of Triumphs that made the journey to HQ on a winters day.

January starts off the new year with our **Christmas New Year dinner on the 25th January**, so if you haven't booked please get in touch ASAP.

Have a great new year and do more with your Triumph in 2017.

Happy New Year

Dave

SUFFOLK

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Well Decembers meeting was a quiet one, a very very quiet one! At least Brian and I didn't get interrupted by anyone else, well not until 2 prospective new members Steve and his son Glen arrived. Steve is hoping to buy a rolling project Mk3 GT6 in the near future, as a trade up from his Lotus 7 clone. With a bit of luck he now knows what to look for and will be back in the near future in a GT6.

Determined to regain my lead in the "mine is bigger than yours" car collecting competition with Chris I have picked up a Herald convertible from a local member Darren who was emigrating to the US. It has already gone for assessment on the bodywork as to what is needed to return it to the road. Hopefully "Molly" will get to live again next year. Chris still has a sizeable lead.

My reliability testing on the Grey Herald estate has not gone well, despite it making it to the meeting in November without incident, it "broke down" about a dozen times on the way home. Filling it with petrol on the way it the meet washed more rust flakes off the inside of the tank and blocked the outlet, the design of which on the estate makes it very susceptible. I found that by blowing into the filler neck it would force fuel past the blockage to get it to restart, and enough was passing to allow a light throttle cruise. The additional breakdowns were each time I met a slight (or steep) hill and had to put my foot down a bit. Lots of flushing of the tank the following weekend resulted in a fair sized pile of rusty particles, to go with the large amount I got out when I re-commissioned the car. Buying cars with rusty fuel tanks is a recipe for heartache, and hours stood at the side of the road.

Feeling brave again I decide to take it out again to the



SUFFOLK . . . SURREY THAMES . . . NORTH WALES

TSSC AREA NEWS

Suffolk Continues

December meet. Got me there fine, but would not start for the drive home. Now if anyone else had turned up I might have been able to get a bump start. Luckily the landlord had some jump leads handy and it fired quite quickly. Something else for me to look at.

When I dropped off the Herald convertible for assessment I was given another to take away (he operates a one in, one out, policy), the "one out" as usual had some sort of issue he had got fed up trying to resolve. This one would only start occasionally. Everything having been swapped and no difference made. After an hour or so of testing had made little progress, so digging deeper I found the timing was well out (40 degrees) with a timing light which implied the drive gear for the distributor to be fitted in the wrong place. It had been fitted in the 6-cyl position, not the 4-cyl position, and must have been like that for many years, judging by the dirt and grease on the pedestal nuts having not been disturbed for a long time. Perhaps why the car was laid up in the first place? Something to watch out for in the future.

Having corrected all the timing it would then start, but backfire and cough as soon as you tried to drive it anywhere. That was traced to the brand new coil that had been fitted as a substitute for another brand new coil when the owner had been trying to sort the problem himself. It now has a 40+ year old coil fitted and is much improved. The quality of some parts now is just a joke.

Hopefully see you at the **next meetings, 3rd Jan, 7th Feb and 7th March**

Cheers

Colin

SURREY

Tel. 07900 657176

Hello all, happy new year he says writing in December. I trust Christmas went well and lots of bits of chassis came down the chimney.

Back in November we had a great drive out across the rolling hills of Surrey and were blessed with beautiful sunny weather. Been trying to do this for a while and conversation in the pub at the October Wednesday met with a resounding yes, and we could all do the allotted Sunday.

Bob decided to stay in Kuala Lumpur (long way away) which we all thought was a pretty lame excuse. Anyway I did some map planning and apart from a left that should have been right it worked out well.

In no particular order we had Alan and Karen, Con and Liz, Jeremy with Cliff somewhere in the middle. William stayed in bed. No mechanical issues although being at the rear for a while behind the PI was somewhat life threatening with the fumes, mind you there was a fabulous wheel spin pulling out to turn right on an empty road.

We had a pleasant lunch in the Old Surrey (something) and poodled back into the setting sun around 3pm. Con and Liz are heading off to pastures new in the Dorset region with or without a log store and we wish them well, it's not that far away and as the outlaws live in Poole we should be able to pop in when visiting.

No major tribulations with the cars, new battery's come in useful at this time of the year mind. Oh well cooking some advance venison and pheasant (remember we are in the

past) and looking forward to the holidays.

New members with brown Herald? Welcome if you read this, and hope to see everybody soon, best wishes,

Cliff.

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Happy New Year

To you all, we hope that the festive season was good to you all. I would also like to thank you for your continued support and we are looking forward to this coming season. My Vitesse is now back in my hands and looking wonderful the insurance company did a great job. Our **New Year's meal is on 8th of January at the Fairmile in Cobham**, if you wish to join us please call me.

Congratulations to Martin & Caroline on the birth of a little girl Mary.

SOCIAL EVENING AT THE GEORGE INN 17TH NOVEMBER. - I have the great company of George B, Chris C, Marc F, Jay M, Marco P, Doug B, John & Anthea and from the Humber club Paul & Jane. Jay's 1500 Spitfire was in the only Triumph in the car park. Work on our Triumphs has been: - Chris has winterized his Spitfire giving it a good coat of wax. Jay's Spitfire has had a Master cylinder & carburettor rebuild. Marco's hibernating his Spitfire for the winter. Doug has had to replace the electronic module on his dizzy. My Vitesse is being returned at the weekend from the insurance company. It was a very busy evening in the pub and we were moved from our usual place into the main dining room area which was very noisy at times, but it was a good meet.

Our next meeting in the New Year we hope to have **Sunday Lunch at the Fairmile on the 8th of January** & back at **The George Inn at Wrybury on the 19th**. Please come and join us for a warm welcome or call me on 07773623807.

Coming events.

January

- 1st New Year's Day Gathering Brooklands
- 8th New Year's Meal at The Fairmile Cobham

Mickey & Julie

NORTH WALES

Tel. 01691 600215

www.wrexhamgandtriumph.co.uk

email: helenahill@btinternet.com

Hi, everybody. Tuesday 1st November was our meeting at the Trevor Arms, and this was once again well attended. M.G. Richard and company were away on holiday in warmer climes, so Helena went over the last months events, these being far less than during the summer. Julia organised for next months meeting, which will be our presentation night, and she also took orders for the 2017 calendars, which Alan is now producing. M.G. Alison and Pete sorted the raffle, which was well supported with many prizes. Our group then enjoyed the tasty batches and chips provided by the pub, so much food! M.G. Joan then took numbers and ticket money for The Kingsley Players, who were due to perform 'Allo 'Allo at Rossett village on 18th November. Another enjoyable meeting.

Saturday 5th November was the Cambrian Heritage Railways 60's Event at Oswestry, and this was attended by Pam and Bryn, Julia and Alan, M.G. Keith and M.G. Joan.

SOUTH WALES

TSSC AREA NEWS



On arrival at the usual exhibitors place, they were told that the organisers wanted the cars on the platform itself, so it was a matter of reversing down the platform to park at an angle, and this was no mean feat! The weather was cold but dry, and everyone had a good day.

On Monday 14th November Laurel and Chris Smith became parents to a boy, and our Chester and Wrexham group send congratulations to them both. We trust that their Triumph Spartan will accommodate the addition to their family.

On Tuesday 15th November we, along with Richard and Joan, met at the Trevor Arms to discuss the presentation evening. Our large group with so many contributing need great care to ensure awards are appropriately given, and a lot of thought goes into this process. We had all made notes to put ideas forward, and this led to an agreeable and satisfying conclusion. With the business of the awards done and dusted, we were all able to relax and enjoy a lovely meal.

It had been decided not to have an OFFAL in November, as it would be too close to our Party Night.

Friday 18th November was the 'Allo 'Allo play at Rossett village, and this was a great evening, with many of our group attending, and getting into the full swing of things by dressing up in French costume. There was lots of laughter throughout the performance, with interludes for the food in real French style. Such an enjoyable night, with smashing company.

Now the season is over, it is the time to do any service work that is needed to keep our classics in tip-top condition and ready for next year's runs and shows.

That's about all for now. Don't forget our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and a meeting is also held at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m.** Come along and join us for a good natter and a laugh.

Take care on these winter roads.

Forthcoming events:-

January

3rd January:- Monthly meeting at the Trevor Arms, Marford.

18th January:- Meeting at the Plough Inn, St. Asaph.

31st January:- OFFAL.

February

7th February:- Monthly meeting at the Trevor Arms, Marford.

15th February:- Meeting at the Plough Inn, St. Asaph.

19th February:- M.G. & Triumph Spares Day, N.A.C. Stoneleigh, Warks.

28th February:- OFFAL.

Very best wishes for 2017,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

SECOND CALENDAR PHOTO SHOOT

As there were a number of S. Wales members who were not able to attend the first photo shoot, Gwyn & Tim very kindly arranged a second shoot, here's how it went in Gwyn & Tim's own words-----

As it is almost "All Hallows Eve" we were very apprehensive about the second Photo Shoot at Raglan Castle. Would there be a curse put upon us? Things were not boding well when our A.O. Bernard sent his apologies for not being able to attend, apparently winning £48 million pounds on the Euro

lottery has left him with little time to do what he enjoys most, driving his Standard/Triumphs! Having used 5ks of garlic woven as necklaces we decided to risk the trip to Raglan. At Cardiff Gate services we were met by Rob & Pete in their Bluebell, and Young Eddie in his Herald saloon, we left at 9:15 and took the fast route to Raglan arriving at 9:50 where there was a good turnout of club cars to greet us. Bernard Williams in his herald convertible, Mike, John & Heather in their Acclaim & Cortina, Celia and John in their red TR4, Mikey J in his GT6. Paul and Barbara G joined our convoy at the Coldra roundabout and kept to the rear as they were in a "modern".

We were well pleased with an 8 car turnout including our "Dolly" which was sporting her new "Poly" bushes and fresh painted bottom!

As we organised the photo shoot we were approached by the "Grim Reaper" and a "Zombie Witch" who kindly offered us refreshments in the Castle, however only Celia was brave enough to drink the tea made from "Eye of Newt" and eat a burger made from "Tongue of Toad"!

The castle's Halloween entertainment made for an interesting atmosphere and as our garlic talismans worked well, the photo shoot was very productive.

Cheers

Gwyn & Tim

BRISTOL CLASSIC CAR SHOW NOVEMBER 6th

The day dawned with the temperature extremely cold for late November in S. Wales, "Hell" said Al when he turned up at my house at 7:30am, "it's only 20 degrees, what's it going to be like in England?"

The TR's engine turned over slowly then fired up with the sound that only a wet liner 4 can produce, "Fantastic" I said. Al and I travelled the short distance to Cardiff Gate Services where we were soon joined by Action Man, The Hammer and Mals in Action man's belt driven Volumn, then Rob & Pete turned up and at the pre arranged time we headed off for Magor Services where we were joined by Paul G then The Monmouth Mafia Mike & John in their immaculate Acclaim.

After taking in the last rays of sunshine before we crossed the river Severn our small group left the Services and took our well worn route along the M4, M32 and A roads through some great scenery to Shepton Mallet and soon after we parked up in the Classic Car park Paul G had the kettles boiling to provide hot drinks for all assembled. We then split into



separate groups to peruse the auto jumble stands meeting up back at the cars 2 hours later for more hot drinks and snacks.

The show was better than it has been for the last few years and I did not come away saying "I'm not going there again!" (even though I always do!) so well done to the organisers for adapting the show to suit those who support it.

As we were due to travel to the NEC the following week we took advantage of the thermal hats and gloves that were on offer at the show at extremely attractive prices for the next

South Wales Continues

foray into England as well as other bargains that were to be had (Action man trying to fit a 45 gallon drum of 20/50 engine oil in the boot of his Volumph was a sight to behold, with members pointing out that he should have brought the Tardis).

It was a great day out with a FANTASTIC group of people which came to an end far too soon, but we were buoyed by the fact that we have the NEC run in 7 days time, then our Xmas dinner/dance with the year ending between Christmas Day and New Year's Day with Ambers run (not to mention our AGM when a new AO will be appointed).

With the TR running as smoothly as it ever has, Al chose the Severn Crossing to state "Well, what we lacked in temperatures above 30 degrees was more than made up for by the quality of the 10 S. Wales members who attended". "But what if only one of us had turned up?" I said. "In that case" said Al "What we lacked in temperatures above 30 degrees would have been more than made up for by the quality of the member who had attended!"

"Fantastic" I thought, "I'll miss this". Cheers

Bern

NEC CLASSIC CAR SHOW NOVEMBER 14th

Crazy George turned up at my house at 6:15 am, soon followed by Al who was driving that day, we headed off for Cardiff Gate Services where we were soon joined by Mals, Action Man & The Hammer. At the prearranged time we left for the next meeting point at Raglan Services on the A449, 5 minutes into the journey I had a phone call from Rob, Pete & Jim who were running a bit late and we said that we would wait for them at Raglan.

At Raglan Services the Monmouth Mafia Mike & John were already waiting (obviously eager to take their cut from the NEC stalls) and shortly after Paul G arrived. Rob, Pete & Jim then turned up and after a quick natural break we were off to the NEC with arrangements made to meet up at the "Whetherspoons that fries the eggs".

We had a good traffic free run to the NEC but our cars got split up whilst parking so Al, George & I went off to the "Whetherspoons that fries eggs" to find Paul G waiting. Nobody turned up whilst we ate breakfast so we made our way into the show and over the course of the day met up with the other groups (except for Mike & John, but we knew they were alright as we had seen them entering the NEC as we were queuing to park), as well as Jan & Dave & Light Duties. I saw Ian "Rock Steady" Eddie walk past a stall and tried to attract his attention as I was being served but failed and didn't manage to catch up with him after I had concluded my business. Over the next hour or so Crazy George entertained us by arguing with Mike Brewer (again) and asking the Healey club if their on show Healey's were what is known as "modern day classics".

All groups left at the different times to suit themselves and after Crazy George had bought a long roll of carpet and had cleared crowds of terrified show goers as he carried it on his shoulder singing "Hi Ho Hi Ho its off to work I go" then had a rest by rolling it down one of the ramps with people having to jump over it as it gained momentum as they came up the ramp (I kid you not) Al & I decided it was time to go! I called Action Man to let him know as we had something of his in our car and he said he would pick it up from my house on his way home as they were staying a bit longer.

As we left the NEC we were confronted by grid lock due to an accident so we decided to take a more cross country route to keep going rather than queue on the motorway, so we detoured along the M6 and stopped at a services for a Burger King meal and called Action man to warn him, however, they had left and although they were delayed, the accident had been quickly cleared and they were on their way, so we arranged to meet them at Raglan Services which we did.

It had been another long good day out (I arrived home at 9:20pm) with a great bunch of people, the club stands had been excellent and the tool stands were again very good, the only downside for me was the shrinking amount of auto-jumble stands, I was told, because of the rental costs, but

seeing Crazy George shouting "Hey Fuzzy, come over here a minute" to Fuzz Townsend while he was attending to a queue of people who were waiting to see him and Fuzz having the good grace to take the time to talk to Grazy George and have his photo taken with him far outweighed any down side.

As we covered the last few miles of the M4 I had to agree with Al when he said "Well, what the NEC lacked in auto-jumble stalls was more than made up for by the amount of Crazy George incidents".

Fantastic



Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

**Email Trevor: trevorcarlyle@btinternet.com
or Martin Berry: berry223@btinternet.com**

The New Forest 25th Anniversary Run 2017 is upon us! The date for your diary is **Sunday 23rd April**. Due to the popularity of the run, the closing date for entries has been brought forward to **19th March 2017**, this will also allow us a bit more breathing space to put all the elements of the run in place.

Entry forms are available on the Wessex New Forest web page, **www.triumphnewforestrun.co.uk** It will be based on our usual format, but this year, being a special anniversary, besides the usual halfway refreshments, we will be offering a complimentary tea/coffee along with a scone, jam & cream, at the conclusion of the run. So get your entries in early, as we do not like to disappoint, by having to turn entrants away!

We do have to limit the numbers, due to the constraints that are dictated to us, not to mention the logistics involved when catering for so many cars on the move! We will start as last year, from Ringwood long stay/lorry park, this is situated to your right when entering Ringwood. We will depart at approximately 10 am for a leisurely run to our halfway comfort stop, in Cranborne. We will then continue on to our final destination, Damerham village hall, where there will be plenty of time to browse over the cars. Besides the complimentary refreshments that we are offering, the hall does have its own reasonably priced licensed bar.

That's the plug for the run over, now on to more immediate things, like the **Great Western Classic Car Show at Shepton Mallet over the weekend of 11th - 12th February** and then the following weekend is the annual trip to the **MG**

WIRRAL NORTH YORKS . . . WEST YORKS



TSSC AREA NEWS

& Triumph Spares Day at Stoneleigh 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!

Later in the year, is **Silverstone Classic**, which we all enjoyed last year. I have left the date out as there is some dispute about which weekend it is to be! Decisions on going this year have not yet been discussed. More on that, next month! Our main priority at this moment, is to make sure that the "i's are dotted and the t's crossed" concerning The New Forest Run. We should have a better idea come February on other events and shows that we might be interested in and if you have any suggestions, please let Trevor know.

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. So it just leaves me to wish you all a happy new year!

Next meeting will be at the Tyrrells Ford, Thursday 26th January.

Martin

WIRRAL

Tel. 0151 625 3172

Hi all. Just a short note. The major activity in November was the day trip to the Classic Car show at NEC. A very full coach load of Wirral car nuts managed a day pass and headed off to the midlands wilderness where they met with thousands of likeminded devotees. Great to see so many there although I'm told that there were rather 'too many' in the opinion of my correspondent, having to wrestle with the best of 'em for a half decent view – which is a shame. As you may know, the place is enormous and the car park signage poor – which led one of our merry men to wander helplessly away from the coach – when he should have been on board it.

Sending out a search party, our lost soul was eventually reunited with his chums and in the words of his rescuer Steve "Bear" Hill, "Harry had lost 10lb in weight and had long hair and a beard, the remnants of him consuming a rabid rat was in his mouth" (his names not really Harry it's Dave but he already suffered enough relentless ribbing on the 3 hour journey home...). In all seriousness, thanks to Dave for organising our seats on the bus, much appreciated (for a minute we thought you'd booked yourself one way only...he he).

Bear tells me that he also managed a run down to Bala during the month in his Vitesse Mk2 over the Bwlch y Groes (one of the highest mountain passes is Wales) in glorious sunshine and of course stunning views. I'm very jealous.

By now the gang will have met up for Christmas dinner. Our regular venue, the Cottage Loaf is well used to our unruly bunch and I suspect, bring in extra security specially. I'll let you know how it went next month, who was arrested etc.

As the year comes to an end, on behalf of Wirral TSSC and Wirral Triumph Appreciation, I'd like to thank our real area organiser Dave, who is brilliant and without whom our club would not exist on Wirral. Dave you are a star, thank you.

Only remains for me to wish you a merry Christmas and a happy new year.

Have a good one!

Rick

IMPORTANT NOTE

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

NORTH YORKS Tel. 0776 6354449
email: 72stag@gmail.com

Hi all, well things are changing at North Yorkshire. We have had ongoing issues with the pubs closing in the area so we have taken the time to have a good think and have decided to make some changes.

The new venue is welcoming if not a little loud before 8pm. So the first change is that the meeting will now start at **8:15 pm**. The second is the venue.

We were made to feel welcome at the pub last meeting so it will be held from now on at:

Greyhound Inn 82 Main Street Riccall YORK YO19 6TE

There is a large carpark to the rear

The third and most significant change is to the meeting night itself. From January 2017 onwards it will move to the **4th TUESDAY** of the month except for the December meeting which will be confirmed closer to the time.

Food is served on Tuesdays so diners should be able to eat before the meeting without rushing. The menu looks a good one. This makes life a lot easier for the members that were in attendance and will hopefully allow fresh faces to pop in and say hello.

So dates for 2017

24th Jan - club night 28th Feb - club night

28th March - club night

The next announcement is the main camp. We are resurrecting the **Dalesrun** along with Alan Heaton of West Yorkshire. The **weekend will be 2nd to 4th of June 2017** it will be held at **High Laning in Dent**. please contact me on 72stag@gmail.com or **07766354449** for more information.

Lastly, the new meeting date means I will be able to write more often in the magazine as we wont be having the meeting after the magazine deadline.

So keep your eyes open for more events

Rick

NOTE to ALL:

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

WEST YORKS

Tel. 07800 551363

www.tssc.org.uk/westyorks

Hi all Thanks for accepting me back as A/O for 2017 Happy New Year to all.

So far I have booked a meal at **Silver Birch on Saturday 28th Jan 2017 at 7.30** I would like all names and Numbers from all ASAP

We will be having a run on **Drive IT Day North And West Yorkshire will be having a joint Dales Week End At Dent on 2nd to 4th June 2017** Booking Forms will be in your Feb Courier so look out for them.

Alan

THE CAROLE NASH INTERNATIONAL **MG & TRIUMPH**



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9.30am-4pm

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Price is per person based on 2 persons occupying a car/pitch

2nd to 5th June 2017

Join us on this Triumph Sports Six Tour to the Laon Historique

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

We depart on Friday 2nd June and the package includes; return P&O ferry crossing from Dover to Calais (other crossing options available, subject to supplement), 3 Nights at the TSSC Campsite, Admission to the 2017 Laon Historique including **Organised Runs** on Saturday and Monday and a **Closed Street Parade** in Laon Old Town on Sunday.

You'll also have the opportunity to 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.

Mobile home prices from £169.00 - £199.00

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



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

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Free

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**For more information,
Contact Martin**

07760 384236

e-mail. martin.hughes@btinternet.com

Contact Derek

01934 515376

e-mail. derek1360giles@breathe.com

Derwent Valley's
Peak Run
Weekend 2017

22nd to 26th June 2017



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**More information and booking forms
available in 2017**

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