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Triumph Sports Six Club

The Courier 440

FEBRUARY 2017

February 2017



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SANTA POD RACEWAY

retro show



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The Courier

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Fuzz Townshend

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COUNCIL MEMBERS 2017

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

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 Paul Richardson. Bill & Jo Sunderland.
 Frank Spencer. Paul Swanson. Peter Williams.



IT'S FEBRUARY ALREADY!
 SEE YOU AT
 STONELEIGH?

PICTURE
 JANE ROWLEY

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

February 2017

SUN 19 FEBRUARY 2017

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

April 2017

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OR TRACY ON 07754 751672

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

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FRI SAT SUN 2 3 4 JUNE 2017

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FRI SAT SUN 2 3 4 JUNE 2017

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THURS - MON 22 23 24 25 26 JUNE 2017

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CONTACT COLIN WRIGHT
01773 531580

FRI SAT SUN 9 10 11 JUNE 2017

TR7 BULLET RUN
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CONTACT www.trdrivers.com

August 2017

FRI SAT SUN 4 5 6 AUGUST 2017

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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
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July 2017

FRI SAT SUN 28 29 30 JULY 2017

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CoMment

2017 - TSSC Five Point Tour

BY NIGEL HILL
COUNCIL OF MANAGEMENT

If you are looking for an adventure driving your Triumph, taking it to places it's never been before! why not challenge yourself and your car to the **TSSC Five Point Tour** around our beautiful island of Great Britain. Myself and Di had the opportunity last year in completing the Tour.



The excitement begins in the centre of Britain (Coventry) and then we were off towards Berwick upon Tweed in Scotland. With various check points along the way and having our TSSC Area Organisers manning these check points offering fried Mars bars! (Caramel wafers) were better though. The whole atmosphere of support was really so exciting.

Through the darkness of the night from Berwick heading towards Norfolk, seeing the sunrise, getting ready for breakfast with a sea view, (which is included in the price of the tour) you do have a chance to see some of the finest and prettiest parts of Britain.

After fuelling both our tummies and also the cars we were off again heading south to the Lizard Point in Cornwall, this is where we get a much welcomed nights sleep in a hotel (again included in the price) and we even had a few merry drinks and food before our head eventually hit the pillows in the lovely town of Penzance. We awoke to a fine cooked breakfast in the good sized hotel restaurant.

We then set off to Lands End, all points covered and then headed back to TSSC Headquarters for the Finish with a presentation and refreshments.



What a journey. If you like the sound of this adventure (and you don't have to do the whole of trip just parts), you could complete the rest of the tour the year after, as some will be this year.

The TSSC 5 Point Tour is happening again this year, from Friday 12th May to the Finish on Sunday 14th May. A Booking form is in this Courier, get them sent in before you miss out.

Bookings close 28th February. So go on Do More with Your Triumph, give it an adventure, we promise you will be pleasantly surprised!

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Membership Survey 2016 - Prize Draw

Thank you to everyone that took a few minutes to complete the online survey through November 16. We achieved our target of 10% of the membership giving responses and we will now begin to work through the data and comments to help inform the future activities of the Club.

As an incentive we offered five £20 Club Vouchers to be drawn at random from the completed survey responses (provided that you identified yourself), so at the Open Day (4th Dec) five names were drawn and the lucky winners below have been notified.

Gwyn & Timothy Evans (Wales)

Michael Todd (Worcs)

Carlos Palmer Caldentey (Spain)

Sue & John Franklin (Devon)

Christopher Moran (Australia)

We hope to be able to run a similar survey again in 2017, so if you didn't win, or didn't fill it in, you'll have your chance again.

David Beardsley
On Behalf of CoM

Sahara Force India F1 Team Factory Tours

Sahara Force India F1 Team is opening its doors to the public and allowing backstage access for Formula One and motorsport fans. Located in Silverstone, the Sahara Force India F1 factory is where our cars are designed and manufactured. On your tour you will see all stages of this process, including the normally off-limits design office, inspection departments, proof testing, machining, composite manufacture, sub assembly, race bays, our simulator and of course, the cars themselves*.

F1 is a notoriously secretive business, so camera phones are not allowed. The tour will take approximately 90 minutes and includes refreshments and a gift to take away with you. There will be a photo opportunity with an F1 car.

Dates available for the first quarter of 2017 are as follows:

January – Friday 6th, 13th, 20th & 27th

February – Friday 3rd, 10th 17th & 24th

March – Friday 3rd, 10th and

Thursday 23rd and Friday 31st

Prices are £200 + VAT per head.

*Please note that the current cars may be away racing or testing at the time of your visit,

We would like to offer TSSC members a 10% discount for any booking on one of the above dates.

Rachel Moroney

Sahara Force India Formula One Team
Dadford Road, Silverstone Northamptonshire,
NN12 8TJ

e-mail. rachel.moroney@forceindiaf1-tours.com

Tel: +44 (0)1327 850800

Caption Competition



Send your best Caption (Not a selection) to the TSSC HQ or email courier@tssc.org.uk to reach us by **February 10th**. The Winner will receive a £20 Club Shop gift voucher and 2 runners up will receive a TSSC Club embroidered patch.

All Competition entries must be accompanied by a TSSC Membership Number



HQ OPENING TIMES

FEBRUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following 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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HERALD 948 -1200 -1250 Register



e-mail.

herald@tssc.org.uk

Colin Lindsay



Nature abhors a vacuum....

Following on from the article on the fitting of a tachometer (NOT a rev counter – remember!) I decided to have a quick look through the archives and see what else is available for early Heralds. I've seen so many with the usual gauges – oil, water temperature and clock; some tastily added, others like the proverbial dogs dinner.

Personally I'm firmly in the bolt-on camp rather than the cut-and-fit brigade, so dislike cutting additional holes in the wooden dashboard but



Rough

days when I did things like this on my daily drivers, and then removed them all when I sold the car, to be refitted to the new ones. It's no fun these days when almost everything that used to be an accessory now comes as standard. There are still quite a few add-ons that you can fit to your Herald, should you



Tidy

prefer to hang additional gauges underneath. Personal choice, but I think I still hanker for the



Nav +

feel the need; not quite as extreme as this all-singing all dancing and hopefully all-navigating unit that's been awaiting fitting to my Mondeo since last June.

Slightly more than just connecting a red and a black wire to this one. Built in sat-nav, DVD player and audio unit, plus reversing camera should I feel the need... and the way my neck is playing up, I just might. I don't think it would look quite right in a Herald, although you can fit a reversing camera quite easily to a Herald, kits cost pennies these days, however with 95% all-round visibility I'm not sure you'd really need one. Reversing lights though are a good investment for dark nights and especially dark mornings this time of year, although unless you're willing to fit a later-model gearbox or modify your existing top extension you'll have to work them manually. (Hmmm... I feel a future article coming up. Note to self: investigate!)

Speaking of dark cold mornings you can fit



brave Baltic air and crackling frost underfoot, prise open a frozen-solid Herald door and tear strips off the door seals as you do so and then can't see through a solid windscreen until the heater starts to work – this will tell you that it's cold outside. You may believe it's a bit like tying a piece of string to your door handle; if it's wet, then it's raining, but an outside temperature gauge is handy as a frost warning if the temperature drops on your way home late at night with no visible signs. Previously only fitted to luxury cars such as Rolls Royce back in the 1960s, they're now readily available as an after-market fitment. The sensor bulb goes to the front of the car, probably behind the valence so that the engine heat won't affect the reading, and thence to the gauge which is a simple two-wire plus illumination fitting. The period versions look much more... refined... than the modern ones.

One gauge I do want to mention in particular,



a little piece of luxury to your Herald with the addition of an outside or ambient temperature gauge. This is a good opportunity for me to use one of my favourite Herald photos, taken in my own back yard a few years back and probably the morning after I tried to drive home from work on 23rd December with the top down at 3.00am. I failed, miserably.

For those of you who don't realize, as you



although quite common in classic cars, is the vacuum gauge.

Also available in many moderns as a fuel economy feature the vacuum gauge or performance gauge will drive you demented as you watch the needle fly around the dial as you accelerate or decelerate.

As a basic description the vacuum gauge is an indicator of fuel consumption and is brightly colour coded, although more sedate black-faced versions are available; the downside being that you need to know the proper pressures so that you can spot any deviation. You'll find most of them marked in



Manifold Tapped

fluctuation of the needle can point to a stuck valve while wild waving about can be a symptom of head gasket failure. It's all there before your eyes.

One unfortunate feature of the vacuum gauge is that the inlet manifold has to be tapped into and this has led to the destruction of many a rare part – one of my sets of Alexander twin-Stromberg manifolds has the intake drilled through the word 'Alexander' thereby spoiling the look of this increasingly rare period accessory. The manifold does have to be drilled along the top edge to prevent any liquids – water or petrol – being allowed to flow into the connecting pipe but there



five segments, from red through brown, blue and green to yellow. A healthy idling engine should run with the needle in the green; accelerate fast and it will flip round to red – you're using the motion lotion too fast! Steady driving, keeping the needle in the blue or even the green, indicates a nice steady flow of air and fuel into the engine that will give maximum miles per gallon. Once you learn to read your car through watching the gauge you'll learn when it's off colour too – worn piston rings allow too much air or gas in and your idle drops into the blue; further reduction to brown when idling can point to poorly set timing. A gentle regular



Manifold Sandwich plate

were better ways of doing that one... this twin-carb Herald version shows the finished job. (I couldn't find the Alexander one to photograph, it's buried in temporary storage...)

In fact, one way of fitting the take-off for the vacuum pipe comes in the form of this handy period sandwich plate, made by Speedograph and still available at autojumbles or on-line auctions. This version fits between the Solex carb – make sure you get the proper version for the B30PSE1 Herald carb – and the manifold thereby removing the need to drill or tap the metal. You may require slightly longer manifold studs but that's a small price to pay. Once fitted you can watch the needle fly merrily about and in doing so take your eyes off the road and swerve about, exactly as 90% of drivers do these days, although they're usually texting. Drive well, and drive carefully! As if Herald owners would do anything else...

By the way don't forget Stoneleigh show on the 19th; I'm actually planning for it this year so bring all your rare Herald bits and sell them to me for pennies. I can only try... but if you do find any bargains or gems – let me know!

Colin



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herald1360@tssc.org.uk

Phil Willson



Do the Ticking Tappet Rock

T

hought for the month:

*Even the smallest parts
are important.*

I have been having problems with the rockers on my Herald since I rebuilt it

about 5 years ago because they keep ticking away no matter how often I try to adjust them. A tapping noise from under the rocker box usually means that the rockers need adjustment because at least one gap is too large. Investigation of mine showed that the faces on a 3 or 4 rockers where they bear down on the valve stem had receded due to the surfaces being too soft. This will mess up the reading from the feeler gauge. I cannot off hand remember who I bought the rockers from but I think it was one of the traders at Stafford a few years ago. Obviously they had not been surface hardened properly. Luckily I had an almost new shaft with good rockers in stock from a 1500 Spitfire so I did a direct swap.

But all was not well. As a matter of course, and I recommend this to anyone, I always run the engine on low revs with the rocker cover off so that I can see that oil is flowing properly. It should be pumping into the shaft and up to the rockers until it appears through all of the tiny holes on the top (see photo 2). Only when all 8 have oil exuding (I love that word!) from them do I fit the cover.

There is no need to rev the engine very

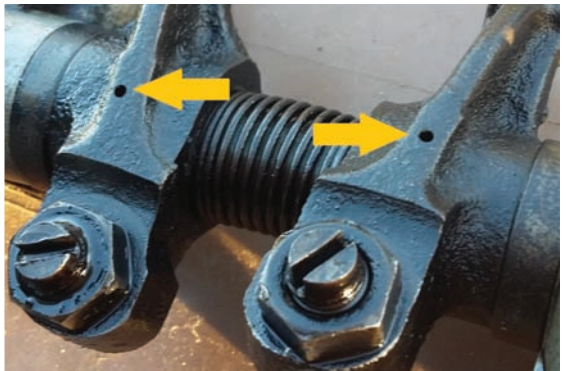


Pic1: *A worn rocker face.*

high as that will just cause a mess when the tappets start splashing oil upwards.

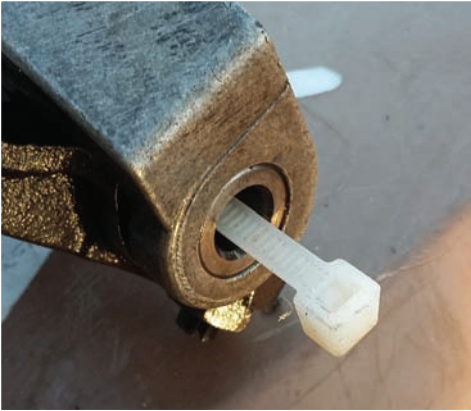
So I did this - but no oil appeared.

Then I noticed that oil was dribbling out of each



Pic 2: *The holes from which oil should exude*

end of the shaft. So I then quoted Homer Simpson - "Doh!". Whoever had fitted this nice new shaft and new rockers to the 1500 had not fitted the tiny core plugs (137811) to the ends of the shaft. In fact, I expect that this catches a few people out as the shafts are often -



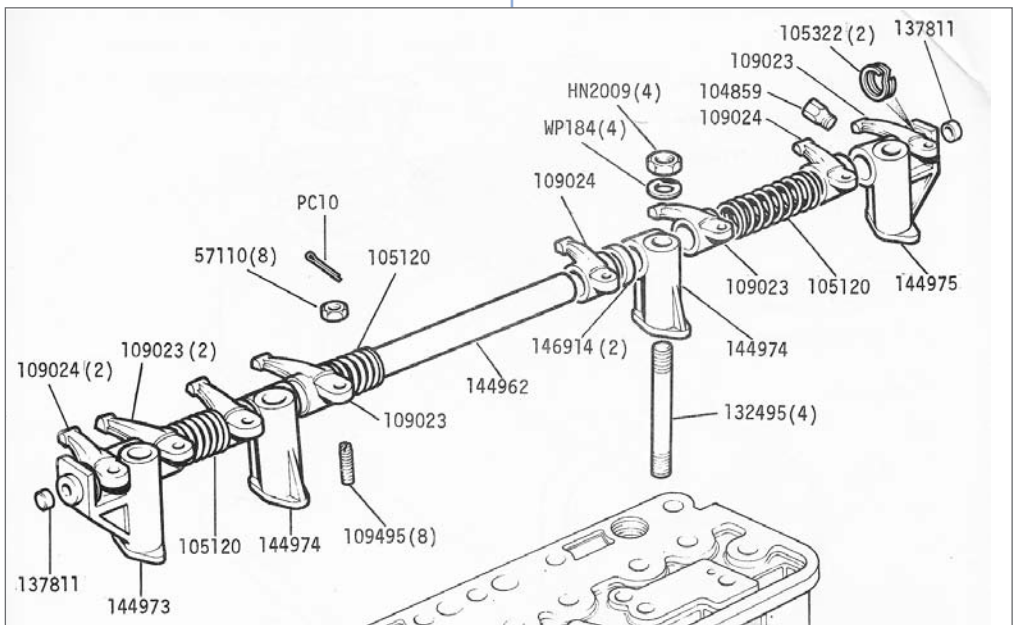
Pic 3: *Open-ended shaft*

perhaps always - supplied open-ended.
Photo 3 shows that the shaft is hollow with no end plug. The 4th picture is the component breakdown from a parts book.

To make matters worse, whoever had done the work on the 1500 had also fitted an extra rocker feed oil supply pipe. Most of us who have worked on these engines over the years would never recommend these oil feed kits as, although they do increase oil flow in the rockers as advertised, they do it at the expense of the higher stress components down below such as the 7 sets of crankshaft bearings. It's a lot easier to replace worn rockers and shafts than the main bearings etc. This particular installation would have probably robbed even more oil than usual from the main circuit because it was trying to feed a rocker system that would have provided zero back pressure.

Anyway, I took it off again, dismantled both shafts and fitted the good rockers to my rocker shaft (which was new when I rebuilt the car) and all is now beautiful and quiet at last. So I suppose if there is a moral to this, it is *"do double-check everything before fitting it to the car and then take the time to confirm that it is functioning properly"*.

As a further note, my rocker shaft was made of silver steel in one of the tool shops at the



Pic 4. *Rocker shaft components*

college where I used to work. Silver steel is a

hard wearing tool steel, so-called because of its silvery appearance although it contains no silver.

It should not be used in exposed areas as it will rust quite readily.

Scottish Herald Search

I have been contacted by **Alan Grey** from Irvine in south west Scotland. He had to sell his lovely Herald, **NCE 975H**, about 10 years ago in order to help pay for his son's wedding. It was his first classic and has always regretted parting with it, but didn't have

Pic 7. My lovely old 2500S on holiday in Scotland



would like to make contact then please would you let me know? Thank you.

While on that sort of topic, I would love to know what has happened to my old **2500S Estate, TYH688S**. According to the DVLA it hasn't been taxed or SORNed since 2009. It was in quite nice condition when I sold it about 16 or 17 years ago but I've seen one photo on the web where it is looking a bit sad.

Finally, here's a present from my friend **Glenn Howard** for Christmas. He reckons that when he needs a part urgently



Pics 5 & 6. Alan Grey's old Herald



much choice at the time. He would like to find the current owner to see how the car is doing and give him or her his details should they ever consider selling it. He thinks it may have come down to the Birmingham area.

So if you know the car or are the owner and



Pic 8: Step aside Stanpart!

for his Herald or Spitfire there's a good chance that I can help him.

Stanpart should watch out!

Phil

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Daniel Templar	Avon	Paul Creswell	Scotland
Philippe Lefevre	Bucks	Derek Griffiths	Shrops
David Robinson	Cornwall	Andrew Webb	N. Somerset
Brian Sculpher	Devon	Stephen Morris	Surrey
Anthony Saunders	Devon	Kevin Dedman	Surrey
Bob Roberts	Essex	Paul West	Surrey
Fergus Carmichael	Fife	Raymond & Valmar Collins	E. Sussex
Paul Sawkins	Kent	Clive Reeves	W. Sussex
Iain Mclean	Lancs	John Mccall	S. Yorks
Keith Newton	Lancs	Masao Sakata	Japan
Ross Stirling	London		
Hayden Isaac	London		
Paul Whittingham	Northants		
John Lay	Oxfordshire		

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



e-mail.

vitesse@tssc.org.uk

Dave Rumens



Holidays, Events & Techy Stuff

Hello everybody, though hopefully spring should be just around the corner we are still in winter so let **Lawrence Downing** tell us about his holiday last year in warm Koss.

Last year my wife and I plus two friends decided to holiday in Koss, one of the Greek Isles, for two weeks. The first Thursday we all decided to hire a car locally. Much to our surprise the hire company had just taken on two new 4x4s. We were the first to hire one, very nice. We went for a drive along the main road. Koss has one main road end to end. We did this to get used to driving the 4x4. It proved to be very relaxing that is apart from the motorbikes and the dune buggies. It wasn't long before we got the hang of it, viewing the mountain villages by day and watching the sunsets at night. One day we decided to visit the old Koss town, here we found a nice surprise, no not immigrants. Though we did see them and they were well mannered and not begging. Even local hotels had donated food to them. Getting back to the point, whilst driving around the old town and getting lost down the back streets we came across a very well kept Spitfire parked in front of a bar. Though we enjoyed our day there on our way back, on a different road, we came across an even greater



Pic 1.

surprise. Yes, another Triumph. This time it was a 13/60, Picture 1, outside what was a garage or a Greek style advert for a possible garden centre, Picture 2. It looked like a work



Pic 2.

in progress or maybe a green fingered owner has left their tools and had gone to lunch, Picture 3.

Thanks, Lawrence, it's good in the winter to

Pic 3.



look back on last year's holidays and it's certainly a surprise to find a Triumph still around that far from home after this length of time.

Pic 4.



first concerns the thermostat ratings. From when the Vitesse was first introduced in May 1962 up to engine number HB23299 a 71C unit was fitted.

From HB23300 an 82C unit was

Pic 5.



Whilst talking about looking back I thought it a good idea to include a few pictures from past TSSC events. The first event is Caldicot Castle, Newport, South Wales. Picture 4 is from 1990

and Picture 5 from 1992.

The second event is Combe Park, Coventry in

Pic 6.



1996, Picture 6. Most of the VitesSES in these pictures could be seen at events in the 1980's and 90's. But I wonder how many are still around in any state today?

Time for me to put the anorak on and cover a couple of questions I received by email. The

fitted, Part number GTS 104. For winter use an 88C unit was available, Part number GTS 106. The 82C unit became the standard fitment on the all models of the Vitesse with the 88C as

the winter special orders option. The rating is normally stamped on the bottom of the



Pic 7.

Thermostat, Picture 7. The change to the thermostat rating, hotter running temperature, appears to have also been applied to the Herald and Spitfire at around the same time. If you are used to modern cars this may sound a bit odd but the cooling systems in most of the vehicles of the Vitesse era and before were largely affected by the ambient temperature.

In very cold conditions it was difficult for the engine to reach its normal operation temperature. As a result, a higher temperature thermostat was fitted. The use of a mechanical



Pic 8

fan did not help matters which was normal practice back then. If in the UK we ever get a hot summer or you live in a hot country, then you may wish to fit a lower temperature thermostat. In which case a 74C is available,

Part number GTS102. If we have a hot summer this year, pushing my luck, I may try this and see what the results are.

Whatever thermostat you fit a point to watch is that it has an air bleed hole, not all have, as its purpose is to help to bleed any air trapped in the cooling system, Picture 8. The purpose of the device seen in the air bleed hole is designed to keep the hole clear of blockage.

The other question was concerning the radiator pressure cap, so let's look at a bit



Pic 9.

more history. On the Vitesse 6 all but the late, HB26150 onward, were fitted with a coolant header tank which had a filler cap, Part number GRC 102. From this engine number, mid 1965, the header tank was removed and a conventional radiator with cap fitted, GRC 112. Though the header cap and radiator cap are different in design, the pressure rating is the same, 7lb. Picture 9.

Later Triumph models, 1970 onward, used a 11lb cap presumably to increase the boiling point and reduce the likelihood of cooling system boiling over. This doesn't seem to have been applied to the very last of the Vitesse. Being an inquisitive person many years ago I fitted a 11lb cap to my Vitesse to see if this reduced any tendency to boil in the summer months. The answer was no, so I put the 7lb back just in case I was putting too much pressure on the system.

The part numbers I have quoted are the Unipart equivalents of the original Stanpart numbers and should be still current.

That's it for this month. *Safe Driving and keep them running on all six*

Dave.



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Herald 13/60
50th Anniversary



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Guy Singleton



Much work finished!

It was good to hear recently from **John Kempshall**, whose car was previously featured in the November 2016 issue of The Courier. He has now forwarded a New Year update – he has been busy over the last few months – and he wrote:

"A very happy new year to you, I was delighted to see my car feature in the Club Magazine, and it must be time for an update.

The restoration of the bulkhead has taken longer than I had anticipated, firstly the four fixing points to the chassis had been badly repaired. I decided to completely redo them along with the supporting metal, which left me with a rather large hole to fill in each side.

The battery side of the bulkhead was in good condition but the master cylinder support plate was very holed and thin. I had visions of hitting the brakes hard and the master cylinder joining me in the cab. So the old metal was cut out - another big hole, I had some 1.5mm sheet left which would



be less likely to buckle when welded to than 1mm. Using the old metal as a template the new plate was



cut including all holes, this was then welded into position. To form the raised sections I cut



1mm sheet to size including the small down turn of 5mm, the three sections were then bent to shape and welded into position then the welds were ground off. This just left me with the wiper motor support frame, which was carefully removed by drilling out the old spot welds and re-spotted to the new raised support. Finally I cut the hole out for the clutch and brake pedal links to come through. The pedals were then checked for fit before the bulk head was ready for paint painting.

I have never had the money in any car budget for a professional paint job and have carried the works out myself but it is very easy to get into trouble, the bulk head was stripped

to bare metal and red oxide applied by brush.

When the primer filler was applied I got a reaction that caused the primer to crack. The paint supplier thought I may have put the primer on when the red oxide was not fully dry. The problem with car painting is that something that should not happen does. I got there in the end but after much sanding still had problems with paint cracks.

The bulk head has now been fitted and I attach some photos".

How many Left?

"I keep being asked by friends and neighbours how many of my car are left, I have tried looking on the internet and the club web site but have not been able to find out, so how many GT4s do you have on your register?"

In response to John's query, I have the following numbers of cars listed on the Bond Equipe Register, some of which may have been scrapped since I got this information or no longer on the road but it does give some idea of the numbers left.

2+2 -	62
4s -	197
4s 1300 -	104
2 Litre MK 1 -	79
2 Litre MK II -	101
2 Litre Convertible -	116

Unfortunately, despite access to DVLA records via the How Many Left website, it's not possible even now to find from those records exactly how many Equipe of any particular model are left, or even all Equipes overall as some cars did not have the 'Equipe' name recorded on the logbook, and hence on DVLA's database. A quick look today shows 72 Bond Equipes licensed and 64 SORNed. However, they also have 330 licensed vehicles recorded simply as BOND and 125 as SORNed, some of which



will be 3 wheelers but at least 75 of those are shown as having engines large than 1000cc so presumably would be Equipes.

Check your V5C, does it show 'Equipe' as the model? If not then your car is probably one of those 330 and will be in addition to the 136 noted above.

We heard from **Carlos Moreira** in Portugal this Christmas and he enclosed a lovely biro drawing of his 4s carried out by a friend of his **Luis Silva**, who does personalised drawings of cars to order.

(www.luissilvacars.com/gallery)

Per Persson from Sweden also sent a

festive card depicting his Bond in a little more snow that we've seen so far this year.



A sad looking 2 Litre Convertible sold on ebay just before Christmas – it is a car I knew well as I had owned it about 16 years ago, it finally



ended up in a friends garden and the realisation it was not going to be restored led to its

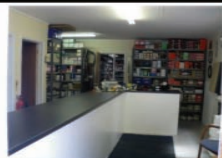


Among various parts waiting to be re-attached he came across a couple of pieces that had him stumped as to where to put them. I was able to let him know where they go – but do you recognise them? I'll give the answer in next month's Courier!



sale, hopefully the new owner will be able to restore the car.

And finally, looking back to 2013 when we had a great line up in Bingley Hall at Stafford for the Equipe's 50th anniversary, you may remember seeing a partially restored car there, at least the beautifully restored chassis. It belonged to **George Shannan** who is still working on the car.



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Herald/Vitesse door skins 901338/9	£120.00
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Front Footwell	£85.00
Front floor mounting bracket fr 607548	£9.50
Front floor mounting bracket rear 607549/50	£9.50
Rear floor mounting bracket 607655	£10.50
B post mounting bracket 703625/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£65.00
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extn	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£118.50
Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
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)	£260.00
Track rod ends	£9.50 each
Rear shock absorbers GSA385	£18.00
Rear shock absorber	£20.00
Herald 3 Synco (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50
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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	£95.00
Window regulators XKC325/6	£25.00
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Petrol tank retaining strap TKC131	£8.00
Petrol tank	£250.00
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
Up-rated brake master cyl/servo assy (exchange) £250.00	
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£300.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

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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
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Stag Mk II Rostyle wheel trims	£100.00 set

TR6

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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
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Top ball joint GSJ131	£10.00
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Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
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Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£70.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Synco (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50

Recon Exchange Diff	£350.00
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
Rear 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
Windscreens 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 91271/2	£95.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£10.50
Front shock absorber GSA364	£20.00
Front suspension vertical link	£108.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£385.00
Recon exchange J Type O/D Mk IV	£385.00
Recon exchange J Type O/D 1500	£385.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSV103	£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 III 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	£304.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk III/III rotiflex GBS750	£17.00
Brake shoe non rotiflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap OE	£14.50
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

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

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

DOLOMITE RANGE

Toledo Static Seat Belts O.E.	£35.00 pair
Front underrider XKC 83/84	£48.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Recon floor carpet 1300 F.W.D. 617831	£25.00
Boot windshield wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£35.00
Service exch oil pump 18/50 - Sprint 215573	£3.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50/3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157659	£36.00
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£10.00
Brake pads Sprint	£12.50
Dolo 1500/18/50 brake shoes GBS746	£20.00
Dolo 1500/18/50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£27.50

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GT6 Mk I - II - III Register



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



Andy Cook

Tech Power

Ok we all drive Classic cars, however, most of us also use modern technology such as

Mobile Phones, ipods, SatNavs, DashCams, Tablets, laptops and the like. Then there are other less high tech items that use 12v supply such as tyre pumps and cheap polishers etc.

All of these items require a power supply even if it's just for re-charging internal batteries and as standard the GT6 has no 12v power sockets. However this can easily be sorted with a bit of install and wiring.

Socket Options

First option is to fit a Cigar lighter which would have at least been a fitment in many cars of that era including some of the less sporty or more luxurious Triumphs such as big saloons, Dolomites and Stags.

You could drill a hole in the dash to fit one, however, my personal choice is not to modify the lovely lump of wood in front of you if it's still standard. I used to have a Cigar lighter fitted in my own GT6 until recently and mounted it on a bit of wood below the dashboard on the



Picture 1 Some 12v items that you may want to power form your car.



Picture 2 Cigar lighter socket

GT6 Mk I - II - III Register



Picture 3 Cigar lighter socket fitted under the dash on my GT6

passenger side above the glove box.

Another option is to fit one of the more modern 12v sockets, these are readily available from Auto factors, ebay, electronics shops and the like.



Pictures 4, 5, 6 and 7 Various 12v sockets.



tronics shops and the like.



Some are multiway, which is useful, some even come with a built in additional digital voltmeter function, some have a USB sockets rather than a round 12v socket or a mixture of both.



Picture 8 12v twin socket type fitted to my GT6

I recently changed out the old Cigar lighter socket for a twin 12v Socket bought on ebay for about a fiver. Being black in colour it is pretty unobtrusive sitting under the dashboard and has a built in bracket as part of the moulding.



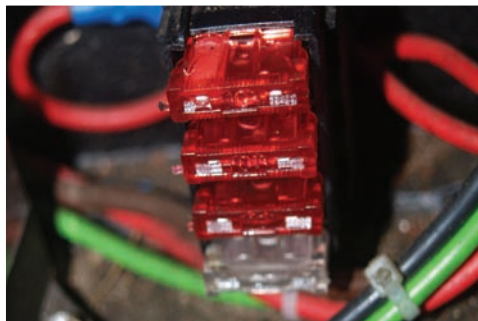
Picture 9 unobtrusively mounted under the dash.

Power Source Options

Once you've decided on what type of socket you want to fit, the next important thing to consider is the wiring design and power source from within the car. There are two types of source to consider, a direct un-switched 12v source (always on) or a switched source that's only live when the ignition is on.

Un-switched Direct Feed

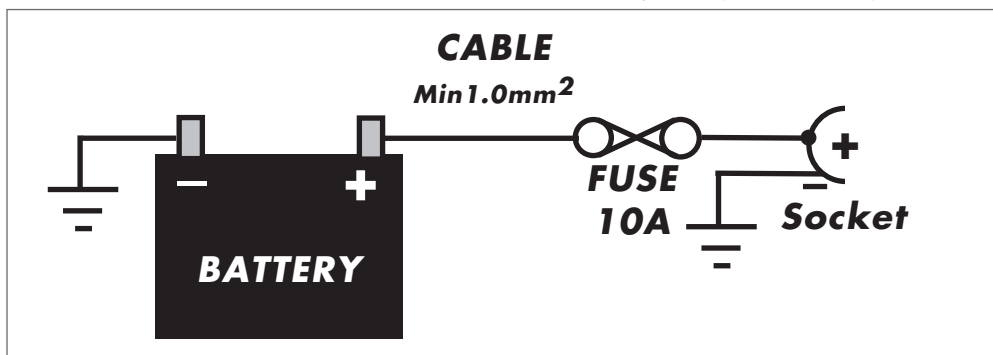
For an un-switched source, this still needs to be fused. It's best to take the source direct from the battery or the starter solenoid rather than another fused circuit



Picture 10. Blade fuse box on my GT6

an un-switched arrangement on my GT6 so that the power is on all the time for charging up my phone or tablet overnight when I'm away on camping weekends. I have a blade fusebox for accessories on my car and have used one of the slots for a separate 10A fuse for the dual 12v socket.

You also need to ensure that you use suitably sized cable for the feed. For a 10A circuit I'd suggest 1.0mm² cable 32/0.2 as a minimum size which is rated at 16.5A. Use crimp connectors on either end, spade connectors for the fuse box, ring connectors at the solenoid or battery end. You need to use suitable connectors at the socket, whether that be bullet plugs and sockets on flyleads or spade type connectors depending on the design.



Picture 11. Wiring Diagram, un-switched direct feed

as automotive and USB sockets are rated at 5A each and some accessories may draw a fair bit of current so you don't want to overload other circuits. I've used

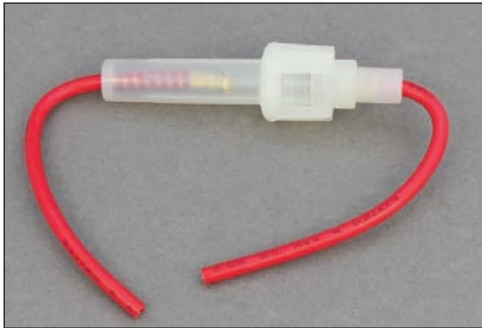
Here is a suggested wiring diagram for a direct un-switched connection

Switched Feed

If you decide to go for a switched feed which is only live when the ignition is on,



Picture 12. Automotive Relay



Picture 13. In-Line Fuseholder



Picture 14. Blade Fusebox

the best approach is to still use a direct feed from the battery or solenoid but use a relay to control the feed. This is because

the current draw could damage your ignition switch or be too great for the wiring you take the switched feed from.

Use a normal automotive relay available from most auto factors, electronics shops or ebay etc. Then for a fuse an in line or blade fusebox. Or even better select a relay that has a built in fuseholder for a really neat solution.

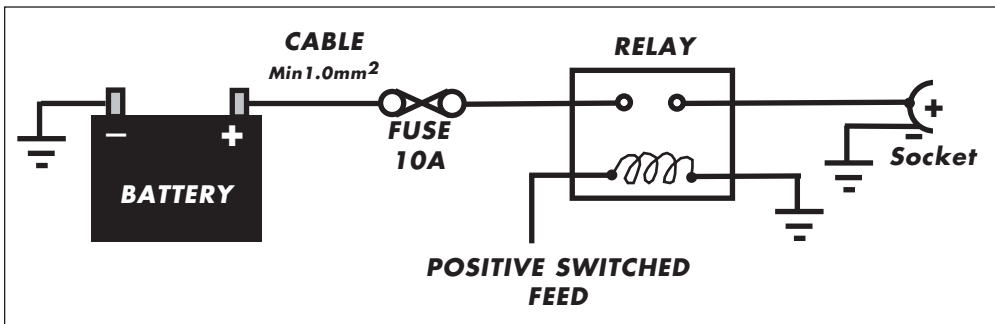
Good sources for the control power source is the radio power feed which is live when the steering lock is unlocked and allows use without the main circuit being livened up or the green circuit that is live when the ignition is in the 2nd



Picture 15. Relay with built in fuseholder.

position used to power things like the heater, wipers etc.

I've used a switched feed on my other Triumph (Dolomite) for additional 12v sockets as it already has a cigar lighter that is permanently live. I used a relay with a built in fuse (Diagram Overpage).



**Picture 16 Wiring Diagram
switched feed.**

More on Antiques Road trip

Following on from the picture of the GT6 featured in Antiques Road trip last year that I wrote about in last months report I received the following mail from member

Mick Thomas,

"Andy,

I have just been reading your January



article in The Courier and was pleasantly surprised to see a picture of my 1972 MK3 GT6, HHP 627L, displayed for all to see.

I owned the car for 5 years but have since sold it and it can now be seen in and around Dublin. I owned it at the time it was being filmed for the show.

I have say that I was very surprised when it 'broke down' on screen as it had never let me down in the five years that I owned it and unlike previous Triumphs that I have owned, it always started first time! Maybe it was to provide a bit of drama within the programme?

I have to say that it did not look out of

place as it pulled up alongside the Porsche in the opening sequences and the celebrities who set off in the GT6 did, in fact, comment that they thought that they had the better car!

Incidentally, I did write to you earlier in the year as the car is also featured on the TSSC website, so fame all over the place!

As mentioned earlier I did sell it over the summer and drove it (trouble free) from Warwickshire to Holyhead all along the A5 for the new owner to collect. He was delighted with his purchase as he drove it off to the ferry and back to Ireland for it to begin its next chapter in life! Many thanks for featuring in your article."

Regards,

Mick

From Cookie's Archives

This months picture was taken in the early 90s at Snetterton Race Circuit, The GT6 pictured was part of a TSSC team entered for the Birkett relay 6 hour race.

Here's an extract from the 750 motor club website (event organisers) which describes the event which is nowadays held at Silverstone.

"Dating back to 1951, the race was the brainchild of one of the 750 Motor Club's founder members – Holland "Holly" Birkett. Following his death the event was subsequently renamed in honour of the Club President.

The race is held today on the Silverstone GP circuit and as a result can accommodate up to 70 teams of between 4 and 6 drivers and cars competing in a unique relay race format. Each team has to lap



Picture 17 GT6 racing in the Birket 6 hour relay at Snetterton

the circuit as many times as they can within the six hours, with only one of their team cars running at any one time. As one comes into the pit lane, the next can be dispatched out onto the circuit. Entry is restricted to sports and saloon cars; this means an eclectic mix of vehicles can be on track, everything from 1960's MG Midgets to BMW M3's, hordes of Caterham derivatives and modern sports racing cars such as Radical's.

The event is really two events in one. In addition to trying to win outright by

recording the highest number of laps there is also a handicap classification, which in theory could be won by any of the teams. Each team, unless in scratch position, is credited with a certain number of credit laps, presumed to have been run before the race started. The results are then calculated from the credit laps and the actual laps covered by each team in the 6 hours to see who has beaten the rest...and the handicapper! In addition to overall scratch and handicap awards, there are a number of class prizes to ensure all teams have a chance of silverware!"

Andy



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Trevor Collett



Alternative TR

This month I'm moving away from Herald-connected "alternative" cars to a range of low production cars with a Triumph TR connection. I have mentioned the Peerless car before (most recently in October 2003); it is a car from the late Fifties

from the World War 1 army lorries that it once prepared for re-sale. A large majority of the lorries were American and a good proportion of these were originally from the Peerless Lorry Company in Cleveland, Ohio (USA).

The Phase 1 Peerless 2 Litre GT

The Peerless GT story began in 1956 with **Jimmy Byrnes**, a successful hotel owner from the Midlands. Byrnes was an avid motor racing enthusiast who decided that he wanted a racing car built to his own specification. The car was to be for his own use on the race-track, with a view to possibly supplying fellow club racers, if the project proved to be a success. With all this in mind, he approached **Bernie Rodger** (an experienced racing engine tuner and "special" builder) with a proposition to build such a car. Mr Rodger had an excellent pedigree, which not only included bodywork design and race en-



that used the TR3 engine and suspension. For a history of the marque I've précised the history page of the web site of the **Peerless & Warwick Register**:

The Slough built Peerless GT derives its name from the premises at which it was originally manufactured. These premises had long had the association with the Peerless name, though not for anything as exotic as 2+2 sports cars. The Peerless works had derived its name



Phase 1 Peerless at Gaydon



gine tuning, but also the well acclaimed Beart-Rodger race car project (Francis Beart being a meticulous Norton expert).

However, it wasn't long before the idea of a pure racing car had been set aside in favour of a more commercial venture. Byrnes and Rodger had decided that money could be made in the low volume production of a readily available low cost sports GT.

For Jimmy Byrnes, it had been a natural choice to consider using Triumph TR mechanical components, as more or less the entire management board of Standard Triumph were regular customers at his new restaurant, the Saxon Mill at Warwick. In fact, **Lyndon Mills** (one of the Triumph board of directors) was to become one of the strongest supporters of the Peerless venture.

Bernie Rodger soon began to design a chassis around the TR3 components, using a state of the art multi-tube construction in 16-gauge 1" x 1.5" rectangular steel tube. A shapely aluminium body was attached to the first chassis produced very early in 1957 and the completed car was subjected to exhaustive testing. This initial design exceeded everyone's wildest expectations with a top speed in the order of 120 miles an hour and a 0-60 time of less than 10 seconds. Suitably impressed with his achievement, Byrnes proudly presented the car to his former army friend **John Gordon**, who at that time owned a used car dealership selling Rolls Royces. John Gordon was another racing enthusiast but was more accustomed to very fine thoroughbred ma-

chinery, a fact that made his opinion highly valued.

Closer examination led John Gordon to express that although remarkable, the car was too small, and that he believed the market would respond more favourably to a larger more practical 2+2 car.

This led to several revised ideas, one of which being the widening of the vehicle's track, which in turn enabled Bernie Rodger to

utilise a de Dion rear axle within his modern space frame design.

With John Gordon now firmly 'on board', a second alloy bodied four-seater prototype was built and exhibited at the 1957 Paris Motor Show, where it was subjected to close scrutiny by some of the Standard Triumph Board. Needless to say, words of encouragement were expressed. On returning to England, the car was driven to the Triumph factory where **Lyndon Mills, Harry Webster, Martin Tustin and Alick Dick** (of the Triumph Board of Directors) made the proper congratulatory remarks.

The object of that visit was achieved; Standard Triumph agreed to supply all the components needed to start full production.

Peerless Motors, Bath Road, Slough (the Jaguar dealership for Buckinghamshire), was in receivership, so, after careful negotiations, our three intrepid enthusiasts had a base for production.

Previously introduced as the Warwick (named after the county in which Byrnes' hotel was situated), it was decided to rename the car the '**Peerless 2 Litre GT**' as Peerless was already a well recognised name in the motor trade, especially in the USA, where there was tremendous export potential.

A schedule of the parts required 'per car' was submitted to Standard Triumph for costing, and very reasonable prices emerged.

The space frame chassis and de Dion rear axle tube were subcontracted to a local company on

the Slough trading estate, where the Managing Director happened to be an ardent car enthusiast. In fact, chassis production came together quite quickly indeed. The body however, was not so simple to produce. Steel and aluminium were completely out of the question as the tooling costs involved were well outside the price bracket. So, *British Resin Products* were invited to Slough to present their case for a complete GRP (glass reinforced plastic) body. In 1957; GRP was a relatively unknown quantity but the tooling costs were found to be acceptable.

Interest generated from the Paris Motor Show alone had suggested that the sales potential could be at least 1500 cars a year. One American distributor had asked for 80 a month, rising to 150. The first three production Peerless models came off the line toward the end of May 1958 and were displayed to the worldwide motoring correspondents early in June. Press releases throughout the world acclaimed the Peerless as the "Sports car for the family man". No longer was it a case of "either / or" for the young man who wanted a wife, a family and a sports car. Another publicity stunt soon emerged as by far the most daring, in the form of an entry in the most demanding test of durability imaginable, Le Mans. What better publicity could there be than to enter the 1958 24-hour race.

They managed to get two entries, one confirmed and one reserve. The result of this race surpassed all expectation. After 24 hours of almost continuous rain, the Peerless finished 16th, winning its class.

The Phase 2 Peerless 2 litre GT

In a little over 12 months since Jimmy Byrnes and Bernie Rodgers had first sought the opinion of John Gordon, they managed to build a thriving company that was so overwhelmed by demand for their product, they could barely keep up. In fact production was lagging five weeks behind orders, which was mainly attributable to the meagre output of five cars a

week. **Simon Hill** (the Sales Manager) is reported to have said that he never actually had to sell the cars, anyone that was interested got a quick ride up the road in the demonstrator (if they were lucky), paid the deposit and merely joined the growing waiting list.

The fact that orders still came flooding in was made all the more astonishing when you discover that the list price of a Peerless in 1958 was £990 + £500 purchase tax, yet a Triumph TR3 could be bought for less than £1000 (including tax).

However, a second set of moulds were made and this enabled production to be doubled and the backlog of orders started to fall. In light of the experience gained in the production of 250 Phase 1 models, over 20 small, and not so small, improvements were incorporated in to the design of the new Phase 2s in July 1959. No notable modifications were considered necessary to the chassis or the mechanical layout.

Owing to the increased speed of the new manufacturing process, it was expected that 25 bodies and thus 25 cars could be produced each week. Meanwhile, the first two LHD Phase 2 cars were shipped to the USA prior to John Gordon visiting John Posselius in Detroit and Dorothy Dean in Los Angeles to promote the new model; on his return the future looked particularly bright.

Unfortunately, at about this time trouble was brewing for Peerless. Changes on the Board caused some unease within the component supply companies and confidence was soon lost in the project. It would appear that only about 50 Phase 2s were ever built.

The Warwick 2-litre GT



The Warwick GT



By 1960, Peerless Cars Ltd were in considerable financial difficulty and they were soon forced into liquidation. Despite this, the enthusiasm of the Directors continued, and rather than sell off the large quantities of spares and equipment for next to nothing, it was decided that they should form a new company and restart production on a more modest scale. The Phase 2 Peerless had (in company press releases) been described as the *"Penultimate if not the Ultimate development"*, so Bernie Rodger obviously had further refinements that he wished to incorporate, and thus the 'Warwick' was simply the natural progression in the evolution of the marque. Premises were found not far from Slough in Mill Lane, Horton (Berkshire) and Bernard Rodgers Developments Ltd. established. Work began on the prototype, reverting to the name so nearly used earlier in the story, and derived from the county in which the idea was conceived, Warwick.

New techniques in glass fibre construction allowed considerable strengthening of the shell without the addition of extra weight. This strengthening was helped by incorporating a one-piece bulkhead, which also eliminated the previous nuisances of heat, noise and draught. The bonnet was designed as one piece, which pivoted forward from the front end. This drastically improved ac-

cess to the two-litre TR power unit and front suspension.

In no respect could the Warwick be said to lack performance. Powered by the two litre Triumph engine and weighing no more than the two-seater TR3, the Warwick was quicker to about 55 mph, and 90mph was achieved in about 30 seconds. The standing quarter mile was timed at a modest 18.5 seconds, with a top speed of 105 mph.

Thankfully this performance was not achieved at the expense of economy; 30 miles per gallon was easily attainable, with 25 mpg to be expected under more rigorous conditions. "The Motor" considered that although the Warwick may have seemed unacceptably rough, noisy and imperfect in some departments, at the basic price of £1,666 it offered a distinctive combination of size, price and performance unique amongst British sports cars.



At 105 mph, it was faster than any other closed four-seater in its price range.



Despite this, during 1961 a new, even quicker, variant was developed, the Warwick 350 GT, sporting a Buick 3.5 litre V8 engine. This model was short-lived; the company continued to have grave financial troubles and was officially wound up in January 1962.

Precisely how many 2 and 3.5 litre Warwicks were ever made is not known as records are

simply not available; the normally accepted figure however is about 40, although even that may be an exaggeration. If only to confuse matters even further, Peerless and Warwick registrations continued well into the 1960s, made possible by the liquidation sale of the

remaining components after the closure of the factory. Even up until June 1964 a magazine was advertising a "final consignment" of new Peerless Phase 2s at £895-0-0d (including purchase tax) prepared by Lawrencetune of Acton and sold by D.A. Mullard Ltd, of Middlesex.

The photos of the two cars here are from my archive. The Peerless, 8583BP, was at the Gaydon Triumph meeting in 2003.

It is a 1959 Phase 1 2-litre; my recent research has unearthed that it was the car driven by **John Bolster** in the March 1959 edition of Autosport Magazine test report.

As recently as 2016 it was still running, owned by one **Nigel Cluley** of Worcestershire.

I came across the Blue Warwick, 75RBH, at a local car show in Surrey in 1999. Looking up this car on the good old internet reveals some interesting facts. Coincidentally it was also test driven by John Bolster, in 1961. It started life with the four cylinder TR3 engine, but seems to be an early convert to a V8. It seems that over the years it went back to four cylinders and then back to V8 again; it had just four cylinders when I saw it in 1999. The most recent photos I came across were from September 2009, when the car was racing at the Goodwood Revival meeting. It was sporting a 3.5-litre V8 and was driven by Jim Prentice. Intriguingly, I can tell you that the registration 75RBH is still on the road – but not on this Warwick; it's now on a 1960-built Aston Martin DB4. I have my theories. So, there you are – another small twig on the broad canopy of the Triumph family tree. I love it.

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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 Overleaf

Chris Gunby
TSSC Chairman
39

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



e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



Miss-fire Problems Continue...

Gary Flinn's tale of TR5 ownership continues this month, last month Gary was battling an issue which he believed could have been the fuel pump, we'll see.....

April 2016 continued from last month

The following weekend I get some help from my long time friend **John Gregory**, we spend half the afternoon and part of the Evening checking over the whole Ignition and fuel systems, John cannot find anything wrong so we decide to swap the Pump for another known good one, we go for a test run of around 5 miles and have no problems, so we are both thinking it was the Pump? By this time it's around 6.30ish so I decide to head for home, one problem though, the car won't start!!

John checks if we have a spark we do, he then checks if we have fuel at Injector No.1, nothing? He then checks if we have Fuel to the Metering Unit, again nothing, the Pump is making some strange noises so we decide to swap it again for a third pump!

By this time my Battery is wilting, so we put it on Charge for a while using John's Heavy Duty 40 Amp Charger, the car finally starts and ticks over smoothly again, so I decide to try and get home, It's nearly 8pm by this time! I make it back but the car is back to the same trouble

with miss-firing cutting out and will not rev over 2,000 RPM?

Drive it day April the 24th comes and I decide to try and see if I can make it to the Start of the Trent TR Groups starting point at the Novotel in Long Eaton, the car starts and runs fine for the first few miles then on the A52 I get the usual miss-firing and rough running, not as bad as before but still not right, I make it to the meeting point 15 minutes early to find only one TR6 there, a guy called Tom. I ask him if He can



Gary's TR5 looking good in the line up

help and he advises I swap the Rotor arm for a decent one, my cars fitted with a repro Rotor arm with a rivet which apparently have a bad reputation, Tom lends me a decent Rotor Arm and I swap it to see if this may be the problem.

Eventually more cars arrive and I'm talked into having a go at the 30+ mile run to Belvoir Castle near Grantham, so I do but the car gradually gets worse and worse and is back to the usual cutting out?

I decide to abandon the run at the M1 Junction

at Kegworth and try and limp home, the car is really bad all the way along the A50 so I decide to stop at the Services and call the AA, while waiting we have a coffee and they turn up around 40 minutes later, the AA guy gives the ignition system a check over and cannot find anything wrong, I advise him I'm 99% sure it's a problem with the fuel or Injection system, he states I can either wait for a recovery truck or he will follow me home, so I decide to risk it and try and make it the 10 or so miles home with him following, I make it back eventually but the car is miss firing again all the way home and will not Rev over 2,000 RPM.

May 2016

By this time as you can Imagine I'm starting to lose the will to live with the Car, so after a bit of Advice from the TR-Register forum I do what I should have done from the Start and contact the PI Specialist Neil Ferguson at Stafford who reconditioned the whole PI System for the Previous Owner Sean during the cars 6 Year rebuild, I give Neil the symptoms and he comes back with a couple of possible answers one of which turns out to be the problem!

After additional discussions with a guy called Rob from the Trent Area I decide to disconnect the pipe feeding the Fuel filter from the Tank, blank off the normal tank outlet and put the filter feeder pipe feed into a separate 5 Litre Fuel can in the boot, I then go for a run to see what happens?

EUREKA!!

The car runs as well as it ever has with no Miss-firing or cutting out, it does eventually cut out though when the 5 Litre tank is empty!

I reconnect the pipe to the main Tank and limp home with the Miss-firing back to normal, so this tells me I have something inside the tank blocking the outlet?

On removal of the Tank I find what I can only describe as a Pea sized Lump of Congealed Fuel partially blocking the Outlet, this was obviously getting sucked over the outlet and causing the

Cutting out and intermittent stalling, it explains also why I was getting some strange noises from the Pump too?

I gave the Tank a good clean out with Hot water and detergent and then a thorough dry with my Mrs's Hair Dryer! On replacement I decided to replace all the High & Low Pressure Rubber hoses inside the Boot with new and also replace the Fuel Filter.

So you are all thinking this is the end of my PI System woes?

Well think again!

Gary

Are you the current owner of this TR?

Dick Twitchen sent me the following note about a TR 4 he owned previously and he would like to know if any TSSC member is the current owner? If so could you let me know and I can either put you in touch with Dick or pass on a message. He also sent me some scans of photographs (remember those) which will appear in this column if the quality allows. So in Dick's own words.....

The need/urge for a second car and pre-children meant it had to be a return to 2 seats. I



had done a Herald Coupe and various Austin Healy Sprites in the late 60's and early 70's whilst another Lotus Europa was out of the budget. A 'Coventry kid' the options fell to a Sunbeam Alpine or a TR.

AFH 590 B was local in Portsmouth, white with a Surrey top, red interior and a runner,

Eventually sufficient indications warranted a close look at bearings whilst attending to a head gasket. The lack of a garage or engine hoist did not stop progress, proving that if you have luck on your side you can leave the engine in situ, drop the sump and fit new oil control rings along with big and small end bearings.

Next was the bodywork, again working outside. Rear wings off and inner wings repaired, GRP front valence and localised repairs saw the decision to strip it back to bare metal through numerous layers of different colours. By now a baby seat was fitted and that was fine until he was big enough to be able to kick the car out of gear at which stage it clearly had to go (car not son). All of this was happening at the same time as the Le Mans TR7 V8 was doing the rounds and a fine sight and sound

but unless some urgent work was carried out the end was nigh. The car lived outside and proved reliable even if the smell of burning oil on the exhaust en route to an RN v Army rugby match did not endear itself to Mrs T, who never attempted to drive it having felt the clutch and steering.



it made at Triumph gatherings. Was it worth it?

Of course it was, and a cursory check of DVLA records a couple of years ago showed the car as still being around; so if you know where it is now?....

Dick Twichen

Whether 6 cylinders or 4
a TR is more !

Bern



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In the March 2017 issue...

Team **PC** heads to Paris in mid-winter, in a Triumph Stag... top down all the way! **Theo Gillam** explains how to improve your classic in ten easy steps, making it more satisfying to drive and adding value at the same time. Plus a gorgeous **Mercedes-Benz 190 SL** restored at home by one intrepid reader.

TR7/8 Register

e-mail:

tr7-8@tssc.org.uk

Paul Lewis



The TR7 Lynx



The TR7 was meant to spawn a whole family of cars based on the mechanicals and looks of the new corporate Leyland Sports car. One of these ideas was a 2+2 fastback similar in style of the popular Datsun 240Z and Reliant Scimitar called the Lynx.

The ideology behind the Lynx was straightfor-



TR7 platform had its wheelbase extended by a full twelve inches and longer passenger doors were incorporated in order to balance the side view of the car and improve access to the rear seats. The rear end of the car looked vastly different to the donor car and was somewhat unhappy in its detailing – losing the Harris Mann tapering belt line in the process. The intention was that the car would also incorporate a hatchback, like the MGB GT in order to offer a practical, as well as stylish package.



Lynx Styling

ward enough – and the fact that strategists identified the need for the company to produce to a sports coupé proved that they were doing their job correctly. In 1972, the Lynx emerged as a wholly predictable extension of the TR7 platform, relying on its front end almost unmodified, but from the scuttle line back, the car was almost entirely new. The

Development of the Lynx was stepped up,



following commencement of TR7 production in September 1974 and again, extensive use of



TR7 Lynx prototype

was ready to be installed into the Speke factory coincided with industrial relations problems of biblical proportions between the workforce of the Liverpool factory and the company's management. The turning point for Speke came with the installation of **Michael Edwardes** at the helm of the company – a man whose task it was to

the BL part bin was made. The gearbox would be the 77mm five-speed unit planned for the TR7 V8 rally car and Rover SD1; the rear suspension would also be shared with the Rover SD1 – a solid rear axle with intelligent location and damping. The package looked very viable and once it became clear that Speke would have the excess capacity to produce it, the BL Board gave it the go ahead for production.

The problem was that the time that the tooling

break the Union stranglehold on the company's factories.

At the end of a particularly bitter four-month Strike at Speke, the factory was axed – and with it, the Lynx.

Ref: Adams, K. (2017). The cars : Triumph TR7/TR8 - AROnline.

Available at: <http://www.aronline.co.uk/blogs/cars/triumph/tr7-tr8/the-cars-triumph-tr7tr8/>

MIRA was heavily involved in the crash testing of the Lynx and several of the prototypes were used to make sure the cars were compliant not only in the European market but also for their main market focus North America.

It is sad that the Lynx never made it into production due to several factors but history is full of stories like it. Maybe one day the Triumph name will return.



MIRA



MIRA



MIRA

SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.



Suzie Singleton

Do More with Your Triumph! (Part Deux)

Following on from last month here is the second part of member **Keith Lister's** Triumph year. However, first I need to apologise as I omitted one of the photos Keith had sent me relating to his visit to the National Memorial Arboretum in June so I include that paragraph again here.



*"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. Saturday you could go down to the Ashbourne festival with street acts going on all day, followed by the usual fun on Saturday night, this year's theme being the 1940s. Sunday is the Peak run through 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 to all if you are in the area.*

8th to 10th July saw me camping at Levisham station on the North Yorkshire Moors Railway with some members of our area. We displayed our cars in the station yard for the weekend had a trip on the railway

*and generally had another relaxing weekend. The end of July saw me at **Silverstone Classic** with a friend from the Porsche club, as he has a motor home we used this (luxury), but did not take our cars. Nigel and Tracy from Northamptonshire did an excellent job of running the Club stand all weekend and had*



a good display of cars. The racing was exciting and there is so much to do over the whole weekend, trade stands, club displays, fun fair and music late into the night. They were celebrating James Hunt's 40th anniversary win and had a display of his cars.

The next weekend 5th to 7th August saw us at



the heavens opened and a row of cars all stopped to put the roofs up, unlike all the rest, us Mk2 owners have to get ours out of the boot and assemble it, Lynne and myself are like a Formula 1 pit crew now after getting wet a few times. The evening saw another quiz and Sunday was another display of cars. The Battle of Britain flight lives next to the camp site so managed to see some Spitfires of the flying variety.

The final weekend of the year saw the **North Yorkshire area back end bash** move venue to Cropton in the North Yorkshire Moors, camping next to the New Inn pub and

Leicester and Rutland's Sunshine Rally at the Rutland caravan and camping site. Friday was again a meal down the pub followed by a quiz back in the marquee. Saturday was a nice run out followed by the now famous barbeque, further quizzes and a singer. Sunday involved a walking treasure hunt round the local village followed by a Show and Shine in the afternoon.

The 1st weekend in September saw us join



the **Lincolnshire area at Tattershall Lakes** camp site. They claim this is a disorganised event but I would disagree. Friday was the usual meet and greet. Saturday dawned grey and cloudy but worth having the roof down on the run. This soon changed when

brewery.

Friday

night was

an excellent meal in the pub, Saturday was a run out to Saltburn and to Runswick Bay with a barbeque in the evening and a leisurely



breakfast and then pack up on the Sunday.

Other than 1 flat tyre I have had no issues with the car this summer, seen a lot of old friends, and many new ones. The run outs have all been well organised and the entertainment outstanding. We are not called the friendly club for no reason and if you don't already, I would recommend joining one of next year's camping weekends.

We hope to expand our range of meetings in 2017 and look forward to meeting even more members of the TSSC".

Keith Lister

Thank you again to Keith for his overview of 2016, a great way to illustrate how our cars can be used pretty much all year round. I hope he has as much fun in 2017.

If anyone else would like to put together a calendar of their year's events with their Spitfire I'd love to feature it in these pages.

I heard from **Mick Dolphin**, (who many of you will know as a specialist Triumph New Old



Stock dealer - www.mickdolphin.co.uk) just before Christmas to say he had enjoyed seeing the Christmas card I featured with the TR lookalike. He was kind enough to send me a small gift himself, a photo of him (or was it Jason King?) with his *"very first Spitfire, which I bought as a wreck with a tree growing through it, and ran for several years after 50*

"restoring" it around 1976. (which is why I had it sprayed in trendy Java Green...) It came with a very good GT6 Mk 1 bonnet, the numberplate would be worth a fortune now I suspect, I gave £20.00 for the car if I



remember rightly!"

A quick thank you too to **Wendy Manser** for her Christmas gift to us, I wonder how she could have been so confident we'd enjoy it?



And finally, I'll give the last word back to Keith with a photo of a Toledo he sent me a few months ago:



TSSC Celebrates 40th Anniversary - July 2017

To mark the occasion, we are formulating an event that we hope will have historical and social features that our membership will want to participate in.

We want this event to be one of the cornerstones of the TSSC 40th Anniversary year.

Suggested Itinerary

Saturday 15th July (Morning) -

Meet at **M1Newport Pagnell Services** - the location of the very first meeting at which the Club was formed.

Saturday 15th July (Afternoon) - A cross country drive from Newport Pagnell, lunch and celebrations at the Club's Headquarters in Lubenham.

Saturday 15th July (Evening) - Drive from HQ to a Hotel/Lodge then onto a gala dinner, with Guest Speakers, in a venue on the site of the old Triumph factory at Canley, Coventry.

Sunday 16th July - after breakfast, drive to one or more interesting locations in the area for lunch, followed by dispersal.

Dave Beardsley

International liaison Officer

TSSC 40th Anniversary Run

If you would like to be kept informed of booking arrangements, please complete and return (or scan & email. info@tssc.org.uk) the tear-off slip below and post to:

TSSC, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF.

Name.

Address.

.....

..... Postcode.

E-Mail:

40ANNIV17



Readers

Write . . .



The Golden Spanner

After Reading the article about The Brick (Suzie Singleton's column, October 2016 issue) it made me think of the origins of our group's Golden Spanner award. Many years ago, a few Triumph enthusiasts met in a corner of a pub, and in another corner a group of M.G. enthusiasts were meeting. They started chatting, and from this came the Chester and Wrexham M.G. and Triumph group that has grown to over 50 people who meet in the Trevor Arms, Marford every month.

The Golden Spanner was born from the friendly banter between the M.G. and Triumph owners when there was a breakdown that justified the award.

Then retired friends decided to meet for a drive and a pre-arranged lunch on the last Tuesday



of the month, this being our OFFAL (Old Farts and Friends At Lunch) run. A great way for classic car enthusiasts to enjoy togetherness.

Roger Hill.

TSSC North Wales



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*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1969 Triumph Herald. Value £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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info@tssc.org.uk

or phone the Club Office on **01858 434424**

BOOKING FORM 2017



Triumph Sports Six Club Spa Classic 2017 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			
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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

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TSSC Insurance Panel



Will SORN Vehicles Need Insurance?

Will the motor insurance review mean that SORN vehicles need insurance?

*Currently if you aren't using your vehicle on a road or in a public area you can make a Statutory Off Road Notification (SORN) declaration. This would mean that you're exempt from paying Vehicle Excise Duty (VED) **and** having motor insurance.*

With the upcoming Motor Insurance Review we could see this changing, so will SORN vehicles need insurance?

After a recent EU ruling known as the '**Vnuk Judgement**' the UK Government is reviewing the current motor insurance laws. The main aim is to make it easier for victims of a motor accident on private land to claim compensation.

Currently we're all required to have at least third party insurance on a motor vehicle which we intend to use on roads or in public areas. This could be set to change, and we could potentially see a wider range of motor vehicles needing insurance, in a wider range of circumstances.

The Review

There are two main options being considered by the Government, the Comprehensive option and the Amended Directive option. Depending on which one is chosen will determine whether SORN vehicles need insurance.

Comprehensive Option

The Comprehensive option suggests that all motor vehicles being used for their intended purpose require at least third party cover. This option doesn't stipulate where the vehicle is being used. So even if you're just using your vehicle on private land, you'll still need insurance. This would mean all SORN vehicles need insurance.

The UK Government do feel that the Comprehensive option is a bit extreme as there are many vehicles that are declared SORN and aren't actually used at all, but simply stored and kept off the road.

It is most likely that vehicles not intended for use will not require third party insurance.

Amended Directive Option

The Amended Directive Option will require third party insurance for motor vehicles being used on private land with public access. This option is unlikely to affect SORN vehicles. This is also the option which the UK Government is leaning towards.

Brexit

A recent EU ruling sparked the motor insurance review, as the EU are changing the Motor Insurance Directive (MID). The MID outlines motor insurance guidelines which member states must comply with and work into their own domestic laws. Despite the UK public voting to leave the EU in 2016, we are still a member state so our motor insurance laws still need to comply with the MID.

The **EU is likely to go with the Comprehensive option**, so whilst the UK is part of the EU we'll need to comply with the changes. This could be a temporary solution as the UK Government is in favour of the Amended Directive option. So once we have left the EU the UK Government will likely revert to the Amended Directive option



Impact

Should the law change and all SORN vehicles require insurance in future, we see three main issues which need to be taken into account:

Cost – Will the potential cost to members of the public outweigh the benefits to potential victims? There aren't currently any statistics showing the risk SORN vehicles pose or the cost of claims from incidents so we're unsure what the cost to insure SORN vehicles will be. Either way individuals and businesses will need to account for the additional insurance cost in future.

Enforcement – The UK Government will need to decide on the penalties and how they will be enforced should there be cases of insurance fraud for SORN vehicles. Should the penalty for an uninsured SORN vehicle be the same as for a vehicle being used on a public highway? We may also see an increase in insurance fraud because of the additional costs owners have to budget for.

Road Worthiness – As the SORN vehicles have third party cover, will they be insured for use on the road? Currently vehicles declared as

SORN are MOT exempt. If SORN vehicles require third party cover, will they need to pass an MOT or a road worthiness test?

Have your say!

The Government have opened a survey to the public regarding the Motor Insurance Review. You've got until **March 2017** to complete the online survey. The way it's written isn't really aimed at the general public, so don't worry if some of the questions don't apply to you, you can just skip past anything you can't answer.

Complete the survey here.

<https://www.smartsurvey.co.uk/s/4C WY6/>

Read More on the Motor Insurance Review

<http://www.heritagecarinsurance.co.uk/newsroom/news-and-articles/motor-insurance-review-summary/>



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Area Showtime



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Bern Robinson

All Show Reports to the Editor please



Bicester Heritage Scramble

TSSC Oxford Area Stand - 8th Jan

By Nick Morse (Oxford AO)

I still think scramble is the wrong term for these events and my passenger agrees!

Still for an overcast and dull day with drizzle we had a surprising turnout.

We had two visitors from Gloucester group so well done to them for making the long journey over to see us.

I really hope they thought it was worthwhile.

In all I counted nine cars which well overflowed our tiny pitch we were given.

One member came in a non Triumph so visited a different stand but we forgive him!





Another member came with a Lotus Elan for sale on a trailer and parked elsewhere but we forgive him too especially as we had run out of space so early on.

In all the event was well attended with many



classics as well as modern cars too.

The airfield was also in good use during the event with gliders and a biplane or two.

Well done to all who turned out and supported our first winter event and apologies if I did not manage to speak to everyone.



CABLE BRAKES

AND OTHER MEMORIES!

by Del Holman



Paul Richardson's reminiscences of his time at Standards (in the September 2016 Courier, 435) stirred my memories too. His talk about the 1936 Flying Standard cars

having cable brakes brought memories flooding back of my second car, a Jaguar SS2. I owned it while at Uni. in the very late 50's, early 60's. SS's – which it is generally regarded as standing for Swallow Sidecars, who built the bodies - were Sir William Lyons designs of cars from the early 30's that eventually became Jaguars.

SS2 Pics Courtesy Google & conceptcarz.com



Standards supplied the entire chassis, engine, drive train – the lot, onto which Swallows built the SS body.

My SS2 was a full 4 seat drop-head, with a good boot and the spare wheel mounted on the back.

It cost me £25. If my memory is correct, the 1343cc side-valve engine had a 108mm stroke - incredibly long by today's standards. Yes the earliest Jags had side-valve engines !



But it was the cable brakes that were pigs to adjust. The bottom hinged brake pedal had an adjustable rod that went back to a cross shaft

plonked the wooden floor back in place and screwed the seats down.

No seat belts in those days !



built into the chassis under the front pair of seats. From the shaft, cables without covers ran to the four brakes, the front ones routed to minimise the effect of steering angle change. It took ages to adjust the four individual cables so that left and right balanced, rears didn't lock up before the fronts – and you had an effective handbrake. When all was done, you just

the stated value as possible. Since one cam-gear tooth was worth just under 9 degrees, the adjustment could get the timing within 1 degree of correct – and that was good enough for Standards. There was the same spring tensioner on the upper part of the chain, and virtually the same front engine plate and timing cover. The only update in Herald type engines

Amazingly, there are design aspects from the 1930's that Standard Triumph continued into the 1970's.

Take the camshaft drive. There were 4 holes to fix the chain gear into the cam, and 42 teeth on the gear. Since 42 is not divisible by 4 this allowed the gear to be turned over or rotated (by a quarter, a half or three quarters of a turn) or both, to get the timing as close to

was the use of a modern rubber oil seal instead of packed string. Further back on the engine the dizzy drive gear didn't change, but was sloped out to avoid the overhead valves. Further back still, we have the rear crank oil seal. The cover had to be positioned very accurately, with a 2 thou clearance all round the crank journal. A fine screw-thread machined in the crank simply wound any oil back into the engine. Even the gearbox remote control was identical in the 30's and 70's.

During my degree finals, I had to have some work done by a local garage who put the front spoked wheels, nuts and hubs back on the wrong sides. The butterfly nuts holding the wheels on are self tightening when on the correct sides. On the wrong side – you can guess !! One nut did fall off, but luckily the wheel didn't.



Other memories are of the ether-in-a-tube temperature gauge, utter reliability, about 30 journeys between London and Plymouth, and evenings out with Mary, Marcia, or Drusilla. But the least said about that the better. Registered as US 7285, there is no record of the car in the Jaguar clubs' archives, nor at DVLA. I wonder if the girls have survived a little better !!!

Del Holman



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Steve Payne



Touring Holiday Build

None of us can be sure what the weather is doing but I guess we are all watching it closely and wondering how soon it will be before we can get out on roads again that haven't been salted or get caught in torrential downpours and freezing temperatures. I'm guessing it could be a while! Until then I thought I would include this article to cheer us up and give us something to look forward to.

Hi Steve

Thought I would drop you a line about my 1972 Spitfire MKIV I purchased the car in October 2014, it was completely dismantled and in boxes. It was an abandoned

project, all welding had been completed to a very high standard, new panels fitted were all wings, floors, boot floor, all wheel arches and



sills. I painted the car in signal red, wheels were powder coated as were suspension components. I fitted a 1500 engine and overdrive

SPITFIRE MkIV/1500 Register



*Since then we have been on holiday in France twice, covering over 2000 miles on each visit, averaging over 45MPG. I use the car as much as possible, but not on salted roads!
Hope this is of interest.
Kind regards*

Paul Barlow

Paul, thanks for your article and pictures and giving us

gearbox. I reassembled the car with new or reconditioned components.

The car passed it's first MOT for 11 years in June 2014.



Chateaux Chenonceaux with a French pitfire



Ardench Gorge France





Rigny Usse



converted a Triumph Herald using an Emerald ECU, and this has rekindled my interest in doing this conversion. It is expensive, but it should give performance and reliability benefits over my old SUs.

I have a Triumph Spitfire 1500 R Reg (FH80371) I have completed a nut and bolt rebuild, and it has been on and off the road over the last 10 years. I recently returned it to being on-road, but it needs to be used much more than time currently allows to keep it going.

I have always been interested in electronic control systems and was looking to re purpose an old ECU, but found some aftermarket ones are available so I am considering using one to do the conversion.

I thought it may make a good discussion subject, but I know that keeping the cars as they were can be a religion, I want

all something to look forward to. You made it sound easy picking up someone else's abandoned project, particularly with the parts in boxes. When I dismantled my Spitfire I labelled and boxed everything and still struggled to remember how some 'bits' went together and the order!

The next article is a request for information.
Hi Steve,

I expect this will be heresy but I am exploring upgrading my engine to fuel injection, the goal is to make the car more reliable and drivable on todays roads! I wondered if any of your loyal readers had done anything similar, or if it has been covered in a previous Courier? (I read most, but there are some gaps in my Triumph reading!) I wondered if it was a question that could be asked one month?

There was a recent Car SOS programme that

to blend heritage with modern technology so I can drive my car as much and as long as possible.

I wondered if it was possible to ask the question in the Courier?

Cheers

Jason Reeves

Thanks for the question and consider it asked.

Can anybody out there provide info on fuel injection conversions? I'll investigate the options but if any readers have any successful conversions (or not) they can share, Jason and I would be interested to read about it.

As to the question whether it's heresy or not I'm actually OK with that particular conversion, as you imply its making a classic easier to use and you'll 'Do more with your Triumph'.

Cheers,

Steve.

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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

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 Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

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

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Dave & Jo Beardsley,
 4 Short Close, Warrington, Peterborough. PE8 6WG.
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Chloe Parker TSSC HQ, Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 e-mail: chloe@tssc.org.uk

TSSC TRIUMFEST UK EVENT MANAGERS

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

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TSSC PUBLIC RELATIONS OFFICER

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

CHILD PROTECTION OFFICERS

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



Area News Review

February 2017

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- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



SUN 19TH FEBRUARY 2017

National Agricultural Centre Stoneleigh
Warwickshire, CV8 2LG (4 MILES FROM JN.15, M40)
9.30am-4pm



Trade Stands & Autojumble

Specialists, professionals and smaller stands for the enthusiasts, "garage clearouts" and a massive choice of spares, accessories, tools, models etc. Stand and autojumble space is limited and must be pre-booked, SO CALL TODAY

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All the best clubs - displays, projects and advice available. Anything old or new, you're sure to find it here!

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**TSSC Stand
Club 1 - Hall 2**

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FOR OFFICE & TRADE ENQUIRIES CALL **01775 768661**



AREA DIRECTORY

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

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

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

Area Area Organiser/s Meet at On the

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE Henry Jones: 07779 878125 Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ 1st Thurs.8.30pm
CUMBRIA Roy Ross: 01229 474077 Advertised in Cumbria News & Website Last Sun.12 midday
Phil Evans: 01946 861548
MANCHESTER Wayne & Anne Ash: 07402 948380 Ye Olde Red Lion, 516 Manchester Road 1st Tues.
Mark & Lorraine Kilgallon: 07954 784342 WARRINGTON. WA3 6JT 7.30pm.
NORTH EAST Geoff Dent : 07773 440201 The Travellers Rest 1st Sun.
Deryck Beadling: 07939 068976 WITTON GILBERT DH7 6TQ 7.30pm.
LIVERPOOL Alex Cain: 0151 222 2366 Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL 1st Tues. 8pm.
LANCASHIRE Kevin Makin: 07980 604021 Canberra Club (BAE systems) Balderstone BB2 7LF Last Tues. 8pm.
Dennis Petty: 07951 727747
WIRRAL Richard Lloyd: 0151 625 3172 Cottage Loaf - THURSTASTON. CH61 0HJ. 1st Tues. Eves.
NORTH YORKS Richard Brycoe: 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 Smalley Common Ex- Servicemens Club 1st Tues. 8.30pm.
Colin Wright: 01733 531580 ILKESTON DE7 6FY
LEICESTER & RUTLAND Neil Spencer: 07530 307371 Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ 1st Tues 6.30pm
LINCOLNSHIRE Simon Oliver: 07841 450715 Swan Holme - Doddington Rd LINCOLN LN6 3RX 1st Wed. 8.00pm.
Carl Wright: 07534 331830
NOTTS Nigel Hill: 07976 163006 Sandy Pate Sports Bar, Mansfield Town FC. NG18 5DA 3rd Wed. 7.30pm
NORTHANTS Nigel Hawes: 07879 491778 Overstone Manor - SYWELL. NN6 0BB 2nd Weds. 8.30pm.
OXFORD Thomas Cope: 07972 039532 Brewers Fayre, Oxford Rd, BICESTER. OX26 1BT 3rd Tues. 7.30pm.
Nick Morse: 01869 246543
PETERBOROUGH Doug Balderson: 01778 560507 The Golden Pheasant. Main Road. 2nd Mon.
Paul Lumsdon: 01780 470358 ETTON. PE6 7DA 8pm.
SHROPSHIRE David Embery: 0770 1049881 The Lion - Priorslee, TELFORD, TF2 9NN. 3rd Wed. 7.30pm.
Simon Morgan : 07786 806189 Bill Bate: 07887 605778
NORTH STAFFS George & Dragon - MEAFORD Nr STONE ST15 0PX Last Wed 8pm.
WEST MIDLANDS David Woodward: 07939 603061 Drakes Drum GREAT BARR BIRMINGHAM B44 8TR 1st Tues. 7.30pm.
Chris Allen: 07505 110922 Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT 3rd Wed. 7.30pm.
The Nightingale - Spetchley, WORCESTER. WR7 4QS 1st Mon. 7.30pm

WORCESTER Vicky Kitchen: 01527 894125

WELSH AREAS

NORTH WALES Roger & Helena Hill The Trevor Arms - Marford Hill MARFORD LL12 8TA 1st Tues. 8pm.
01691 600215 The Plough Inn, St ASAPH 3rd Wed. 8pm.
SOUTH WALES Alan Gourley: 07802 204068 Unicorn Inn - Pontprenau - CARDIFF CF36YA 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 The Wharf - DARTFORD 4th Sun. 12 Noon
(Venue Swaps Monthly) The Good Intent - HORNCHURCH April to October
NORFOLK Mike Carroll: 07828 103064 The Oak Tree Ipswich Rd NORWICH NR4 6LA 2nd Mon. 8pm.
SUFFOLK Colin Wake: 01206 250360 Sorrel Horse - Barham IPSWICH. IP6 0PG 1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND Doug Hogg: 07707 288233 Nortel Social & Athletic Club - 1st Wed. 8pm.
NEWTOWNABBEY BT37 0EB

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.
EAST 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: 07979 464643	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	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

**IN GREY? PLEASE REGISTER OFFICIALLY!!!
OR YOU ARE MEETING
WITHOUT TSSC INSURANCE COVER!**

OVERSEAS Contacts

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SWITZERLAND	Robin Le Barre	Robin.Labare@bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



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

TSSC AREA NEWS

AREA LIAISON OFFICERS

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

We are already into February, we are still awaiting some area registration forms please return them Asap because if you don't your area will not be registered and have no public liability insurance cover for your events and general runs out it is so important to get these filled in and returned please.



Annual General Meeting is Sunday 9th April 2017 at TSSC HQ. We need your questions/concerns or opinions to us by the **1st of February** to be discussed at the AGM. Contact us via email or telephone. There will as usual be an **Area Organisers Seminar in the morning starting at 10.30am.**

Don't forget to let your members know about Tickets for this years Santa Pod event. A few changes have been made after the show break down meeting, all updated information is in January's courier.

Sunday 19th February is the **Triumph and mg international spares day** and the TSSC shop will be attending, great show if needing those all important car spares for those winter repairs.

Well done to the Oxford area they are going forward each month with great events and meetings, so a special thank you to Thomas Cope and Nick Morse for being our area organisers for the Oxford area.

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

We decided to ring the changes by having our Christmas meal somewhere different this year, and after checking the menus etc at a few places decided to try a 'blast from the past' and go to the Royal Oak in Goodworth Clatford. Those of you who have been part of the group for some years may remember that we did use the Royal Oak as our meeting venue about 15 years ago.

The pub is obviously popular these days as it was quite busy with at least two other groups having a festive meal but they did look after us and fed us well. A good evening was had by all and the usual merriment ensued with the ceremonial present choosing and unwrapping.

We have yet to hold our January meeting at which we will be discussing the future of the area's second meeting at The Bruce Arms. We mentioned before Christmas that we were thinking of discontinuing that meet as it is usually very lightly attended and said we would discuss it further in January. We have tried over the last 5 years to advertise it a little more widely to encourage other classic car owners to join us but apart from a very rare visit by other people unfortunately it really hasn't taken off.

If anyone can suggest another location towards the north of the Area that they would like a meet at then we could consider just relocating and trying a little longer but otherwise would plan not to continue with this meeting beyond this February.

Our next meetings:

Thursday 9th February at The Bell, Weyhill, SP11 0PN

Wednesday 15th February - The Bruce Arms, SN9 5LR

Triumph & MG Spares Day at Stoneleigh 19th February

- We have a stand in Hall 1 so please come along and find us.

Suzie & Guy

AVON

Tel. 01454 327059

Happy new year to you all and no surprise that I am AO for 2017. Our Christmas meal was great with everyone enjoying the food offered. Thank you again to Phil and Judy for organising this.

We had a good turnout for January meeting – the first one of the year can be a lonely affair! Hope Sue is feeling a lot better now.

We have already organised an event for this year – on **1 April** we will have a **TSSC April Fool curry night at the Raj, King street, Bristol.** Menu can be found on their website www.raj-bristol.co.uk Tyler will take care of the booking so if you can let him or myself know by **11 March.**

I am still waiting for Coleford bookings to open, hopefully sort this out in February. We will also have a provisional starting list for shows to go to this year, hopefully a mix of tried, tested and enjoyed and some new ventures.

Any volunteers for looking into/organising a trip out on **Drive it day in April?**

Chris and Angie have purchased a new caravan so looking forward to seeing that out and about. Will let you know how the panto went in next report and look forward to seeing you all on **Tuesday 7 February.**

June

SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

First of all, a belated happy New Year! May your trunnions stay greased and your timing chains stay taut. Thank you to everyone involved for another great year for this wonderful Club.

The December meeting was busy as it usually is, with plenty of festive cheer. We were also celebrating Carl's birthday, and took over the dining room completely. The pub sold plenty of chocolate puddings after Carl treated himself so I doubt they minded...

The **February meeting will be on the 15th at the Squirrel pub in Penn Street** from 8pm onwards! See you there.

Regards.

Daniel

CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

In theory our cars are being happily fettled in their nice warm garages, ready for another summer of activity (more on that later). At Cast Iron World, the GT6 at Head Office now has the (not very warm) garage all to itself, in preparation for another gearbox and possibly another engine. At the Branch

CORNWALL

Office, Hark the Herald has become aware that it's the 50th anniversary of the 13/60 this year and therefore he might get to go to Santa Pod (correct fuel permitting). Such a long distance has moved fitment of the overdrive gearbox from 'sometime soon' to 'before TriumFest'. Somehow I don't think the drag strip is the right place for a 13/60 with a standard engine. When Car S.O.S. restored a 13/60 (and fitted it with EFI) the owner of the standard car used for comparison mentioned using an egg timer for the 0 to 60mph time. My Olyslager manual (remember those?) quotes a 0 to 60 time of 16.9 seconds and a top speed of 83mph. I have also just received picture evidence of welding on the bonnet in Crewe. That reminds me...

We read that progress on the Vitesse in Snagfordshire has stopped (once again) due to other commitments but completion is expected within the year. I have approached Macclesfield Flying Pigs (again) about a flypast if this Vitesse should ever venture out of its garage under its own power. They indicated that they had made an inspection visit in the recent past (in stealth mode, as required by current Health and Safety legislation) and the rest of their reply cannot be printed as it may cause offence.

My addled brain is formulating plans for **Drive It Day**, which this year is on the same weekend as the Sandbach Festival of Transport. The usual formula will be applied, which is to meet somewhere, drive around then stop and have lunch, drive around a bit more and stop somewhere interesting, then drive to a suitable establishment for a meal. There is further detail to come!

Summer will bring **Tatton Shows**, and after an interesting start (a form entitled 'individual entry' but with content for a trader) the forms for both shows that we (try to) attend have been received. Forms are also present for Classic Shows, and of course **TriumFest UK**. I wonder if an unused ticket from last year is of any use?

Despite the Managing Director's prediction, we had quite a lively meeting, including the sight of me falling off a milking stool. We noted the absence of our man from Leek, though. The threat of the 13/60 50th anniversary has also been noted by our man in Crewe, who has now borrowed the Cast Iron World brazing torch in order to undo the brazed bits on his bonnet (see above). Maybe he'll run out of oxygen and have to refill the tank for us! My suggestion that the best way to resolve Lucas PI problems is to replace the Prince of Darkness parts with a Megasquirt didn't seem to go down very well, though.

Our next meeting is on **Thursday 2nd February at the Cock and Pheasant**. Usual February start, about 8:30.

Henry

CORNWALL

Tel. 01726 824523

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

Hi All, A nice evening had at club night in December with Malcolm from St Ives, Peter from Saltash, and myself, the three of us had a meal first before our meeting. Then Mike from Callestick and Trudy and Tristram from the Camborne, great to see you all and thanks for coming.

Good mechanical advice given to our new members and that's what it's all about.

This year we will be going into our **16th year at The Hawkins Arms**, our first meeting was back in February 2001. I would like to take the opportunity in thanking them for their continuing support with our meeting venue, and especially the food, I can certainly recommend it. An update was given out of 2017 events and I look forward to seeing you and your

TSSC AREA NEWS



cars out and about soon.

Saturday 10th December saw 36 of us attending our Christmas party. With my glad rags and dancing shoes packed into the boot of my Spitfire and after a quick drive down to Padstow, the car was dropped off at the hotel. It was a very short stroll into the town to meet everyone, at The Old Customs House for Lunch and a few pints. The weather could have been kinder, it rained for most of the afternoon, so this year not many of us ventured out to go Christmas shopping! Instead staying in the warmth of the pub. A lovely afternoon chatting to members who just came down to do the lunch and others that spent the whole weekend in Padstow. Back at the hotel all checked in, a few of us gathered in the lounge bar for a complimentary coffee or tea. As evening was fast approaching it was time for us all to get our glad rags on! Wow we all scrub up well! Meeting in the bar area first for pre drinks, so great to see our friends from afar, joining us this year were, Mark, Jackie, Steve, Lynn, Robyn and Christine from Southern Area, Carole and Hugh from Gloucester, John and Anthea from Thames, and Marilyn and Dave from somewhere in England!

Along with all the others from Cornwall we all tucked into a wonderful three course meal. As the meal was coming to an end so the music began to play and time for us all to fill up the dance floor and dance away our Christmas pudding, well I did! I must say that I thoroughly enjoyed the party and I thank you all for attending and making this Christmas a memorable one.

Some good byes were had at the end of the evening but most good byes were had at the Breakfast table. This year 32 of us stayed over and enjoyed the hospitality of this lovely old hotel. Well with bags packed into the Spitfire, windows cleaned, turned over the car and yes, guess what? I had a flat battery.

Thanks Anthony for a jump start, Christmas money spent on new battery. It's now starting so much better, so I'm thinking I had this problem for a while.

This time I have got a bigger battery with more amps, hopefully this one will last a few years.

I do hope you have all seen the list of events I have put together for our area, this has gone out via an email to all area members. Please do let me know if you have not received this list or you would like to add an event.

Happy and Safe motoring everyone

Carole

Up Coming Events

Thursday 9th February Club Night at The Hawkins Arms Zelah from 8pm

Sunday 19th Car Run and Lunch out Malcolm organising this event, email to follow

Thursday 9th March Club Night at The Hawkins Arms Zelah from 8pm

Sunday 19th March Car Run and Lunch out TBA
Thursday 13th April Club Night at The Hawkins Arms Zelah from 8pm

Fri 14th - to Sat 15th April Lands End Trial, Meal out on the Saturday Night TBA
Sunday 23rd April Drive it Day TBA

IMPORTANT NOTE

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

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks A happy New Year to you all.

Our apologies for the December Newsletter not making the Courier but this one will be in nice and early.

One event we forgot to include in the last newsletter was the Heart of England Dance and Buffet at Bulkington's Workingmen's Club a great night was had by all with once again a fantastic Buffet, the music was good and not too loud and the beer the right price, there were 11 in our group so a good representation on the night, all proceeds will be going to the Mary Ann's Hospice, the amount we will be able to confirm next month.



The Heart of England meet on the 11th of December was a bit of a dull and chilly day but still over 20 vehicles turned out, still a good chance for a catch up with everyone so into the bar for a noggin and natter where we were greeted by a lovely Christmas Village Scene and some lovely cuddly polar bears.

On Sunday 18th December it was our Christmas Dalos Day run, this one being planned by ourselves, a very good turnout this time 16 of us in 8 cars, 7 of them classics. The dress was once again festive and thanks for you all making the effort. The run commenced at the Sparrow at Ansty and took us through east Warwickshire taking in lots of lovely villages and quite a few muddy narrow lanes before concluding at the Three Horseshoes in Princethorpe where we were greeted with a very warm and enthusiastic welcome by the hosts, the meal was excellent, can certainly recommend. Although the day was a bit dull the rain stopped away so the hoods were down for the run. To complete the day we did a little excursion through the village of Eathorpe where nearly all the house's of the village are lit up in Christmas lights, they do a fantastic job and to add to it ourselves and Keith & Trish had our cars dressed with Christmas lights. Another great day out in great cars and great company.

New Years Day we joined the MVPS (Midland Vehicle Preservation Society) for their annual run starting at Morrisons in Binley, the weather was awful it never stopped



raining, so out came the Escort Convertible to test the new roof, we were joined by Paul & Joan in their VW Camper (Didn't want to get the GT6 wet) and Rikk & Jeanette in their Herald convertible who are members of the MVPS and introduced us to this event. Approximately 30 vehicles took part in the run of which about 20 were classics of all makes and one very brave motorcyclist on a ex WD BSA. The run was only about 20 miles and mainly kept to the main roads heading out in the Rugby direction before returning for lunch at the Bull in Brinklow. May we say they coped very well with 60 plus people descending on them all at once for drinks and food.

Tuesday 3rd January our monthly meeting at the Bull & Butcher a cold but dry night allowing us to go in the Smiffy Spitty with roof down and still sporting the Christmas lights we attracted a few bemused looks as we travelled through Coventry. Pre-meeting 12 of us enjoyed another first class meal in the restaurant before retiring to the snug for our meeting to be joined by 5 more giving us a rather good turn out of 17 for the meeting, last year there were only 9 so a big improvement, thanks to everyone for your support. The meeting followed the normal noisy, jovial format with a number of events for the coming year to be considered, you will note we have listed both forthcoming events which are definite and also events to be considered, please let us have your feedback and if there are any new events anyone thinks we could be interested in please let us know. A special thank you all those who supported us throughout 2016 especially those who planned DALOS DAY runs for us it is really appreciated.

Here's to an eventful 2017

Regards

Phil & Lyn

Forthcoming Events :-

Tuesday 7th February our monthly meet at the Bull & Butcher, Corley Moor, 7.30pm.

If you want to join us for a meal in restaurant pre-meeting see you at 6.30pm.

Sunday 12th February Heart of England meet at the Griffin Inn, Bedworth from 11.00am. Just turn up.

Sunday 19th February MG & Triumph Spares day at Stoneleigh.

Sunday 26th Dalos Day run.

Details to follow, any volunteers ?

Wednesday 15th March Darts, Skittles & Quiz night with ASOC at the Queens Head, Bretchford at 7.00pm includes hot buffet must know numbers by February.

Sunday 2nd April Daffodil Sunday at Monks Kirby details to follow.

Sunday 9th April TSSC AGM Lubenham 2.30pm.

Monday 17th April Motorfest Weston Park, a Gemini event. info@geminievents.co.uk

Sunday 23rd April St Georges Day, Drive it Day, Dalos Day Run Details to follow.

Friday 12th May 5 Point Tour Send off Bull at Meridan 6.00pm for 6.30pm.

Weekend 23rd-25th June Peak Run Weekend Derwent Valley Area TSSC.

Weekend 28-30th July Silverstone Classic www.silverstoneclassic.com/clubs

Weekend 2nd & 3rd September Shackerstone Family Festival to share stand with ASOC and HoE.

Events to Consider :-

Weekend 29th/30th April 1st May Rushden Cavalcade or Stratford Motoring Festival

Sat & Sun 3rd & 4th June Cov MotoFest if we do this one do you want club stand or individual in precinct.

CUMBRIA . . . DERWENT VALLEY DEVON

Weekend 1st-3rd July Hollowell Heavy Steam
Sat & Sun 8th & 9th July Birdingbury with HoE
Monday 28th August Pershore Plum Festival.
Sat & Sun 23rd & 24th September
Sywell Piston & Props

Please let us know which of these events you would like to attend.

CUMBRIA

Tel. 01229 474077

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

2017 has arrived so all the best to Cumbria TSSC members. We had a good turnout of fifteen regulars for our Christmas meal at the Pennington Arms. [Tony was missed - on shift Sunday again - time to retire soon Tony?] Judging by the empty plates and the "crack" buzzing around the room we all enjoyed the meal and had a good time. The usual exchange of Secret Santa pressies plus Simpsons Scalextric racing, courtesy of Rod, completed a good afternoon.

We also had a quick run through a provisional 2017 meeting/events calendar.

There are two rebuild projects ongoing which hopefully will be on the road for Spring. The Entwistle family Mark 3 GT6 interior and glass is going back in following body repairs and respray [now blue rather than red !?] and may have made it to a January meeting following Paul's hard work [with a bit of help from Nigel?]. The Ross Mark 3 Spitfire is going back together following a chassis and body off rebuild and respray. Engine and gearbox rebuild are next on the to do list! Back on the road for **Drive It day in April** Roy?

Safe to say, as in previous years, there is no progress on the Evans Spartan. Maybe 2017 is the year it will see the light of day once more!

Our next three monthly meetings:

February 26th The Beehive Inn, Eaumont Bridge,
[A6 south from Penrith]

March 26th Ennerdale Brewery, Rowrah,
Lunch + trip around brewery

April 23rd Drive It day at Dalemmain House,
bring own lunch!

Hopefully the meetings at the **Beehive and Dalemmain will attract members from Carlisle, Penrith and Appleby areas to come along**, enjoy the crack and see what we get up to!

The area trip to the Orkneys has been cancelled due to logistical reasons. **Instead we are going to Ullapool for around a week via Fort William, Mallaig, Isle of Skye and Applecross on 5th Sept.** Anyone wishing to go please contact Roy asap.

Cheers

DERWENT VALLEY

Tel. 07970 619149

www.derwentvalley-tssc.org.uk

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

We had a good turnout for our first meeting of 2017 and quite a bit of laughing, joking and 'Tom Foolery' (Roger). There was also a lot of chit-chat about the festive season and gloating from those who had not yet returned to work.

The evenings quiz was provided by Janine and if you know Janine you would have been able to predict the theme of the quiz. Yes, it was all about Disney. The quiz, although some questions were impossible to answer, was quite funny and a few obscure clues were used to assist those pondering the questions. Paul and Roger got off to flying start getting the



TSSC AREA NEWS

first few questions correct which no one else were able to answer. Then Paula (with a little assistance from Michael) got on a roll and finally won with a score of 19 out of 32. Well done to everyone who took part.

We also celebrated Scott's 23rd Birthday by singing to him and eating his chocolate birthday cake - as if we hadn't eaten already enough over the Christmas break.

The first event in 2017 was our New Year Run. Wow, wow, wow!! What a fantastic turnout, what a great day, what great food and what great friendly people. This combined with a few well decorated cars and fancy dress which left little to the imagination made a day to remember. You will be able to read all about it in a future edition of the Courier. In the meantime check out the photographs on our website.

Dates for your diary:

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

19th February - MG and Triumph Spares Day,
NAC Stoneleigh

7th March - monthly meeting at the Smalley Common
Ex-Serviceman's Club from 7:30pm

Regards

Colin

DEVON

Tel. 01548 821348

www. www.tssc-devon.org.uk

e-mail: sueandjohn@tssc-devon.org.uk

https://www.facebook.com/groups/134271493433942/

A shorter than usual report from us this month as our January run takes place right on the copy deadline. Our own cars have been cooped up for too long this winter and we cannot wait to get them out and about - sometimes living in the depths of the country really does have its drawbacks - never thought I'd yearn for the clean streets of suburbia.

We have loads of events planned for you this year, and particular thanks to Nigel Kenneison who has spent many hours pouring over his computer to compile a very comprehensive list of shows taking place around Devon this year.

Most of these please enter as INDIVIDUALS unless otherwise stated. **Powderham in July** is one for which we produce our own Club entry forms, which must be returned to us by **5 May** to ensure that you can join us on the Area stand at our biggest event of the year.

If you are coming to the **Isle of Wight at the end of April** you need to think about booking with the campsite now if not already done. Similarly with the **West of England Gathering at Martock at the beginning of June**, which looks like a really good new event organised by Somerset Area.

Our first foray out in January was Jackie & Allan's run on the 8th. Meeting at Exeter Services, we followed a very scenic route which included moorland views, around the reservoir lakes, down the Teign Valley and along the Teign estuary. 45 miles in all finishing at the ever popular Smugglers Inn where 27 people sat down for a superb lunch. Nice to see so many there, with Debbie and Steve back, Janet & Eric from Chard, and young Ruby Jean joining big brother Robbie and Mum & Dad. Only 6 Triumphs out but a nice mixture - 2 Spitfires, 13/60 estate, 1 Stag, 1 Vitesse and Dan's 2.5pi.

COMING UP IN DEVON

February sees a mass of birthdays in the Club, amongst them Dan who traditionally celebrates with our **February run and lunch**. On **Sunday 5 February** therefore, we will have a run around the South Hams countryside, meeting at the

Phil



DEVON . . . DEVON NORTH ESSEX

TSSC AREA NEWS

Devon Continues

South Devon Railway at Buckfastleigh at 11.30 am and finishing for a carvery at the popular Sportsmans Arms at Capton near Dartmouth. As usual, we MUST have numbers a week beforehand. If you'd like a coffee at the Railway before we set off, the café opens at 10 am.

Note that the publicised run from the **House of Marbles** will now be our **March run on 5 March** and will finish at our regular meeting venue the Claycutters Arms where they do a great carvery.

Club Nights in February are N Devon on Thursday 2nd at the Crealock Arms, Littleham near Bideford, and the Devon Club night is Wednesday 15th at the Claycutters Arms at Chudleigh Knighton. These evenings are getting really popular and the pub is very welcoming.

DEVON DIARY

Thursdays 2 Feb & 2 March North Devon Meeting at the Crealock Arms, Littleham

Sunday 5 February Meet 11.30am S Devon Railway for run to Sportsmans Arms

Wednesday 15 February Club Night at the Claycutters Arms

Sunday 5 March Run from House of Marbles to Claycutters Arms

Sunday 2 April 8.30 am start Exeter Services – Haynes Museum

Sue & John

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

Date: Thursday 5th January

Venue: Crealock Arms, Littleham. EX39 5HN.

I need to start with a couple of apologies for typos in my last report, I managed to put the wrong month and change Andy's surname from Luckhurst to Huxtable. Due to the dates of the meeting and the Courier deadline being very close to each other, I normally have to write them early morning or late night to get them scribed in time, that's my excuse anyway! I did ask for volunteers to do the write ups for me this month, but strangely nobody volunteered!

The January meeting brought together many of the regulars, with Alan, Janet & Dan Brace, honorary North Devonians Mike Hadley and Hugh Read up from the south, Andy Luckhurst, Malcolm Huxtable, Simon Whenmouth (who was the only one in a Triumph) and new arrivals to the area Ann & Bob Meller. It's good to have Ann & Bob join us up here in North Devon, as ex-AO's of Derwent Valley I'm sure their experience and enthusiasm will be a great asset to our group.

It's a rare occasion for my Herald not to be at the Club Night, a gearbox failure during 2016 being the only other time it's not being present. This time is because it's coming towards the end (I hope) of an EFI conversion, everything is bolted on, just need to figure out how to make it all work! If successful then expect an article in the near future. I would like to thank Alan Brace and his lad again for helping me with the fabrication of the manifold for this job.

Alan & Dan have been doing a gearbox swap and tidying up the bulkhead over the winter on their lovely White MK3 Spitfire. It's back together now; just a few ancillaries to bolt back on and it should be on the road. Malcolm's Spitfire was

due to be back with him around Christmas after its respray, but the bonnet wasn't in as good condition as hoped. Shotblasting revealing that it needed a new wing and wheel arch, so this has held things up a little.

He hopes to have it back in the next couple of weeks so he can then start the refit.

I'm not sure how Simon managed to get permission to come out given it was his wife Max's birthday, but seems he'd promised her a day out the next day to make up for it. Simon's Stag was the only Triumph present, started first time after a month's inactivity but has developed a hesitation when you try and accelerate with any enthusiasm, any ideas?

Mike was trying to banish the memories of all the recent Christmas dinners with his choice of food for the evening. Possibly the most surprising food decision of the night being that of Janet who didn't have a desert, though she did disappear for a little while saying she went to the ladies, but I think she had a crafty Banoffee Pie at the bar!

Ann & Bob were asking if we do any camping events in our area, which we don't at present. The North Devon area was initially set up just to provide an opportunity for those in the area to meet up regularly. Time constraints for me means I struggle to commit to doing much else, but of course Sue & John in the South have a very full calendar which any of us can take part in, plus this year there's the **West of England Camping Weekend at Martock in June** for those that like sleeping in tents & caravans.

Our only real event last year was a very successful Drive it Day run up to the Kings Arms in Georgeham, this is a great pub which is run by TSSC Member Steve Cave. The drive was in splendid sunshine if a bit chilly, finished off with some great food and hospitality. We hope to do a little more this year, so anyone with ideas of a destination and format, please do get in touch.

Date of next meeting: Thursday 2nd February 2017

Darren

ESSEX

Tel. 01375 672072

www./sites.google.com/site/tsscsexarea/

Happy new year to everyone. A bit late I know but our Christmas meal was after the Courier report, so many thanks once again to Lesley Goldstone for organising our Christmas meal at the Ship in East Tilbury. All 23 of us say thanks. There was a raffle provided by the pub again this year this time to raise money for a local lady in the village with motor neurone to get her a walk in shower extension, they can't get any funding, we raised £100, and everyone nearly won a prize. The evening ended about 11pm and a good time was had by all. The food as usual was excellent.

Next day was club day, we fired up the Spitfire. Club was low on numbers due to the night before, we had us, Mike, Marion, Sue & Mike. Sue & Mike had stayed over at the pub in their camper van, so they had breakfast at the garden centre a very good idea. Later on we had Brownen, Stuart, Jack and poppy arrive just in time for the mystery raffle. This was entered in to by the cars and all cars win a prize. Jack took the guest prize a TSSC hat which he then wore all afternoon.

1st January saw us out for a run to blow the cobwebs away. We met at the garden centre, for a run out to the museum of power to their crank up the power event. This saw one Spitfire one Toledo and one plastic car. There was the whole museum to look at very interesting. We had a nice drive down the county lanes. We of course had coffee and cake on arrival. Despite the weather and it was a nice run out and the rain held off till we were on our way home. Allan gave out some run sheets that have already been amended. (See

GLOUCESTER . . . HERTS & BEDS **ISLE OF WIGHT . . . WEST KENT**

Marian for details about a run out in March) so this year looks interesting, with lots to do if you want it.

Up and coming.

Nave Stock on 5th, Feb

(village hall at Nave Stock Car and Bike Jumble),

Club day 12th Feb,

London classic car show at Excel 9-12th Feb,

Stoneleigh on 19th Feb,

Race Retro Stoneleigh 24-26th Feb.

We hope to be doing a **tinkering day in March** as usual, date to be confirmed, at ours.

Allan and Janet.

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

Well that's January finished with and on to Feb.

The new year meeting came and went and passed quite a few of us by, we (Gloucestershire) had visitors from abroad, well when I say Gloucestershire I mean Jane, It was nice to have Tracey and Marcus join Richard and me to be wined and dined by our illustrious leader and as a result the New Year was talked into and that's why we didn't go out.

Having missed the New Year drive out we made sure to get tickets for the Bicester scramble so we set off in somewhat damp and dismal weather to see how the day panned out, thanks to Tom and Nick from the Oxford area for sorting out the TSSC parking and their warm welcome on arrival. Once parked we were off to enjoy all that was on display and there was plenty there to soak up, obviously with some bacon rolls and coffee too.

So there you have it that was our gentle beginning to the year and so now the shows begin.

Events.

Sat 4th Feb Big winter meet at Castle Combe 9am-2pm
advance booking only!

Sat & Sun 11th-12th Feb The great western classic car
show at Shepton mallet.

Sun 19th Feb The mg & TRIUMPH show at Stoneleigh.

Mon 20th Feb Area meeting. Venue TBC.

Don't forget if you want to join us on any of the Euro trips (Laon, Spa Etc) please let Jane know so you can be added to the guest list.

Andy

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

Hi folks, not much to report, the Christmas dinner was very good, a bit tight for the waitress but all went well, there was a disco blasting MoTown, not many danced, some had to leave, but all in all the pub has gained some credence after a few months of muddle.

We have looked at other locations but will continue with **The Crown Shillington** for the time being and see how 2017 pans out, always the **fourth Monday each month.**

We had a good representation of TSSC and TR Register at Tony Jones funeral, well supported, lovely service and Tony was a dark horse and had a very varied and sporting background he kept quiet about, there was standing room only, probably 100+ friends and family ... sadly missed gentle giant.

We are working on events we support through the season and we will publish that very soon, a mix of drives, runs out, pub visits and static shows to suit all.

So there's a lot going on but now to print here just yet ..hope you all are getting over the festive season, Hot cross

TSSC AREA NEWS



buns are on sale now!

The only date we have is **DUXFORD 2017** which is **September 10th** this year.

All the best ,

Pete

ISLE OF WIGHT

e-mail: tsscior@hotmail.com

www.facebook.com/groups/786750551371248/

We are well and truly into the New Year now, the lovely Christmas Lunch at Culver Inn has been followed with our first Brunch Run of 2017 to West Bay in Yarmouth, question is, did we or didn't we go for a dip in the pool?

Find out next month.

Plans are getting underway and for those who need to, please Save The Date! **The 28th Isle of Wight Triumph Weekend runs from Friday 28th April to Bank Holiday Monday 1st May.** Watch this space, entertainment booking forms coming soon. All the usual fun for all the family. Accommodation with discounted ferries should be booked direct with **Appuldurcombe Holiday Park on 01983 852597.** Obviously if you are reading this and live here you won't need a ferry, but I know that other Areas are watching our every move!

Last month Marcus and I were on the mainland, so joined Jane, Andy, John and co at the Bicester Heritage Sunday Scramble which was interesting with lots of cars of all ages and we even went to the cinema on a converted coach.

Here are dates of this year's Brunch runs, you have plenty of notice now, so no excuses!!

Follow us on our Facebook page too, for details of where we will be going, all suggestions welcome.

Sunday 22 January

Sunday 26 February

Sunday 26 March

Sunday 23 April

Sunday 21 May

Sunday 25 June

Sunday 23 July

Sunday 20 August - BBQ

Sunday 17 September

Sunday 15 October

Sunday 18 November

Sunday 17 December - Christmas Lunch

See you all soon. Happy Motoring!

Tracy & Elaine

WEST KENT

Tel. Colin 07810 102525

Tel. Del 01732 743747

e-mail: colin@tssc-westkent.org

www.tssc-westkent.org

Well slightly strange year. Started off poor with Chatham completely stormed out, but Dettling good as ever. Highlights were Eastbourne and Bodium this one badly timed this year as clashes with Triumfest and Bromley. The Fest was a great show, really looking forward this year, may tow me caravan up. So, with Buds rained out for the 3rd time and Bexhill dry for the first-time for 3 years a mixed bag.

Nice new addition last year is the Saturday Breakfast meets. Plus, the Sunday Lunch always a great show. See website diary for details. So this year's diary is up on the website and

West Kent Continues

I'm attaching booking forms as they arrive.

Mechanic bit, my Dolly still waiting for the new head to be fitted, courtesy of Sussex Classics, and Ken's gearbox out and delivered to Pete at East Sussex for a rebuild. Else I think all cars are hiding in their garages till Easter.

Dec meeting caught us out. Arrived at the pub at 7.30 to find all dark. Anne arrived about 8.15, but by 8.30 it was too chilly to hang about for planB so we departed. So apologies to any later arrivals, we did try.

Still checking out the viability of the new venues, Moody Mare and Royal Oak. Both car parks are a bit disappointing but let's give it a go.

So we're at the old gaff **28th Feb**, new gaff **28th March** with the **Oak on the 29th March**. Busy me also visiting East and West Sussex when I can. And don't forget all the news and updates are on www.tssc-westkent.org. Always refer if in doubt. Or call, my phones always on.

Colin

M25 EAST

Tel.07938 526324

e-mail: herald1360@virginmedia.com

www.tsscsm25east.webs.com

Wahey !! It's February already – so that means it's not that long until we're out and about in our cars again. Hopefully all the work on your cars is nearing completion and they'll be ready for the off.

As I'm sitting here writing this (1st week in January) my old girl (not Donna ha ha) is still sitting in the garage, where it was parked after the Canvey show. Still with the roof down and now with a very flat battery.

More and more junk seems to be piling up in and around it so, I better get my finger out pretty sharpish, front brakes to do, UJ to replace and a service. Think I might wait for the weather to warm up a tad first.

A couple of things to report this month, firstly, our Christmas Dinner at the Wharf. Very well attended with an abundance of Christmas Jumpers and hats, even an illuminated jumper from yours truly. A new addition this year was the 'secret santa' which went down



well. Everyone received



a gift, mine was a box of biscuits (can't go wrong there) and a lottery ticket, which, unfortunately wasn't a winning one. Oh well,



can't have everything. I also received a couple of gifts which I really appreciated, thanks to those lovely people, you know who you are. Kev n Lisa, I'm getting the hang of the helicopter. I can fly it, it's just the landing bit I have trouble with. I managed to land it in one of Lucy's friends hair, the tangle was hilarious ha ha. Brian n Jean, the little cycling man now has pride of place, another talking point in the toilet. The meal was, as ever, very good and we stayed so long afterwards that they had to chuck us out of the restaurant as it was closed. Another couple of hours were spent sallygagging over the syllabub up in the bar.

Although not an official area event a few of us met up round Barry and Laura's for New Years Eve festivities. Eight of us spent an enjoyable evening getting boozy and having a good larf playing silly games. Kazoo playing after a few beers is definitely to be recommended. Someone did go home a bit worse for wear, not mentioning any names Mrs O hee hee.

We normally go to the Whitewebbs Autojumble, garden centre mooch and lunch on the last Sunday of the Christmas holidays but as that was New Years Day it was put back a week. This year we gave the autojumble bit a miss and just did the garden centre and lunch bit. The autojumble is now £5 each to get into what is basically a very poor event and normally blooming freezing. You can find any of the stuff there at a show or online for nothing. It's a shame because events like that will gradually price themselves out. Anyway, Some nice bargains were had at the garden centre in the shape of half price Xmas decorations and lights. I was especially pleased with my 6 rolls of wrapping paper at 50p a roll, just got to put it somewhere I can find it next Christmas.

It was then on to the Plough where we had the pleasure of Bob and Mags joining us for lunch. They have recently rejoined the club and have a Spitfire that is currently in bits, waiting for a respray and rebuild. Nice to meet you two and I'm sure we can entice you out for some weekends away camping. We finally managed to check out the Lennards Pub which we had in mind for our Essex side monthly meeting. Everything about the pub was great, nice car park, large bar area, friendly staff but unfortunately they don't do food. We did wonder why there wasn't many people in there. Oh well the search goes on. I've got a few more in mind, just need to check em out.

That's all for this month – I'm off to the garage to do some work on the car – all the best

John.

February Events -
Saturday 4th – Amanda's Amazing Dog Night,
Romford Dog Track
Sunday 19th – MG and Triumph Spares Day, Stoneleigh
Saturday 25th – Interclub Charity Quiznight,
Shepherd and Dog
Sunday 26th – Monthly Meeting

MANCHESTER

Tel. 07752 246437

www.tssc-manchester.org.uk

Hi Everybody. Hope you all had a great Christmas and New Year, its that time if year when put our mechanic heads on and knuckle down to getting our cars prepared for the forthcoming season, some have major jobs to do while others only need a polish.

Hopefully over the next few weeks through January, the British winter will be kind to us all.

As we had to change our meeting date for the January meeting, I have had to submit this area news article to meet the cut off time for submission, which means we haven't had the January's meeting yet so not much to say since the last meeting.

NORFOLK NORTH EAST . . . NORTHERN IRELAND



We did have a second Christmas do and we went to the Manchester Christmas markets which was a right laugh and we all donned our Christmas

jumpers making it feel a bit more festive.

One of our new members John has had an operation in January, so we



would like to wish him a speedy recovery and hope to see him again next month.

At our coming January meeting I have asked members to come up with

ideas for this year's events diary so we can get ourselves booked in for club stands.

First on the list will be our 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 the Vulcan bomber.

Not much more to say really but should have more to mention in next month's article.

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

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

Although we may not have had the usual monthly meets in December and January we have not been idle as a club. The December roving meet had Norfolk members enjoying a lovely run to the Wildfowler at Gayton courtesy of Geoff Cleall who managed to devise yet another cracking driving route through the lovely Norfolk countryside. I would also like to thank the person who ordered the weather as it stayed dry for the entire trip. It was good to see Lynda & Mark Eaves join us at the Wildfowler and also for Toby, Sandra and the girls to spare a couple of hours with us away from the important task of packing for their holiday to Thailand. I hope you all had a lovely time.

The trip to Anglia Car Auctions Classic auction on 28th January in conjunction with Cambridge TSSC will also have taken place by the time this report reaches you and I will report on the trip in next month's notes. Only a smattering of Triumphs currently in the catalogue but there are always some late entrants so it could be an interesting day.

Normal service resumes in February with the monthly meet to taking place on the usual second Monday of the month. Exact date venue and time as below.

Don't forget to keep an eye on the Norfolk Events section on the main TSSC site and keep an eye out in your inbox for updates from me.

TSSC AREA NEWS



Next monthly meet to be held at [The Oak Tree, 59 Ipswich Road, Norwich NR4 6LA](#) on **Monday 13th February** from 20:00. They have a great menu so why not make a complete evening and dine before the meet.

Regards.

Mike.

NORTH EAST Tel. 07917 738091

e-mail: northeast@tssc.org.uk
<http://tssc-northeast.blogspot.com/>

Happy New Year to you all and hope all had an enjoyable festive period, I know I did, the Champagne and Port got a hammering this year, especially as I was off work for nearly 3 weeks, not bad for a retired gentleman.

Only 3 of us turned out at the January meeting, not surprising as it was New Years Day, the pub was empty, only me Deryck and John were there to keep the barman company, we left just before 9.00 as they were closing after we left.

We have been getting a few notifications already for shows that we attend, the most surprising was for the Whitley Bay Classic, which is not until September, a bit early for any decision to be made yet. I have also had notification about Corbridge and Silverstone, the latter being the only one that is definitely on the cards for Quite a few of us this year, Deryck said he would take his caravan again, but would like to get an electric hookup, not sure if they are too far away from the toilets and showers though?

Joe sent me Details of a Ex racing Triumph that is up for sale in Scotland, the Vendor is wanting £4500 for it. it may not take much to get it back into racing condition but it has no V5 and the history is sketchy and would take a lot to get it back into roadworthy condition, I am not sure quite what it is, Joe was informed its a GT6 but the bonnet is minus the bulge, which makes me think it has a Spitfire engine under there. We have photos if anyone is interested.

Our next Meeting will be the 5th February, I won't be there as I will be away looking up some old Yank motors in Cuba, I won't make the deadline for the area news either, so no news next month,

If anyone needs any immediate info contact Deryck his number is in area contact details, or send me a E mail and I will sort it out when I return

Hasta la vista baby, see you all in March

Geoff

NORTHERN IRELAND

Tel. 07707 288233

e-mail: heather&douglas@gmail.com

Folks, Hope you all had a good time over the Christmas and New Year period and that your Santa wishes were achieved and you are now ready for the club year ahead. The January monthly meeting was poorly attended but those of us who were there had a good discussion on club events, our annual dinner and what Alan (For) thought of my GT6.

A number of others had sent their apologies for various reasons but I must say that I was disappointed that they weren't there for my birthday evening - they do keep coming ever so fast nowadays!

Our **Annual Dinner and Awards Night** is on **Sat 4th Feb at Corr's Corner Hotel, Newtownabbey** at 7.30 pm. So, if you still haven't booked and are reading this in time to attend



NORTHERN IRELAND NOTTS . . . OXFORD . . . PETERBOROUGH

TSSC AREA NEWS

Northern Ireland Continues

contact **Alan (H)** on **07545 655879** or **9332 6059** and join us for the evening and meet the rest of the members from the club area.

Talking of events for the year here is a list of what we have planned up to the summer months for our/your enjoyment.

Mar 18th Area Run - details to come.
Apr 8th Truncheon Oiling, Carrickfergus.
Apr 29th The Argory, Dungannon.
May 1st Shane's Castle, Antrim.
May 13th Totally Triumph Show, Wallace Park, Lisburn.
May 27/29 Weekend Run, Kilkenny.
Jun 17th Kilbroney Show, Rostrevor.
Jun 18th Mount Stewart, Father's Day.
Jul 5th Rinkha Ice Cream Run.
Jul 22nd Run, Sperrins.
Aug 19th Run, Antrim Hills.

Some venues that we will be attending as a club need to be booked by yourself in sufficient time - for example Shane's Castle, Kilbroney, Mount Stewart and The Argory. I will try and send out an application form as and when they become available. Remember that on the first Wed of each month we have our monthly meeting with the July one coupled with the Rinkha Ice Cream Run and a tea/coffee visit to Brian (S) - well worth it, many will say!

On a recent visit to Londonderry to see family I came across



this well cared for Spitfire IV outside T.K. Max at Lisnagelvin.

Pity I wasn't in Carrickfergus over the Festive Season when I might have been able to take a very unusual picture of something I've never heard of, or seen, before - Paul Robinson driving a non Triumph vehicle - well I never and a Fiat at that! Paul, and a number of other TSSC members, were attending the funeral of a well respected ex member in the area.

Not much happening this month so I will end with a plea to you all - if you are receiving the Courier and reading this report but not receiving my area email that I send from time to time please make contact with me on **heatheranddouglas@gmail.com** so that I am able to make contact you.

Til we meet again within the club circle have a good time.

Douglas (H).

NOTTS

Tel. 07976 163006

e-mail: nigel.hill@hotmail.co.uk

The Nottingham area has changed venue - the new meeting point is at the Mansfield Stags Football Sports centre. Full address is now on our website and area directory. We are joining up with another classic car group and

found the majority of these members own Triumphs too.

Looking forward to our second meeting which is **Wednesday 15th February** we will be there from 7pm onwards.

Notts area would like to thank Roger and Colin from Derwent Valley, for yet another great New Year Run. Great turn out of cars plenty of variety and fancy dress. Yes myself and Di were the greatest ice skaters - AKA Torville and Dean but more like Orville and Scream. Weather was kind and the carvery Lunch was even better.

I would like to plan little runs out but not on Area meet nights, do these on an alternative day but this is up for discussion. Hope we do More with Our Triumphs this year!

Nigel.

OXFORD

Tom Tel. 07972 039532

Nick Tel. 01869 246543

For our first December meeting (and so close to Christmas) we had 8 attendees.

One came in a GT6 so he gets bonus points! We also had one newcomer who it seems is attempting to resuscitate the Sammie marque!

Other than that we had a great evening just chatting about this and that until about 10pm. I hope everyone else thought it an interesting evening.

Well done one and all.

Hopefully the weather will be pleasant enough to get a good turnout for the January 8th Scramble at Bicester Heritage.

See Full report THIS issue pages 60 /61

After that we are planning a Sunday outing in February.

Nick and Tom

PETERBOROUGH

Tel. 01778 560507 / 01780470358

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

After all the excesses of the Christmas and New Year festivities 16 of us gathered for the first club night of 2017. I think most reports in this month's Courier will be mentioning the expanded waistline and must do more exercise and a little fasting to be able to get underneath the car to do some work. Nothing to do with the TSSC but it was humbling to be involved in giving out warm food parcels to the homeless in Peterborough city centre on Christmas Eve - you then realise how lucky you are.

Paul had sent his apologies for the evening as one of his other regular commitments related to his business had been moved from the regular slot of first Monday of the month to the second for this month only.

If this edition arrives on or before the **31st of January** you will need to hurry and book your discounted early bird tickets before the end of January for the **40th Birthday celebration TriumFest UK at Santa Pod.**

Quite a few of us are planning to be heading off to **Stoneleigh on Sunday the 19th of February to the Triumph and MG Spares Day.** Some of us have more spares than others to acquire for completion of their projects. Probably see you there. There is also Race Retro the following weekend at the same venue. Always some very interesting history on display - and being used too.

Doug Kendall has organised a ride-out for a hearty **Jazz breakfast at Arbuckles Restaurant and Bar, Stone Cross Services, A10, Bexwell, Downham Market PE38 0AD on Sunday the 2nd of April.** Now this will be something special with a Jazz band playing and a bar open!! Doug will be

SCOTLAND CENTRAL



TSSC AREA NEWS

taking numbers and the times and rendezvous areas to be announced at the February meeting.
Get fattened up for Easter.

That's the week before the **AGM at Lubenham with the Area Organisers meeting in the morning**. Please let Paul or myself know of anything you would like to be discussed at the AO's meeting that would help take the TSSC forward – after all it is your Club. If you have anything that you believe would help the Club constitutionally it needs to be with Chris Gunby by the end of January too.

Baston Car and Bike Show on the 2nd of July should be better than ever this year with a bigger exhibition site and increased punters car parks too. I wonder if the Peterborough Area could put on a display this year. We do have some nice cars in our midst.

The GT6 is coming along but I am getting desperate for some bits – ie the stainless steel trim around the windscreen. I purchased one of the plastic ones about two years ago and it just will not fit at the corners. The windscreen fitter took it away and played with it for a month in his spare time before exasperated he brought it back and said ring me when you have a stainless one!!!

But hey ho something might come along.

We look forward to seeing and welcoming you all again at our next **Club night on Monday the 14th of February at the Golden Pheasant, 1 Main Road, Etton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffle, food and noggins and a good natter and that friendly exchange of experiences – and sometimes advice too. I know this is Valentines Day - so please bring along your beloved – as well as the car! Who knows there may be just a little surprise for her.

With the snowdrops and daffodils pushing their way through the cold wet soils – the next edition will be advising that spring is just around the corner and you must get your trunnion's oiled! And you know what happens if you don't get your trunnion's oiled regularly don't you?

See you all on the **14th of Feb.**

Doug

SCOTLAND CENTRAL

Michael McCallum

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www.facebook.com/groups/TSSCScotland/



TSSC Scotland embraced its first meet of 2017 in its new venue The Harvester. We had a reserved area with comfy seats within a nice and secluded section next to the log fire. The main car park was pretty busy but we have been eyeing some cracking parking spaces overlooking the river Clyde, roll on the better weather so we can show our cars off to the general public on the first Thursday of each month. Dave Fray certainly enjoyed the new venue as he was able to have a meal after his drive down from South Shields to make the meet. We had a good turnout at the meet

and it was good to see Tony again, we look forward to seeing you as a regular Tony.

This was the first meeting since the new AO team were appointed and over the past month we have met and been in continual contact via the technologies available to us. Each of the AO's gave an overview of the area they were responsible for, Jackie kicked off by presenting what we have planned for each of the meeting nights for 2017 and we are looking to have every second meet a Cars 'n' Coffee session. Events discussed included a Fire engine visit, quiz evening, fish and chip run, special guests and a curry night to mention a few.

Next up was Colin with a comprehensive presentation of what we have planned for the year ahead, the usual "must not miss" events were in the mix **TriumFest UK, Silverstone, Biggar and Moffat**. June looks to be the busiest month with an event every weekend that members can choose to participate in. We have supported **Hamilton Classic** over the years and will continue to this year, Dave Fray has extended an invitation to his gaff where a BBQ will be on the menu after the show. Last year we checked in the **TSSC 5 Point Tour cars at Berwick**, this year it clashes with a local show we attend however the consensus was to spend a night in Berwick to support our fellow TSSC members from down south and then spend a night in Stirling with a view of attending the show on the Sunday.

Next up was Mark who provided us with an update of the club funds, they are looking healthy at this point, Mark then suggested a few ideas on how we could use a portion of the funds in a wise manner, a nice new TSSC Scotland banner is on the cards along with some flyers, car stickers and a small subsidy for t-shirts and caps. It looks like Jackie is touting herself for the role as TSSC Scotland's graphic designer, the sample design of the flyers are looking good Jackie.

Next up was Michael (myself) who is responsible for the social media side and there have been a few improvements over the past month, we now have a twitter account, 20 new Scottish TSSC members to our Facebook page and a new domain name for our website - **TSSC-Scotland.org**. If you have any ideas that may enhance our site please drop a mail to our new email address **TsscScotland@gmail.com**.

As well as the AO team working behind the scenes to organise the year's activities, many members are making good progress on their personal restoration projects. Brian Leeson has been making great progress on his Spitfire restoration and he has hit a major milestone by having the car sprayed in magenta, the car is looking very fresh and shiny.



Brians Magenta Spitfire

In addition to his Spitfire restoration Brian has been working on John's green Herald (Molly). The tub and chassis have been transported back to John's hometown for the blasting to take place, John was happy that it was not as bad as he thought but there is still a bit of work to be done on the metals. While this is happening Ken has kindly offered his garage and equipment that will allow John to progress with the blasting and painting of the suspension components. Ian Walker has been busy bringing his recently acquired Vitesse up to standard and is pleased with the progress he has made, the



SCOTLAND CENTRAL . . . SOMERSET SOUTHERN

TSSC AREA NEWS

Scotland Central Continues

front suspension had been completed the rear end is next on the agenda which includes a 3:63 diff swap. Meanwhile Mark has made some progress on Jackie's Spitfire, this involved throwing a cover over it and I'm not convinced that will help any Mark!!

Other projects continue over these mild winter months, Ken is still beavering away with his rebuilds, Iain is working on Euan's spitfire restoration, albeit it has been a little slower over the holiday period. I am in the process of fitting my birth-mas (birthday+Christmas) presents, a pair of height adjustable Spax shockers on the front of the Spitford along with a small list of other jobs that appear to be growing weekly. Gregor is contemplating what project he will tackle first, he certainly has enough Triumph work to keep him going for the years ahead. Also, if you know of any car storage available then give Gregor a shout.

Please come along to the meets (**Thursday night or Sunday breakfast meet**) and join in on the activities that are planned for the year ahead.

Our February meet is a challenge of **10 pin bowling just across the road from our meeting venue The Harvester.**

February Items:

Club Meet on the 1st Thursday of the month at The Harvester, The Springfield Quay, Glasgow, G5 8NP at 7:30ish (2nd February 2017)

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 19th February at 10:30am

Visit our web site and checkout the year's events at WWW.TSSC-Scotland.ORG

Please join in our social banter at:

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

Michael

SOMERSET

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Most of you probably knew the area meet in December incorporated the Christmas meal! With that in mind we had the best ever turnout of members and partners for the area. 29 people (photo) sat down to enjoy the meal and it would seem overall, everyone enjoyed themselves. Jaqi organised the raffle and managed to raise £70 to add to the area coffers (thanks Jaqi). Martin has instigated the setting up a Somerset (TSSC) account which with the BCCS winnings now stands at £270.

Some of this will be used to purchase an event shelter as already muted at previous meetings. There are two new Somerset members to welcome this month. We hope to see Harrison Every and Adrian Mills at a club meet sometime soon.

There was a pre Christmas show at the Town Square (WSM) on Dec 17th which Derek attended. Considering the weather



er was cold and cloudy there was a very good turnout of around 60 cars. Keith Palmer, who organises these shows, called a meeting at 12 noon and announced the 2017 New Years day show would be the LAST EVER to be held in the Town Square as the council have decided to re-develop the site and do away almost all use by outside organisations!! As far as we know there has been almost NO CONSULTATION with these organisations, so it is a bit of shock to all of us.

The New Year's Day shows at Jnc 24 and the Town Square were, as far as we know, both washed out.

The heavy rain persisted all day in W-S-M. Pity really especially as the Monday was fine all day and would have pulled quite a few cars.

The shows at Grove Park will, for the moment, continue and when we have the dates confirmed they will be added to the area calendar! If you have the calendar mailed out by Martin, then DON'T forget to remove the Town Square dates!!!

There is just one early show to mention at the moment and that is the **Autojumble Show at Shepton Mallet on February 11th/12th**. This year the organisers are hoping to incorporate a car show as well. So if you fancy a look for some Triumph spares then it might be worth going!

Guess that's about all for now folks, hope the New Year brings you all whatever will make life better for you all.

Cheers for now,

Martin & Derek

SOUTHERN

Tel. 01252 722432

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

Happy New Year, but let's just return to 2016 first.

December 6th, Southern area Christmas dinner. As usual all was laid out for us, Barbara and the ladies had the seating all sorted out and the secret Santa gifts arranged. I don't know about anyone else, but I certainly enjoyed my meal which wasn't turkey. Once a year is enough for me and that is on Christmas day.

Nobody has lost their jobs or been made redundant, so Mike is still AO, Paul is still working the Yahoo mails, Neil, trips and venues, Barbara doing the raffle and me still writing this drivel.

Big thanks goes to Neil for getting this off the ground again to all for making it a very good evening.

10th December was the Cornwall Triumphs Christmas dinner. Jackie and I left for Cornwall early Friday afternoon but had a bit of a rough journey down due to thick fog around the Charmouth area and heavy rain and thick fog from Lifton Down right through to Victoria.

When we did arrive at the hotel we had to ask for another room as someone's shirts had been left in the wardrobe, the floorboards creaked so badly and there was hardly any water coming out of the shower. Our belonging were changed over to another, better room, while we were out having something to eat and a few drinks with friends Steve and Lynne who had travelled down from Waterlooville earlier in the day. After a big hearty breakfast we ventured out into Padstow to do a bit of shopping but the rain was still quite heavy.

We met our Cornish guests in the Custom House pub for lunch but having had such a large breakfast none of us felt like eating. Also we met up with Robin and his cousin Christine. The evening meal was very nice and there was a



disco laid on as well. The drinks from the bar were expensive but we got around that, smuggling in gin and Bacardi in water bottles and buying a few mixers.

Sunday morning was a bit foggy and the beautiful view over the river camel was obscured until later. Another full breakfast and it was all over and we had to say goodbye and thank you to our Cornish friends.

The journey home was a lot drier but was not without trouble as I took the wrong road and ended up in Bodmin, which major road works going on and ended up on the A38 which meant I had to pay to get out of Cornwall.

A big thank you to Carol Coventry for the invite and the rest of the Cornwall Triumphs for making us so welcome again.

Jackie and I went over to Robin and Ann Steads during the Christmas break and I am pleased to inform you that Ann is feeling and looking a whole lot better.



New Years Day 2017. The car meet at the Elsted Inn was a very wet affair and because of that there was only about twenty five cars parked up at any one time.

The pub was very full as no one wanted to be out in the rain but that did not deter it from being a very enjoyable morning. I had to laugh at Mike "the Stig" Gooding as he told me he had been "flushed" going through Fernhurst as he took his eye off the speedo to adjust the heating. He said "I not worried about getting flushed; it's having to tell Vanessa as it's the second time I've been caught in her car" We had seven of our cars there that day, we should have gone for a club stand, we might have stood a chance of winning.

For the first regular meeting of the year we had a great turnout, although no club cars in the car park. We did have a newish member turn up, Billy Platt. Billy had visited us last September; he has a Pageant blue 1500 Spitfire and lives in the Porchester area.

He has owned the car for five years and has had new floor pans put in, door seals and rebushed the suspension. Nice to meet you Billy. It's always good to see young blood coming along.



Up and coming events

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

Sorry, nothing serious happening on the show front, but **next month's Sunday lunch will be at the Hinton Arms, Cheriton**. At the February Regular meet we will be arranging this year's roaming meets, so if you have any particular pub in mind please let us know about it.

Take care

Mark

IMPORTANT NOTE

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

EAST SUSSEX Tel. 01273 813691

I would like to start by thanking our members for re-electing me as A.O. for another year, must be doing something right or nobody else wants it.

Anyway onto business. First up our christmas dinner which was on Dec 18th at our meeting place, it was a very enjoyable evening with 19 of us attending, the food was very good and I think all enjoyed it.

New years day several of us went down to Clive and Gill's house for drinks and nibbles, also we celebrated Doug's birthday, so a massive thanks to Clive and Gill for welcoming us, always enjoyable.

This months meeting was a good turnout considering the weather, we had a new face by the name of Ken, who comes from the Kent branch via Colin, it seems Ken is rebuilding a MKII GT6 and has gearbox problems, so step forward the gearbox messiah Pete offering his services, so relax Ken if anyone can repair your gearbox Pete certainly can, it was nice to meet you and hopefully we will see you again either at one of our meets or in the summer at the shows.

General chit chat of the evening was about some of us going to **Stoneleigh in Feb** whose going and what they are taking. Also **SPA in Belgium** later in the year, was also discussed whose going and in which cars.

A bit of an update on my cars, I am thinking of getting my bumpers re-chromed on my GT6, also my Spitfire is nearing its return to the road, just got to sort out seatbelts then its off for its M O T.

I have started receiving invitations to the car shows through the summer, if anyone is interested in going contact me and I will give you details.

I would like to wish our members a Happy New Year and hope to see you all at the **next meeting on Wed Feb 1st**.
Cheers

Iain

WEST SUSSEX Tel. 07799 660212

Firstly apologies of no West Sussex courier updates for the last couple of months, although there had been monthly gatherings, I was unable to attend due to work commitments.

Lovely evening this month with several of us even managing to bring along our wife's/partners along to the G & D. Must have been the fact of Christmas dinner on the menu and the dining area totally given over to the TSSC and I think we all agreed it was a good evening.

Must admit that my Vitesse probably will not see daylight now until the Spring, it is all under cover in my neighbours barn, and actually I will have to move my wife's MX5 and lorry to even get it out, so it's in for hibernation until 2017. I think that's the case for most of all our West Sussex stalwarts as we all came up in our modern wheels, or was it a case our partners are happy driving those at the end of our Christmas evening.....

Congratulations again goes to Iain to fly the flag in the car park, at least it was dry as Iain usually has a habit of making it rain when his lovely Herald comes out. Unfortunately I hear on the return journey, burning was smelt and the head lights apparently started to flicker and fade. At least it did make it home safely, hopefully easily solved.

Topics of conversation varied greatly and a think a few laughs were had, especially antidotes and stories from our day time



WEST SUSSEX . . . THAMES NORTH WALES

TSSC AREA NEWS

West Sussex Continues

roles everything from repatriating the deceased to running out and turning the runway landing lights to get the boss to land his plane....we all know what we're talking about!! Hope you all enjoyed yourselves and thanks for coming.

Alan is currently compiling many of this year's localish events, so I'm expecting a few "run outs" this year. Certainly looking forward to the first main event at **SEM Leatherhead**.

Happy New Year to you all for 2017.

Martin

THAMES

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www.tssc.org.uk/thames

Corr another report to write alreadywhere did that month go? Well I hope you're all sticking to your New Year's resolutions. We are getting invites to shows already, so don't forget to add your shows that you wish us to join and we can see if we can get some support of other Triumphs to join you. No news on our Triumphs this month, although Julie got a set of wiper blades for the Herald and a Quarter light mirror for Xmas.

SOCIAL EVENING AT THE GEORGE INN 15th DECEMBER. It's a chilly and damp evening at the meeting tonight but we had a bumper turn out. Keeping Julie & I company we had Bob & Wendy, Tony H, Jay & Sam, Doug B, George B, Chris C & from the Humber group Trevor H in his Sceptre Mk3. Triumph's in the car park were:- Tony's Stag, Jay's Spitfire 1500, Georges Mk1 Vitesse & our MK2 Vitesse. Nothing to report on recent jobs on our Triumph's all are going well. Julie's raffle winners were:- Chris won a bottle of Mulled Wine, Doug won a pair of Pliers, Tony won a chocolate orange, Jay won the cleaning pads and I won a box of fruit jellies which we all enjoyed. A great evening to finish off the year.

Our next meeting at **The George Inn at Wraysbury is on the 16th of February and in March on the 16th**. Please come and join us for a warm welcome or call me on 07773 623807.

Coming events.

February

19th Classic Breakfast Meet Brooklands

19th Triumph & MG Spares Day Stoneleigh

March

31st Practical Classic's Restoration show NEC
Birmingham

Mickey & Julie

NORTH WALES

Tel. 01691 600215

www.wrexhammgandtriumph.co.uk

email: helenahill@btinternet.com

Hello, everybody. December started with our group's Christmas party and dance on Friday 2nd. at Rossett Hall Hotel, and this was well attended. We all met in the bar for before dinner drinks, then took our places at the well set-out tables for our pre-booked meals before the entertainment started. An Abba tribute band provided the music initially, and

dancing went on throughout the evening. Quite a number of us migrated to the bar area, because unfortunately the volume for both the band and the disco was too loud. Why do the music organisers always insist on full-blast volume, not taking into account the size of room or anything? However, we sat and chatted until it was time to go, and it was a smashing evening, wonderful company, and a really great laugh.

On Tuesday 6th December we met at 7.00 p.m. for our presentation night, and the many awards for members of our group who have contributed in various ways to make the past season a success were handed out. Just an example of some of the awards:- the "Golden Spanner" went to M.G. Brenda this year, as she has had quite a few gremlins in the works over the past few months! Barry and Glen had the "Contribution to Group" trophy, as they have taken over the running of our website, something that M.G. Sam always handled, and Alan was awarded the "Mick Cohen Trophy" for taking on the responsibility for the film and the calendars, which again Sam always organised. A big thank you goes out to them all, they have done a wonderful job. With the presentations completed, the Trevor Arms staff served a selection of hot buffet food for everyone, this comprising of curry, lasagne, rice and chips, very good indeed. While the buffet was underway, Alan showed the film show of the past year's events, and this was well received, showing what a busy year we have enjoyed. Once again, another enjoyable evening.

Sam and his dad have been busy on the Spitfire, and here is the story so far:-

"We have been working on the Spitfire over the past few months. We have been doing a full engine re-build due to what we thought was a blown head gasket, but we actually found that a circlip had come out the piston and damaged the bore, so we have now re-bored the engine with new piston and bearings. The engine has been fully re-built with all parts lightened and balanced, and it now has a high compression head. Two sets of 40 Webers are ready to go back in the car within the next few weeks. We are also fitting a new heritage bonnet, which needs preparing and spraying, and we will also be doing some interior work, this involving seat refurbishment and re-instating the original black dashboard. Hopefully all this will be done in time for the new show season."

That's about it for now, December has been a quiet month. However, please remember that our meetings go on right through the year. We meet at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month**, again at 8.00 p.m. Come along and see us. Drive safely.

Forthcoming events:-

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.

19th February:- Wheels Within Wem, (new venue), Horseshoe Pub, Tilstock, Whitchurch, SY13 3NR:- 12 - 4 p.m.

24th February:- Our annual skittles night at the Bickerton Poacher, nr. Cholmondeley.

28th February:- OFFAL.

March

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

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

19th March:- Wheels Within Wem, Tilstock.

25th - 26th March:- Transport Collectors

SOUTH WALES

Fair, Manchester:- (Bus available or take car):- £4 adults, concessions £2.

28th March:- OFFAL.

31st March - 1st April:- Practical Classics Classic Car & Restoration Show, N.E.C. Birmingham.

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068
www.triumphwales.moonfruit.com
e-mail: alan.gourley@hotmail.com

S. WALES AREA CHRISTMAS PARTY Dec 3rd 2016

Dotty G and Action Man had volunteered to organise this years' Christmas party, the venue our monthly meeting place The Unicorn Inn Pontprennau where the food is second to none in the Cardiff area.



The evening kicked off at 6:30pm when Father Christmas made an appearance and gave a present each to the Landlords' Dan & Gemmas' children Lily & Daniel, Tim took some images for posterity. Then there was a group photo with the (hot) living fire place as the backdrop. I don't know if the drink was effecting me but there seemed to be 4 Amigos present not 3, good stuff that Coors!

Then the trophies were handed out by current AO (retiring at the end of 2016), who pointed out that in reality everyone assembled deserved recognition. The awards were thus –

- 1) NEW MEMBER OF THE YEAR –
HANDSOME TOM EAVES
- 2) MOST EVENTS ATTENDED – **PG/DOTTY**
- 3) COUPLE OF THE YEAR – **JOHN & HEATHER**
- 4) ORGANISED EVENT OF THE YEAR – **EMMA & MTC**
- 5) TECHNICAL ADVISOR 2016 – **AL GOURLEY**
- 6) BEST BBQ – **CRAZY GEORGE**
- 7) CHEF OF THE YEAR – **TIM**
- 8) MEMBERS OF THE YEAR – **A MAN & HAMMER**
- 9) SERVICES TO THE AREA – **DOTTY**
- 10) ORGANISED RUN OF THE YEAR – **GWYN**
- 11) TARDIS TROPHY – **BERN**
- 12) CAR OF THE YEAR – **BERN**
- 13) DRAG STAR (as in car race) – **HAMMER**

Action man had spent a lot of his free time organising the trophies again this year and it was hard to believe that he had exceeded the quality of the trophies from last year. FANTASTIC!

Tim again did the honours with the photographs as the trophies were handed out.

After the awards with our AO about to sit down AO elect for 2017 Al stepped up and delivered a speech on behalf of the area, thanking current AO Bernard for the past 5 years, he also presented Bernard with a retro styled CD, MP3 & radio in the colours of his Vignale (ARSENAL RED & WHITE) and his wife Michelle with an exotic plant. Our retiring AO was overwhelmed by the kindness of the members and was even more taken aback when he was awarded a RESTORATION OF THE YEAR AWARD which was a scale model of a Vignale

TSSC AREA NEWS



painted the same colours as his car on a wooden plinth, FANTASTIC!

Then just as our retiring AO was again about to sit down, Webmaster Gwyn approached him and made another very complimentary speech and presented Bern with a TRIUMPH baseball cap with 5 gold stars embroidered on it to represent the 5 years of "office", the cap even fitted his big head (mine – Berns' that is).

We then took our seats and had an absolutely beautiful 3 course meal served to us, then Father Christmas appeared again with an elf like helper and distributed gifts to all, again I was disappointed to see that Action Man & Emma missed the visit of Santa and his helper!

Dotty then started her raffle with some fantastic prizes, a really big well done to Dotty.

Gwyn had recently received the 2017 calendars and was able to distribute them to those in attendance, the calendars were again FANTASTIC and testament to Gwyn & Tims' efforts.

The rest of the evening was spent celebrating (drinking) and talking about past and future events with Ambers' Run next on 28th December.

This was a FANTASTIC evening and a massive thank you must go to Dotty G & Action Man, unsung heroes of the night. As a footnote I must say that it has been a total pleasure representing the S. Wales members over the past 5 years and I can't thank you enough for the support you have given me, but everything needs freshening up from time to time to prevent things getting "stale". I will not be going anywhere, however, I will totally support our new AO Al and I will be continuing as TR 2 – 6 Technical Register Secretary.

And to quote someone who's name escapes me at the moment "What the S. Wales Area is lacking in an old AO, is certainly made up for by the quality of the new AO" FANTASTIC!

Bern

AMBERS 17th BIRTHDAY RUN DECEMBER 28th

Boxing day 9:15am, I'm watching the weather forecast, torrential rain and high winds predicted for December 28th, something clicks in my brain, AMBERS RUN! Fifteen minutes later and I'm walking into ASDA's with my credit card in my hand, twenty minutes after that and I'm loading 7 frozen turkeys, 3 frozen ducks, 4 frozen geese and a dozen free range eggs into the boot of my Herald, no way was the weather going to spoil Amber's birthday run which was also going to be the last run that I organised as AO (note to Al : buy shares in a poultry farm). Summoning up the power of the Druids in my back garden the offerings were sacrificed on my gas BBQ, ensuring good weather for the 28th.

The morning of the 28th I awoke to blazing sunshine, FANTASTIC! Al arrived at my house and we were soon heading west along the M4 to the first meeting point at Nantgarw in my Herald 13/60.

When we arrived we were pleased to see Steve Wright & Nicola waiting in their lovely Vitesse, Paul & Dotty G, Monmouth John in his immaculate Acclaim, Action Man, Mals & The Hammer in their belt driven Volphum and Mike The Cake & Emma in their MkIV Spitfire, as Eddie and MO appeared in their 13/60 Saloon Ant called me to say that their



South Wales Continues

classic had over heated en route and that they would join up with us at the Brecon Beacon stop in their modern, so at the pre arranged time we headed off along the A470 through some great countryside into the Brecon Beacons where the mountains were shrouded in mist as the sound of our Triumphs reverberated through the valleys. We pulled into the lay by designated as our second meeting point and were soon joined by Ant, Amber & Matthew. Ant reported that Llangorse lake had been recently spotted 6 miles west of its previous location so Al volunteered my Herald to lead the way and miraculously we found the lake without taking a wrong turn FANTASTIC!

Amber's birthday cake was soon fitted with 17 "easy to light" candles and an hour and a half later Al had managed to light 3 of them. Amber took 0.3 seconds to blow them out. We were then able to take advantage of Monmouth John's knife as he approached to take his 10 % and for a paltry extra 5% John cut the cake into 22 pieces, yes 22 because as we were lighting the cake, Mike The Bass, Sandra, Hannah, Jessica & Leah turned up FANTASTIC!

After we had eaten the cake we strolled down to the lake-side and some of us fed the various wildfowl while the more intrepid took a swim in the icy waters, then we jumped into our cars and Young Eddie led us to our next destination which



was the car park by the canal in Brecon town centre where we split into various groups to visit either the pubs, cafe's or kebab house for lunches to suit our tastes, rendezvousing mid afternoon to take a leisurely drive back through the Beacons towards



Cardiff with cars veering off at their various destinations. Another great day out with the South Wales area.

Ambers run has always been a great day out, well supported by the club members to celebrate one of our younger member's birthdays and I think that Al summed the occasion up nicely when he said "Well, what Amber lacks in years is certainly made up for by the amount of people who support her run". "Yes" I said "and what her birthday cake lacked in lighted candles was more than made up for by the amount of slices that Doty managed to cut the cake into", "Yes" said Al "and what your kebab lacked in coleslaw was more than made up for by the amount of Jalapeno's you had", "yes" I said "and what we lacked in numbers taking the Llangorse lake swim was more than made up for by the amount of members who fed the ducks". "Yes" said Al "and the 20p cost of using the toilets in Brecon town was more than made up for

by the amount of people who rushed in when I paid to open the door". "Yes" I said "and what I am lacking in organising future runs is going to be more than made up for by not having to write this nonsense at the end of each report". "Yes" Al said "and what you are lacking in writing this nonsense at the end of future reports will be more than made up for by the nonsense that I will write at the end of each future report". "FANTASTIC!" I said "I can't wait".

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

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

I feel I must start this months report on a sad note to pay tribute to Chris Poore who sadly lost his battle and passed away at the age of 62, just a few days before Christmas. Our thoughts are with his family at this difficult time. Chris was one of the stalwarts of the Wessex area, in fact he was there at the start in 1980 when it was known as the Stour & Avon, meeting at the Winston Churchill. Chris took great pride in his Spitfire which he had owned since almost new. Having had it fully restored a few years ago, we are pleased that he did manage to get a few years pleasure, owning a pristine car, although it had always looked immaculate to the rest of us. I will miss his little jibes about my Spitfire, he was so pleased and complimentary when I finally had my car re-sprayed and yes Chris, I will get around to fitting that new hood that I have had for over 25 years!

It does not seem quite right, but I must now go on with what we have planned for the beginning of 2017, starting with The New Forest 25th Anniversary Run 2017. 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 & 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 bar-

WEST MIDLANDS . . . WORCESTER NORTH YORKS



TSSC AREA NEWS

gains to be had! Later in the year, is **Silverstone Classic, 27th – 30th July**, which we all enjoyed last year. 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 & the t's crossed" concerning The New Forest Run. Other events & shows that we might be interested in also need to be discussed, so 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.

Next meeting will be at the **Tyrrells Ford, Thursday 23rd February.**

Martin

WEST MIDLANDS Tel. 07969 024999
Chris. 07505 110922

As expected our first meeting of the New Year 2017 was not as well attended as normal meetings but 26 people were in attendance some either recovering from colds or perhaps Xmas Pudding overdose.

As you are aware I am no longer the Area Organiser for the West Midlands Area, Chris Allen no holds the fort for TSSC members and Phil Tabberer for Club Triumph members, but all making up a very active and thriving West Midlands Area.

Our Christmas lunch is being held at 7.30-pm on Saturday 14th January 2017 at the Boards Head Restaurant in Aldridge Road, Great Barr. This restaurant serves Chinese, Indian, Italian and English food so there must be something for everyone. I forgot to add Japanese for I like Sushi.

At our meeting on the **7th February 2017**, Ken Heaton will be presenting one of his popular quiz's and I will be supplying fantastic expensive prizes for the team coming first, and less expensive prizes for 2nd and perhaps quite laughable prizes for 3rd and the rest. Make sure you come early complete with pen to choose your team of 6, and be ready to test your knowledge of motoring world and perhaps the soaps.

There will also be one of our normal raffles to raise funds for the area coffers.

It only remains for me to rather belatedly wish everyone a Very Happy New Year and hope that 2017 will find you both healthy and happy and that throughout the year you will be able to make good use of your Triumph cars. I am looking forward to getting mine out of the garage as soon as the weather is a little more kind to us.

Cheers, drive carefully, remember 50% of people are probably caused by accident.

Roger
the Dodger.

WORCESTER Tel. 01527 894125
www.tssc-worcester.org.uk

Hi Folks. If I can just give a belated Merry Christmas and Happy New Year that would be great and if I can say Happy Easter just in case I don't get next month's news in on time at least I've covered all the bases!

We've had a fairly quiet couple of months but one thing of note was that we managed to regain the TR Register Quiz crown that we relinquished last year - I suspect the fact that we lost was the reason we were invited back! Mind you I have to be honest and say that I probably invited ourselves and will have to do so again this year as not only did we win but we walked away with quite a lot of the raffle prizes! Putting

all that aside it was a great evening and a lot of fun with a well thought out quiz and hopefully we'll get in this year.

The weekend before Christmas saw a couple of us make it to Malvern for the breakfast meet, I think it was seen as training for the following week's Christmas dinner - you certainly get a good breakfast with everything but the kitchen sink put on the plate.

Any thought of attending a New Year's Day meet was scuppered in our area as it rained for most of the day and was cold and misty with it - made even less appealing if you had a bit of a headache!

A couple of us made up for that bad weather and went down to the Sunday Scramble at Bicester Heritage the following Sunday - again we missed a lot of the scenery on the way down due to the misty conditions and we did get a little wet whilst in the line to get in. However we did dry out queuing for a bacon sandwich so all was not lost. Heading home we seemed to leave the good weather behind yet again and arrived back home in a light drizzle - ho hum.

We do have a few things planned for this year with the first big group event being the area dinner which has been booked at **The Nightingale for Saturday 11th March**. I know it may be a bit daunting to come to that for your first visit so why not meet us in February on the first Monday and make your dinner choice then?

TTFN

Vicky

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

Hi everyone. Hope you all had a great New Year. I have just returned from a truly excellent Christmas meal. And unusually I have no one to credit other than Bob and Anne for doing a recce run and every one of the members for turning up! The Ash Tree Inn at Barkston Ash made us all very welcome and the food was great! The 14 who attended enjoyed it immensely. We shall be having a run out again to this venue. They offered free chips!

The first of the new late month meetings beckons. So without further ramblings, here are the dates that are important this year!

Tuesday 28th February - Club night at the Greyhound in Riccall

Tuesday 28th March - Club night at the Greyhound Riccall

Sunday 23rd April - Drive it Day - probably a run to Flamborough, but Elvington is also an option. Please check!

Tuesday 25th April - Club night at the Greyhound in Riccall

Tuesday 23rd May - Fish and chip run and club night. Meet at the Happy Haddock no later than 7pm
Fri - Sun 2nd to 4th June - The Dalesrun in association with West Yorks, see the advert in the magazine or contact me at 72stag@gmail.com

That's it for now, please note the new meeting day and venue plus the later time of 8:15

Rick

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



TSSC AREA NEWS

WEST YORKS

WEST YORKS

Tel. 07944 909823

www.tssc.org.uk/westyorks

HI ALL This is the start of a new year for me as your A/O for 2017.

We will be having a run out on **Drive-IT -Day on Sunday the 23rd of APRIL** if you would like to come and you cannot get to the meetings you can call me on 07944 909823
THE DALES RUN This Year is a Joint Run BY West

Yorkshire And North Yorkshire taking place on **2nd to 4th of JUNE** is going very well for people interested In showing interested in coming are West and North Yorkshire Area / Manchester Area / Lancashire Area this is before it is fully advertised in the Courier

We will be having a good run out in some of the best bits of the Yorkshire Dales . on Saturday and a optional run out on Sunday to the cheese Factory at Hawes
The Village Hall is booked For Saturday night for games or what ever ???we will be looking for a few prizes for the raffle on the night

LOOK FOR the booking in the COURIER Thanks
Keep your Triumph Wheels Running

Alan

WESSEX AREA PRESENTS

25TH NEW FOREST RUN

Sunday 23rd April 2016

The Run will start from the Ringwood Long Stay / Lorry Park at approximately 10am on Sunday 23rd April 2017. It will be the usual leisurely drive through the New Forest and surrounding countryside in the company of other Triumph cars and their owners.

There will be the usual halfway halt with complementary teas and coffees.

The Run will end at Damerham where, as it's our 25th Run, you are invited to join us for a complimentary cup of Tea or Coffee and Scone (with Jam and Cream). These will be available in Damerham Village Hall.

If you would like to enter, for more details, please contact Trevor on 01425 475376 or go to our facebook page or go to

www.triumphnewforestrun.co.uk

where you will find an entry form to download.

The closing date for entries is 19th March 2017. Entries received at this date are not guaranteed and will be at the discretion of the organisers.

We look forward to seeing you and your Triumph on the day.

Now in its 25th Silver Jubilee Year!

All Triumph Cars and their owners are invited to join us for this milestone event.

Contact Trevor on:

01425 475376

Or Visit www.triumphnewforestrun.co.uk



28th Isle Of Wight Triumph Weekend

May Bank Holiday 2017

Friday April 28th to Monday May 1st

Appuldurcombe Gardens Holiday Park, Wroxall

www.appuldurcombegardens.co.uk

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.
Meanwhile if you have any enquiries please email us at:

tssciow@hotmail.com or call

Elaine on 07842 249591 or Tracy on 07754 751672



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)

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"NO TRADERS"

Show & Shine

**TSSC Insurance
Valuations - £15**

For more information,

Contact Martin

07760 384236

e-mail. martin.hughes@btinternet.com

Contact Derek

01934 515376

e-mail. derek1360giles@breathe.com

New Dalesrun 2017

2nd, 3rd & 4th June

The New Dalesrun will be held at High Laning, Dent, Near Sedburgh, Cumbria, LA10 5QJ and we will be taking you through some of the most wild and scenic areas of the Yorkshire Dales. There will be a lunchtime stop with great facilities.

This weekend is being organised as a memorial run for Alan Heaton's partner Jenny, who sadly passed away in 2016. All proceeds are to be donated to the Bexley Wing in Leeds. Saturday evening entertainment has been organised in the Village hall for the Saturday night, so come along and enjoy yourself. This year there will be a main run on Saturday with an informal run to the cheese factory on Sunday for those who don't want to rush off.

This year we have the following: Completely separate area on the campsite A scenic Saturday run through the Yorkshire Dales A lunch stop with picnic and café facilities on the Saturday run Wind down Sunday run to the cheese factory in Hawes Saturday evening raffle (Donations welcome) Night time entertainment with Alan Dog friendly site. (When on leads) Access to the site will be sign posted. **Please arrive with a full tank of fuel.** The site accepts tents and caravans.

We have negotiated discounted rates and a separate field with the campsite.

Bookings must be made through the club to receive these preferential rates.

**To attend the New Dalesrun please complete and return this slip to:
Candi Allen, 1 Smithy Court, Smithy Hill, Thurland, Sheffield, S35 7EB**

***** Remittance made out to C Allen, not TSSC *****

Queries and paypal payments (please pop Dalesrun and your name as a note and send as "friends and family" to: CALLENCJ@btinternet.com or tel Richard on 07766 354449

Name(s) : Address.....

Tel:

e-mail: Club Area

Car: Reg No.:

**Nights camping – Friday/ Saturday extra can be booked
Camping (tent/caravan/Motorhome)**

Large multipod tent / large caravan @ £25 Per night No:

Small Family tent (med or small caravan) @ £19 Per night No:.....

Small Hiking tent (single occupant) @ £9 Per night No:.....

Children (16 and under) £1 per night Infant (under 5) £Free Dogs £1 Per night . No:....

Extra cars per night £ 3 per night No: (First car free per pitch) Electric £ 4.00 Per night No:

Total per night x nights = Total

Motorhomes use approx caravan size above

The above covers a max of 2 adults if there are more adults please add below

Extra adults @ £ 9 per night. No:

Cars taking part

Weekend price **PER CAR** taking part in the run is £10, single day is £6

Grand Total enclosed £.....

Please note: If you are bed and breakfasting there is a £5 per day charge for parking on site.

We recommend you park in the free parking organised by your B&B

Derwent Valley's
Peak Run
Weekend 2017
 22nd to 26th June 2017



It's a Pantomime !!!

The 25th Peak Run takes place on
 Sunday 25th June 2017
 More information and booking forms
 available in 2017

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Our own flat, sheltered rally field with 7 hard standings pitches for campers,
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**Camping Friday 4th & Saturday 5th with option for additional night
Friday night**

Warm welcome, meet old friends and make new ones

Saturday

Optional planned casual drive around stunning Rutland and Rutland waters.
Many alternative places of interest to visit plus shopping opportunities.

Saturday night

Fun & games, BBQ, quiz, sing-along, raffle and more

Sunday

Details to be confirmed. Car show. Peoples choice.

2 nights inclusive £42, per pitch no hook up.

2 nights inclusive £52, per pitch with hook-up.

For more details & booking form contact:

Jan 07799804415 j.muschialli@ntlworld.com

Neil 07530307371 tr6scimitar@yahoo.co.uk

Dave 07770650802 davesmith.triumph@hotmail.co.uk