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Triumph Sports Six Club

The Courier 448

OCTOBER 2017



October 2017



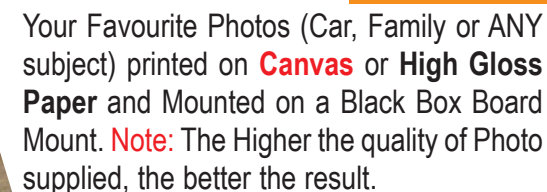
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For a full list of TSSC officials see page 72.

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

October 2017

SUN 8 OCTOBER 2017

**NOTTS AREA TRIUMPHS & TRAINS
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30th Peak Run

Sunday 24th June 2018.



The Peak Run Team are planning to make the 30th Peak Run something special. So why not join us for the whole weekend with the usual crazy entertainment.

Camping will be available from Thursday 21st until Monday 25th June 2018.

Save these dates in your diary and look out for more information in future editions of the Courier, on Facebook and on our Peak Run website:
www.peakrun.weebly.com

CLASSIC CAR SHOWS (CLUB INVITED)

November 2017

SUN 5

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CoMment

Doing More...

BY TRACEY HAWES
COUNCIL OF MANAGMENT

Here we are coming to the end of another summer season and each year they seem to get busier. Many of our members seem happy to enjoy their Courier or the occasional meeting, but the Club has so much more to offer.

Camping may not be everyone's cup of tea but several areas now stage weekend events with evening entertainment and a drive out and if you don't camp you can normally take part in the drive. Nigel and I took part in 7 camping expeditions this year and enjoyed every one varying from our own Northants chill weekend to the more full on Derwent Valley and Manchester events.

For the more intrepid of us the Club has organised trips to Spa Classic, Laon and the renowned Le Mans Classic with our camping area on the much sought after Tertre Rouge. Having taken the Dolomite to Spa this year I can say that these are well worth the effort of going to with the friendly bunch that are the TSSC. To add to this Scenic and Continental Car Tours in connection with the TSSC have now launched the TSSC Travel Club (see advert this issue) giving even more opportunity to drive your Triumph.

One of the advantages seldom mentioned is that many car shows offer discounted entry to displaying car clubs from the odd couple of pounds at a local show to the considerable 2 for 1 discount at Silverstone Classic. Many of these are only available from your local area meeting so it is worth popping along to say hello, your Area Organiser will be happy to meet you.

As Chris mentioned in last months comment, agreed value insurance is something we should all be taking advantage of given the backing you get from the club.

HQ will by now have hosted its first Technical seminar day where guest speakers offer advice on technical issues and the chance to visit the shop and museum, if you have never been it's really



worth a visit especially on one of the open days. There is never a better time to join the Club than when you are restoring your cherished Triumph.

As we enter the winter show season we will be attending the Lancaster Insurance Classic Motor Show at the NEC and Bernard will be manning an autojumble stall for the Club Shop at the Restoration Show at Stoneleigh, check the magazine for those discount codes and come and say hello, one thing that Nigel and I have learned over the years of membership is that the Club is as much about friendship and the people as it is about the cars, so don't be shy come along and see us soon.



*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

New TSSC Travel Club

We are pleased to announce the launch of the Triumph Sports Six Club (TSSC), Travel Club in conjunction with Scenic & Continental Car Tours (SCCT).

The TSSC Travel Club is an additional service to members in order to make it easier and financially more stable for members to enjoy this important part of our club activities.

You may have noticed that over the past few years SCCT have advertised in the Courier, as well as regularly supporting the club as traders at our Club events like TriumFest.

SCCT offer a fantastic range of tours and events to give TSSC members a great choice of destinations to take their car touring.

As part of this service, we are excited to announce our inaugural TSSC Official Clubs Touring programme for 2018, all of the details of which are on the advert page (Page 45 this issue)

In addition to the Club Tours, each member (Joint members will only receive one voucher per year of



membership) will receive a voucher annually to the value of £50 that can be redeemed against any New bookings with Scenic – for full terms, please contact SCCT directly.

**Contact Kieran on 01732 879172
or email**

kieran.line@sceniccartours.com

Please feel free to contact the Scenic team on **01732 879153** to discuss any of their tours, or for further details of the clubs' touring programme for 2018.

Or you can visit their website on **www.sceniccartours.com**.



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Restoration Show & Great British Autojumble
Stoneleigh Park, Works. CV8 2LG Sun 5 Nov

Also NEC International Classic Car Show
FRI-SAT-SUN 10/11/12 November

Hall 4 Stand 4-455

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Council of Management Meetings

NEXT MEETINGS:

29TH OCTOBER 2017, JANUARY 14TH 2018

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

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

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e-mail.

vitesse@tssc.org.uk

Dave Rumens



Winter Hibernation

Hi folks. After a good year for getting our cars out, [Pictures 1 and 2](#), right now as the days are getting shorter it is a good idea to get your Triumphs ready for their winter hibernation.

driven into the garage at the end of the season and then just left. But during its winter confinement it had developed a number of problems. Among these were both clutch and the brakes seized on. Plus rust had started to form on parts of the bodywork. So, I will attempt to cover a number of the major points

Pic 1.



With the winter months now getting closer you may well be taking your Vitesse off the road until the days lengthen out again and spring is with us. I agree we should be using our cars but with the likelihood of the damp weather and combine this with the road salt causing rapid body corrosion it makes sense to me to take the Vitesse off the road in the winter. However, without some preparation there could be problems when you come to wake the car up when the spring comes.

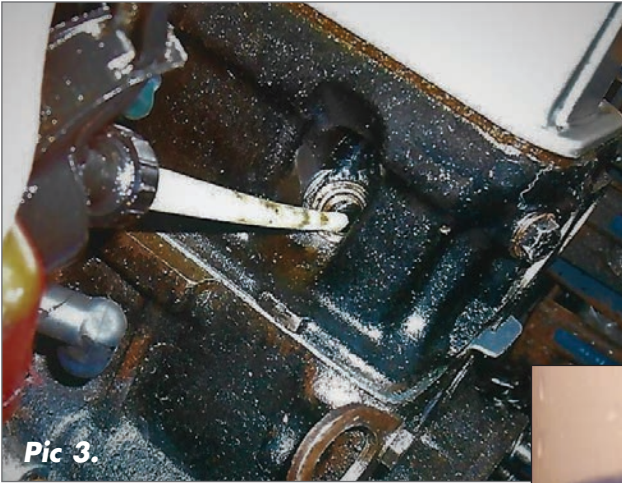
The problem is without the right preparation when we come to use our cars next season then we could find far from protecting the car we have caused more damage than if it had been carefully used over the winter months. A number of years ago I came across a car that had been

which I hope will help you keep your Vitesse in tip top condition ready to roll out next season.

Though you may have not covered many miles in your car last season there are still a number



Pic 2.

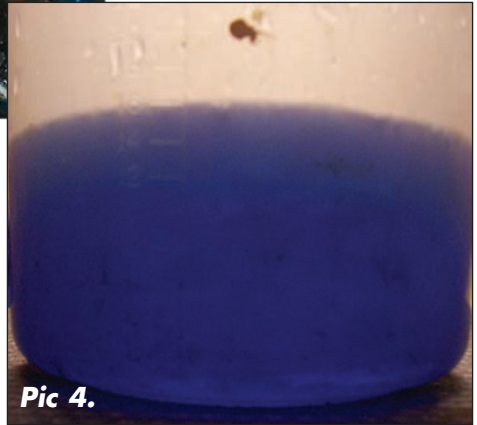
**Pic 3.**

of things you will need to do to stop it deteriorating when it is laid up over the winter. The recommended mileage given for an oil change is 6,000 miles however, this presumes the car is in regular use. Therefore, irrespective of the mileage covered last season you should still change the engine oil because even though you may have covered a limited mileage it will have absorbed a number of substances that if left could damage parts of an engine not in use. Also, to prevent corrosion of the cylinder bores you should remove the spark plugs, squirt some clean engine oil into the plug holes, [Picture 3](#), and then rotate the engine. Before putting the plugs back don't forget to clean them. In fact, it makes good sense to carry out a service before you put the car away for the winter months.

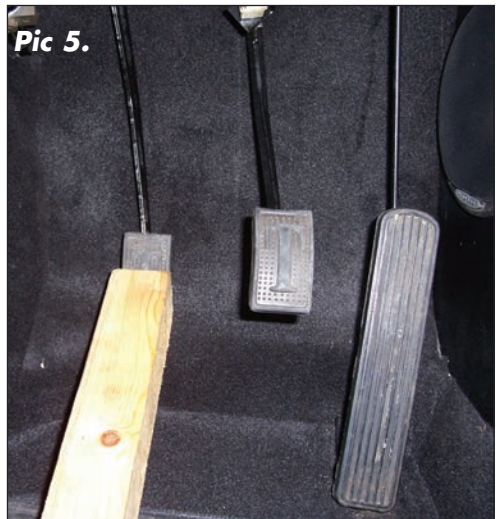
With the winter freezing temperatures just around the corner either flush the cooling system and replace the antifreeze or check and if required top up the antifreeze to the correct concentration. Information on the antifreeze is given in the owner's handbook. But, make sure you use the blue type, [Picture 4](#). Also, a weak antifreeze will not help prevent corrosion of the waterways in an engine not in use.

The brakes may have worked OK during this season but they should still be checked. They should be cleaned out and any worn components changed. Use a small amount of copper grease on the metal to metal moving

surfaces. Whilst you are servicing the rear brakes if you have a MkII then it is important give the Rotoflex Couplers a thorough inspection for cracks in the rubber or tearing away of the rubber from the fixing points. If there are any then it is better to replace the couplers now when the car is off the road than have them fail when you are on the way to an event.

**Pic 4.**

There are a number of options regarding the

**Pic 5.**

clutch. One is just leave it and hope it doesn't seize over the winter. In my experience most Vitesse clutches do! Another is to pump the



Pic 6.

long period which could eventually cause damage.

Therefore, it is a good idea to place the car on axle stands to take the weight of the wheels and this will also enable you to safely leave the handbrake off thus preventing the shoes becoming seized onto the drums. If you can't leave the car on axle stands then pump the tyres up a few pounds over the recommended

clutch pedal every month. The final one is to chock down the clutch pedal to keep the clutch permanently disengaged.

Each have their advantages and disadvantages I use the last method which has worked for me for many years without any problems. [Picture 5](#) shows the clutch pedal chocked down. However, be warned if you have any weakness in the clutch system this method could aggravate the situation. e. g. due to the continuous load on the hydraulic system if the seals have deteriorated then this could cause a leak of fluid.

The next point to consider is if the car is left standing the wheels will not be rotating and the weight will be left on one part of the tyre for a

pressure, firmly chock the wheels and release the handbrake.

Due to the battery containing acid and its potential capability of causing corrosion if just left. If possible it should be removed, charged and safely stored ready for the next season. When storing the battery to prevent the terminals from shorting out always cover them with insulating caps, [Picture 6](#), and never store the battery directly on a cold concrete surface.

Finally, the shiny bits. The bodywork should be cleaned, polished and if required waxoyl applied to normal points that can corrode e.g. the chassis and hidden body sections.

That's it for now, see you all next month.

Safe Driving & Keep Running On All Six

Dave.



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Welcome to NEW & RETURNING MEMBERS



THE
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SPORTS SIX
CLUB

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

Simon Davis	Cheshire
Louis Wardle	Cheshire
John Musty	Derbys
Richard Clarke	Durham
Marcus Scarff	Essex
Andy Couchman	Glos
Michael & Jacqui	
Sidwell/Greenhurst	Hants
Andy Scarlett	Isle Of Man
Robert Johnstone	Kent
Karen Clements	Kent
Alistair Chapman	Leics
Martyn Noble	Leics
Joseph Brooks	Leics
Matthew & Sarah	
Lambkin-Smith	Lincs
David Samways	Lincs
Robert &	
George Templeton	London
Dr Barry Maraj	London
Tony Webb	West Mids

Gwyn Petcher	Notts
Alan Daubney	Notts
Patrick & Pauline	
Shannon	Scotland
Allan Cameron	Scotland
Jim Hamish-Wilson	Somerset
Christopher Lloyd	Somerset
Michael Pope	Somerset
Louis Hepworth	Surrey
Nick Bailey	Surrey
Geoffrey Scarborough	Sussex E
Jules Arlette	Sussex W.
Ingeborg Weisenborn	Sussex W.
Lyndon Wood	Wilts
Martin Hall	W. Yorks
Simon Cooper	W. Yorks
Hugh Ramsey	S. Yorks

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



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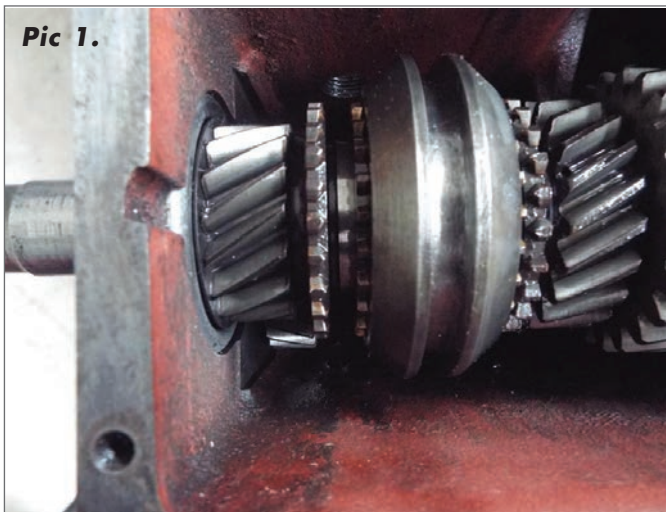
Colin Lindsay



Boxing Clever

I've been having some shenanigans with my Herald gearboxes recently; this is to say there has been some shenanigry in my garage. Actually the definition of shenanigans: mischievous or prankish behaviour - doesn't really suit; it's more along the lines of 'whydiddlestartthisenanigans' which are in fact closely aligned to 'outofmydepthigans' and similarly annoying if you've ever been in that situation. All I wanted to do was refurbish a Herald gearbox, and a basic refurbishment at that - gaskets, oil seals and the bearings.

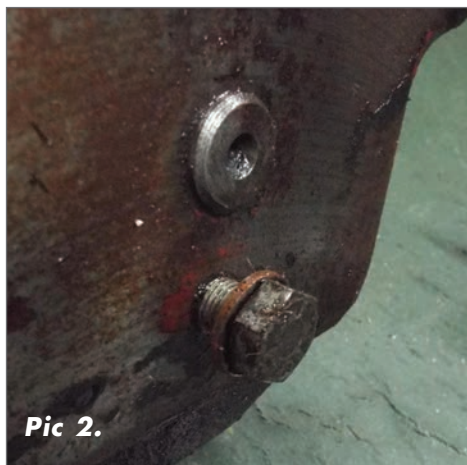
Pic 1.



Sadly when it came to removing the big front bearing on the input shaft ([pic1](#)), I couldn't get it out over the meshed gear below, nor could I find any clear and sensible advice on how to do it. The Monty Python definition of how to play the flute comes in very apt at this point: you blow in one end and move your fingers up and down the outside. So with the gearbox manual: "drop the layshaft and remove the front input shaft". EH???? Really simple if you've done it umpteen times but a total mystery to anyone who hasn't, and there seems to be two distinct factions here: those who know how to do it, and those who look incredulously at those who haven't as if to ask: why aren't you doing it, it's sooooo easy - without ever starting to explain **HOW**.

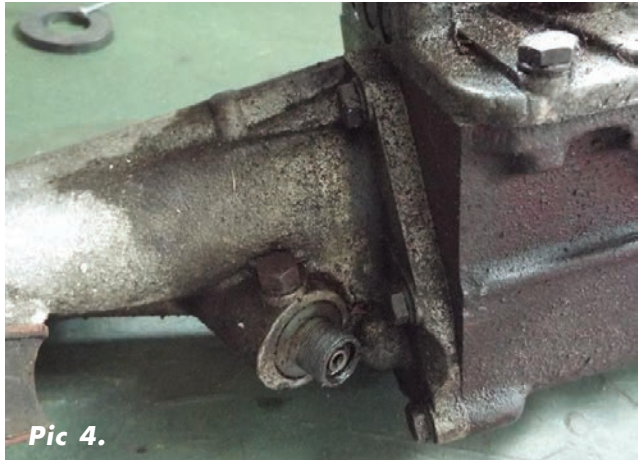
What I really needed was a nice picture saying: "this is the layshaft, and it has things on

Pic 2.



it in order like this." I did find one in the workshop manual but it was like learning to drive a car by looking at a photo of it and working things out from there. If you look at the front of the gearbox you'll see the end of another shaft below the main input shaft and bearing and above the bottom bolt (pic2); the same shaft is also visible on the rear casing. This is the layshaft with all the little gears, synchro rings and spacers hanging from it like washing on a line. It won't come out through the upper workings, and the input shaft won't come off past it. It has to be 'dropped', apparently. More like thrown, and stamped on, in my garage. You know that saying: if at first you don't succeed... well the second time usually costs money undoing what you've done during the first attempt. So: with a wisdom born of long experience I decided to leave it to a specialist, and instead do what I could to the other bits.

A quick inspection of any gearbox will tell you roughly where oil is leaking from.



Pic 4.

point (pic4), or else the top cover. The front shouldn't leak - it will if you park on a steep hill facing downwards, as the scroll-type oil seal is designed to keep oil in as the engine turns but is not a completely tight seal, so oil will still run out when stationary. Did you know, incidentally, that Heralds are designed to be driven away from stationary in second gear? First gear is such a low ratio it's really only for starting off on steep hills, where you've parked facing uphill so as to keep the oil in the

gearbox. Strange, but (hopefully) true... also remember that if you remove the bottom front bellhousing bolt, oil will pour out here as this bolt goes through into the interior so keep the bolt in place and if replacing, use a new 3/8 copper washer to prevent future leaks into the bellhousing. It won't be possible to replace any of the rear seals or gaskets with the box in situ, but the top ones are accessible with the gearbox tunnel removed, if a bit fiddly. A complete 3-rail non-overdrive gasket set will cost you around £3. I bought a gasket set,

copper washer, a few small clips and spring washers, and front and rear bearings for around £35. There are actually three bearings, front, rear and rear extension. The rear



Pic 3.

Towards the end of the rear extension, it's probably the rear seal (pic3); towards the rear of the gearbox housing itself it's probably either the sealing gasket at this

extension bearing and oil seal is accessed by removing the nut on the end of the shaft; it's 7/8, and holds on the rear flange which comes off by using pullers. The oil seal (pic5) can be easily prised out and replaced but I wanted a go at the bearing and gaskets too. The extension is held on by seven 1/2 inch bolts.



Pic 7.



Pic 5.

Some early gearboxes have a stabiliser which connects to the chassis via a small mounting plate, officially called the gearbox extension securing plate, so you might find your gearbox has a strange bracket at the bottom for the



Pic 6.

other end of the stabiliser (pic6)

I've always found it hit and miss as to whether my Heralds have one or not and believe it was discontinued early on in production, probably once the chassis changed to the very much heavier

Mk2 version.

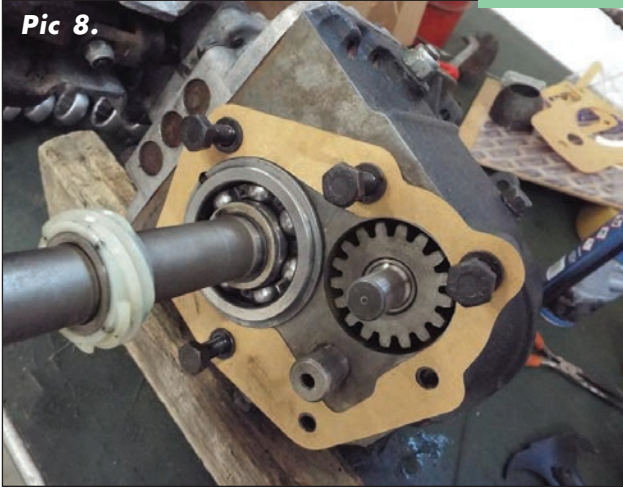
Removing the rear extension requires some tact, it's an alloy housing and easily damaged. There's also nothing to get a puller on. Firstly, remove the speedo drive - one bolt holds it in place, and it should pull out with light force. I was pleased to see that mine, from an early car, is metal (pic7); later ones were plastic. I then removed the rear extension housing by judicious tapping with a soft-faced mallet, and was particularly concerned about breaking off the two mounting points

for the gearbox rubber mounts so used soft-faced drifts and repeated gentle tapping. Don't be tempted to lever it off with a screwdriver as you may end up damaging the face, and there's no point in trying to repair a gasket leak by creating a ding that will cause a greater one. Once it has started to move it gets progressively easier and mine eventually came free with the bearing still inside, rather than on the rear shaft. It was easily drifted out, the housing cleaned up, and the bearing replaced. With the housing removed the other end of the layshaft is now visible, and the large reverse gear. The theory is that the layshaft is tapped back through the gearbox with a smaller diameter rod used to push through behind so that all the parts slide from one onto the other,

and the shorter rod can then be dropped away to clear the large gear of the input shaft.

A quick inspection and cleanup, followed by a new gasket, will seal this area for another few years (pic8).

The top of the gearbox also has a large re-

Pic 8.


magnetic filler plug will take care of little particles that do break off from time to time and increase wear as they circulate round when driving. One less thing to worry about...

Maybe I should learn how to rebuild the gearbox, however with specialists abounding and a maximum of three gearboxes to ever actually refurbish - hopefully once each - I decided it was pointless. Doing it yourself may give you a nice warm feeling, but then so does incontinence, and as with the latter, it's preferable that

moveable plate, held on by nine bolts and with two locating dowels. I replaced the gasket here as well, just in case, but it's the top remote

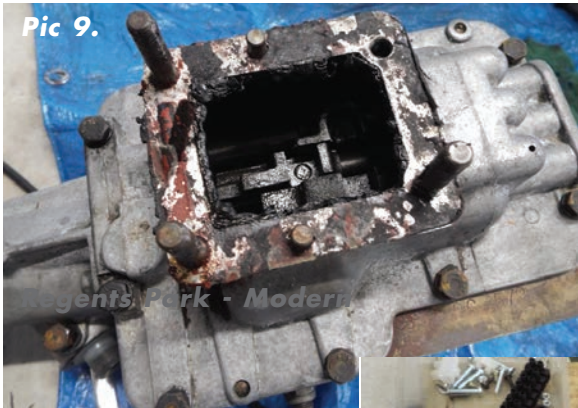
someone else does it.

Other activities on-going at present are converting the coil-spring setup to diaphragm clutch, refurbishing the bellhousing and propshaft, and sandblasting dozens of parts prior to repainting.

I'm busy enough!!

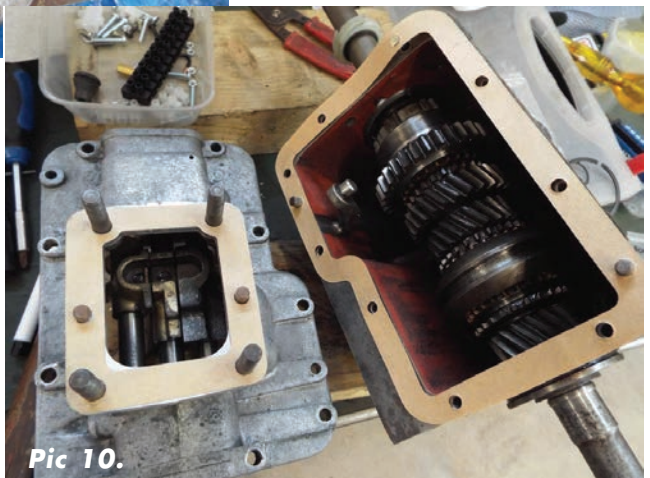
Now that the dark nights are approaching again I'll have my hands full of little winter jobs; those of you who drive daily, all year round, keep your lights bright, your tyres good and your washer bottle full! Oh - and your heater working! I salute you!

Colin

Pic 9.


extension cover that is usually the culprit, and mine was heavily - and poorly - sealed with black sealer (pic9). A quick cleanup, a proper gasket, and it's ready for refitting (pic10).

To be honest, the gearbox is remarkably clean inside - all teeth present, and no excessive sign of wear or damage, but I'll get it done anyway and be sure of another few trouble-free years. There were no crunchy bits or broken teeth in the oil, but a


Pic 10.

e-mail.

herald1360@tssc.org.uk

Phil Willson



EUREKA!

I've only gone and done it – fitted the overdrive gearbox, I mean. It was a job that I wanted to get done but was putting off due to the amount of work involved. Anyway, I took the plunge and it's in and appears to be working well. The old MkIV Spitfire box was getting rather noisy anyway so it's quieter on two points.

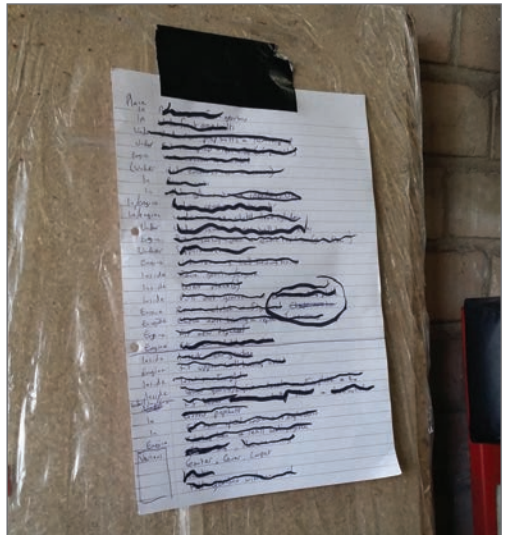
I spread the work over 4 half-days. I started by writing down the sequence of tasks so that I didn't miss anything. I first used this idea when I was reassembling the car after its rolling shell repaint. I find this works as a real morale booster on the more complex projects because it makes me feel more organised and I can see the number of remaining tasks reducing steadily as I work.

Day 1 was dismantling and preparation – removing propshaft, gearbox, clutch and flywheel (and exhaust, seats and radiator) followed by fitting the 1500 flywheel and clutch. The difference in clutch diameter, nominally 0.75", can be seen in photo 3. I also fitted the new propshaft at the rear end i.e. to the diff input flange.

As the new shaft has a simple sliding joint rather than the old strap drive then I could simply contract the propshaft while installing the box, and then pull it forward later.



Pic1: *New gearbox installed*



Pic 2: *Job checklist duly marked off*



Pic 3: Old and new clutch plate (One on top of the other)

Day 2, with the help of local member/friend **Glenn Howard**, the gearbox was installed and secured. In the past I have always done gearbox changes on my own but the single rail box with J-type overdrive is extremely heavy and I didn't feel like killing myself. If I had to do it on my own then I would have opted for taking the engine and gearbox out of the car completely using a crane.

A few hours on each of days 3 and 4 were spent doing all the other tasks to complete the installation including the overdrive wiring, speedo drive cable and, not least, SAE90 GL4



Pic 4: Overdrive Switch

oil. I took it for a test drive before refitting the cover and carpets.

Although it works perfectly well with the overdrive switch on top of the gearlever, as with all later Spitfires, Dolomites, Stags etc., I have decided to fit the column switch that would have been used if this had been done at the factory, just as on Mk3 Spitfires and the Vitesse.

A summary of parts used: Gearbox, mounting plate, clutch and flywheel from 1500 Spitfire, speedo drive from Mk2 overdrive Vitesse, propshaft bought new from Canley Classics.

The new gearbox is about 4.5 inches longer than the original and there is no regular Triumph propshaft available. I specified the appropriate shaft length and that I wanted the larger flange (to mate with the gearbox) on the front end and smaller flange at the rear (to mate with the normal Herald diff). The sliding joint is at the rear and has a range of about 2". In the final installation it has ended up in mid-range which is ideal.

Due to the extra length, the gearbox flange is obviously much further back so I removed about 1" from the floor around the flange to allow better spanner access from above. Luckily the gearbox cover still fits over the hole I made!

So, two tasks still to do. One is the fitting of the new overdrive switch and the other is to check the speedo calibration. The new box has a speedo reduction gear of 3.33:1 rather than the usual 3-rail one of 3:1 so the speedo will be out by up to 10%. Time to get the trusty Satnav out, methinks.

Finally over the page shows some photos from a recent local show. Firstly is a 13/60 convertible fitted with a Dolomite 1500 engine and gearbox. This car is more or less a daily driver that doesn't get a lot of TLC, just regular maintenance. For all that, though, it's a very tidy car and an enthusiast could get it to excellent condition with a bit of elbow grease.

Talking of Dolomites, Photo 6 shows two beautiful 1940 Dolomites that were also present. One a drophead with dicky seat (or



Super 9, built in 1931. First registered in 1932, it was off the road from 1949 to 2003 when it was rescued by the Pre 1940 Triumph Owners Club. It has been restored just enough to retain its patina, though some wood and metal rot had to be

Pic 5: Tidy Convertible

rumble seat in the USA, or mother-in-law seat to the less kind), and the other a saloon. Both cars were completed after the original Triumph company had gone bankrupt in 1939. I just love those waterfall grilles.

Finally, there was a unique old Triumph also present. This is a prototype of the



Pic 5: The Dolomite gearlever gives it away



Pic 7: 1940 Dolomite siblings



Pic 7: Triumph Super 9 Prototype, 1931

dealt with.

It is apparently the first Triumph to have a Coventry Climax engine and is also fitted with hydraulic brakes all round.

I hope to get some miles on the new gearbox during September, so I will report back.

Phil

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SPITFIRE I - II - III Register

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Suzie Singleton



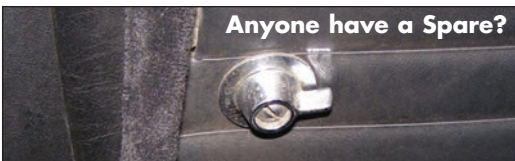
Help this Restoration



A few weeks ago we heard from **Paul Soper** who was having a spot of bother with finishing the restoration of his Mk1 Spitfire. It passed its MoT at the end of July but he still had some small jobs to do until he would be completely satisfied with it. One part giving him problems finishing was the nearside door lock which was missing from his car.

Although Sybil's not been very accessible with Guy's written off Volvo parked across the garage doors while he removes parts which may be useful, we have now been able to get a photo of the lock so hope that might help, in case he still has a problem with this, would any of you by any chance have a spare lock?

It's the one on the inside of the passenger door, as below.



Paul sent some photos taken during the restoration process and of the completed car. This is not Paul's first Spitfire as he told us that *"I owned a MK2 Spitfire back in the late 70s early 80s please find an old looking photo, unfortunately I am looking a lot older as well. I think the car in the*



SPITFIRE I - II - III Register



September where Bonhams had a Spitfire4 in their sale. Guy recognised it as one we had seen some years ago due to the special cages a previous owner had built to protect the rear lenses from damage as people brushed by them. I commented on them in an article at the time. On looking back through our records to find that article I was amazed to see that it was almost 15 years ago

photo EGD 531C is no longer with us. I had fond memories of driving the little car with its 1147cc engine.

My girl friend at the time lived in Bristol and I was in Exeter, the drive up the A38 was very enjoyable.

I can remember only having one brown moment, for some reason the back of the car wanted to take control leaving the car parked in a hedge!!!

No one was hurt and no damage to the car."

I checked the DVLA website and it does look as though the Mk 2 is no longer with us, at least it's not on the DVLA computerised register. Does anyone recognise this car and can let us know about any further adventures it may have had?

We spent the weekend at the Beaulieu



In 2017



In 2005

Autojumble again at the beginning of



At Beaulieu 2017, *photo courtesy of Jane Rowley.*

Jane Rowley was at the auction and was

able to report that the hammer price was £2.800, (£3,220 inc premium according to Bonham's website) so a very good price for the buyer for potentially a reasonably sound early Spitfire.

Another Spitfire in the public eye Peter Howell alerted me to recently by was the white Spitfire4 in the latest Vodafone ad. When I watched it on YouTube I realised I'd actually seen the ad on the telly, but obviously hadn't been

up of early Spitfires taken at the Silverstone Classic in July (including Jane Rowley's



paying much attention as I had not noticed what the car was!

Having heard about that, just a few days ago Guy then spotted it on one of his occasional trawls through ebay looking for potential additions to the fleet - not sure we need any more just now with Guy's old and new Volvos, my old (1992) and new (1989!) Hondas, not to mention my brother's old car and our usual stable of vehicles. Definitely no more room at the inn just now - but it can still be interesting to do some window shopping,

Anyway, I digress, but as I was saying that very car is on ebay as I write this with a week to go so if the new owner reads this I'd love to hear where it ends up. It does seem to be quite a tidy car so it will be interesting to see what price it gets to.

And I think we'll finish today with a couple of contributions from Keith Lister, first a lovely line-24

Spitfire4 on the right), then one he took a Triumph dealership sign in a junk shop[on the Isle of Man. Sadly the shop wasn't open so he couldn't ask the price - or be tempted too strongly to buy it.

Suzie



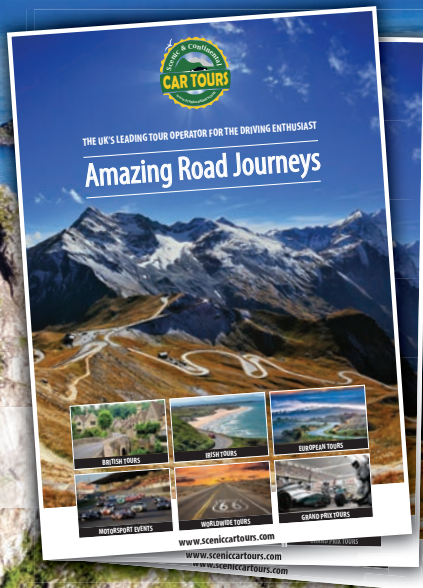
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Guy Singleton



There goes Summer!

Oh dear what has happened to the summer - it appears to be over, and we are back to cold wet weather, or at least that is how it seems in early September!

I have not done much work on our cars lately - seem to have been 'playing' with 15 year old Volvo's instead. My everyday Volvo was written off last month and its replacement is not as good as I hoped so have been moving parts from the old one to the replacement, on the bright (?) side I now know much more about them than I did before but not sure I really wanted to learn - but that's life for you.

Moving back to proper cars you will

in an accident earlier in the summer, I met him at the Pershore Plum festival on August Bank Holiday Monday, and saw his repaired car, he has done a great job on it and I was glad to see it out and him enjoying the car again, I managed to find him a bumper which is suitable for re-chroming so hopefully the next time I see the car it will have a nice new shiny front bumper fitted.

Going slightly backwards in time to Saturday 25th August Suzie, Lily and I had a day at the Gloucester Retro Festival with our 2 litre convertible, where 1940s (and earlier), 1950s, 1960's and 1980s (and later) cars were parked in the four main streets in the centre of Gloucester, our 60s group being in Eastgate. It was a good day, nice to chat to people who would otherwise not come to a car show, and if one is going to have to do a days shopping in Town this is the way to do it!

However it almost started out just a bit too lively. Suzie was sitting in the car not long after we arrived, reading, when she heard a lot of commotion behind her, loud voices and swearing. Keeping her head down and ignoring it she suddenly heard what was being said and turned around just in time to see a man being tasered and a large contingent of policemen in body armour leaping on the man pulling him away from a rucksack he was holding. She was a bit bemused but one of the

policeman spotted her (this was happening right behind the Bond) and very authoritatively told her to

recall in my last two articles I mentioned **Jim Bradley** whose car was damaged





He told us that his 4S is the one on Wikipedia so we had to have a look and it's certainly a car you can't miss. (Below) If anyone is interested in a 4s restoration project please let me know, as I also heard of a car I knew many years ago which was parked up following a rear end accident with the aim to restore it but 10 years or so later the owner Shane has realised it will not get done and would like to find it a good home.

At the end of the day we went on to Pershore where my brother David had

get out of the car and move away, which she and Lily promptly did. It turned out that the police were apprehending a terror suspect who had been going around Gloucester town centre that morning threatening to blow up a bomb he was carrying. Obviously no chances could be taken by the police but it was discovered subsequently that he was not a

terrorist, but just otherwise rather unhinged. However, it could have turned a lovely day into something very different.

The Police were supported by the TSSC's own Constabulary - Les & June & Wrigton with their Herald Police Car were parked nearby, and they helped by keeping the public out of the way whilst the Gloucestershire Constabulary deal with the incident.

Anyway, the rest of the day was good, even meeting up with Bond people. We met up with Mr Greenwood (sorry, can't remember his first name) who has a 4s but is looking for a 2l Convertible. If you are thinking of selling one, please let me know and I can put you in touch.



recently bought a house in the centre of the town, so we stayed with them for the rest of the weekend. We did various plumbing works on Sunday, displayed the Convertible amongst the many cars there on Bank Holiday Monday morning, had a look around the Festival and then went back to the plumbing for most of the rest of the day. Well, that's one way to attend a car show and still be useful! There was a great deal going on around the town as well as the car show, definitely a good event to attend, and nice to have such a variety of things to do as well as looking around the cars.

Amongst the cars was one in particular that I spotted. The owner was obviously wishing he



had an Equipe so had got a number plate which let him pretend he had one.

I mentioned a restoration project above - I have also heard of 3 more Equipes looking for loving homes, two 4s cars and a 2 litre convertible, there is also a Herald / Vitesse (not clear in the photos but



apparently it has a 4 cylinder engine) - as you will see from the photos these may have gone too far - they have certainly now become at one with the Oxfordshire landscape! Again if you are at all interested



please let me know
and I can put you in
touch with the owner.

Finally it was great to
meet Carlos Moreira
at Beaulieu, he has a
collection of three
Equipes in Portugal - a
real enthusiast.

Guy



Big Saloon Register



Paul & Carl Swanson

e-mail. carlswanson@btinternet.com

Carl Swanson

Mirror, Mirror

Hope this edition of the Courier finds you and yours well. As we head into the last few months of the year, the outdoor classic car shows have nearly come to an end, and thoughts to the big show at the NEC in November (10th-12th). If you haven't been, it really is worth a trip as the sheer number of owners clubs and their cars is quite outstanding. The TSSC always has a great stand with a good mixture of models.

To go back a while, I had booked my family holiday when the dates for the Founders run was announced. With two of my kids still at school, we are governed by their holidays, so all was booked some time ago, which involved three hotels and two sea crossings, so trying to shift all of them was not possible at that popular time of year. I was very disappointed not being able to go. My Father is in a Care home with quite advanced dementia, so is not allowed out for very long, and has limited understanding. Fortunately, my Fathers brother, also called Carl, did attend as a Swanson representative. He asked me to pass on his thanks to all that made him welcome, and was most surprised at just how large the club was.

Great to see **Bill Reed's** car on the front cover

this month. My thanks to Bill for being in contact, and he kindly sent in this article

1974 Triumph 2500 - Mirrors

When people notice the mirrors placed way forward on the front wings, they tend to say, "I bet they're useless." In fact, they're brilliant. Correctly adjusted, tightened and cleaned, they are perfect for motorway driving as they are so much nearer the line of sight than door



Bonnet Mirror view

mirrors. Mirror checks are easy, and a movement or a reflection catches your eye.

On my 1974 car, the mirror fitted to the driver's door was the useless one. Set at an angle which would never quite adjust correctly, it looked awkward and allowed a limited field of vision. I think this may well be how it was originally fitted, as I noticed last year on a visit to the extended Gaydon collection that the last-of-the-line Triumph 2500S



2000 Door Mirror view

estate (1977) has the same flat gasket between the base of the mirror stalk and the door skin. I did try a stick-on mirror for a time but it was too convex and too ugly. So at one of the

have driver's mirrors fitted originally; I found a wide range of solutions, with all sorts of after-market items attached in various positions. Eventually I came across a car with a BL-type



2000 Door Mirror position

shows, I decided to go round comparing with other 2000s. I guess many of these cars didn't

mirror, but with a plastic wedge fitted between the base of the mirror and the stalk, setting the



2000 Door Mirror

stalk a little further out and towards the vertical, restoring the full range of adjustment and aligning the top of the mirror more elegantly with the side of the car.

I found I could not just buy the wedge alone, and had to order the whole mirror assembly complete.

It's a big improvement already, and now the search is on at an autojumble for a suitable convex mirror glass.

Which reminds me that anyone changing the glass in these mirrors should be warned before removing the plastic surround that some are fitted with foam pads inside, but others have a spring which can eject the glass unexpectedly!

My conclusion is that maybe these mirrors were fitted not at the factory but as a dealer option, with the fitter left to pick whatever he thought was the right mirror stalk gasket out of the box of parts.

Later on, of course, I discovered I already had one of those wedges in a box of bits.

Bill Reed

Thanks for that Bill.

If you have an article or just a picture and a few words about your big saloon, please do send them to me.

Happy Halloween if you celebrate it!

Thought this picture was quite apt! Take care,

Carl.



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Trevor Collett



Moss across the Pond



I thought you might be interested in a couple, or three, of kit cars that I've found advertised for sale recently. I've seen the ads on the internet and such are the vagaries of web links and copying from one site to another it's not always clear whether the ads are current or whether the item was in fact traded years ago.

One site I've come across has the address **www.car-from-UK.com** and is rather odd; it appears to repost adverts for all makes of classic cars for sale in UK, United States, Canada and Australia – mainly from EBay it seems. The site's supporting text appears to be written by someone for whom English is not their first language, but the address on the "Contact" page is an ordinary house in Guildford, Surrey. Many of the ads seem to be years old, with no indication whether the cars ever actually sold – quite strange.

This Moss Malvern, in distinctly un-roadworthy condition, is, or was, for sale in America.



American Moss Malvern



Here is the text that accompanies the pictures:



Rolled into a tree!

You are bidding on a non-functioning derelict glass fibre British kit car (Moss 4-seater Malvern model), with 1500 Triumph Spitfire engine and running gear. Could be restored or might make an interesting electric car project. Moss are kit cars with mainly Ford and Triumph donors built between 1981 and the early 90s, but other engines and drive trains have been used, such as the Mazda RX7. This one was built 1989-1991 by current owner and as far as is known the only example in North America. There were approx. 350 of the Malvern model produced. More details of the cars and history can be seen at www.mossoownersclub.org.uk.

Unfortunately this car slipped the handbrake and rolled down the driveway into a tree. So a low impact front end collision, but it was enough to demolish the cowl and radiator grille and bend some of the front end bars. Canadian title, no reserve, as-is. Where is in Northern NJ, exit 12 on I80, near Delaware Water Gap.

Whether this ad is current or old, it is thought provoking isn't it? How did the car get to America? Was the body shipped as a kit? Or was it built with LHD in the UK and shipped as a complete car? How many years was it running before its accident? How many Moss Malverns have been fitted with a Mazda RX7 engine? (My guess... zero).

The big question, will it be restored or turned

into an interesting electric car? My guess? Neither. I reckon a Spitfire or Vitesse in America in comparable condition would have more chance of finding an enthusiastic restorer than this Moss; just a feeling. We're not given any clue to the condition of the chassis and me-

chanics, but repair/replacement would be fairly straightforward over here. We are told that the nose cone, grille and front bars were "demolished"; knowing Moss Malverns as well as I do I know that the front bars are easy to fix and that the grille as supplied with the Moss kit is a copy of Jaguar Mk2 grille. A new nose cone could be a bit of challenge. Assuming the original couldn't be stitched back together, the options are to find a spare from another Moss that is beyond repair or mould a new one. I remember some years ago the Moss Owners Club acquired the moulds for the Moss body – I don't know if they still exist. And then the nose cone will have to make the trip across the Atlantic.

I'd like to imagine that someone does pay the asking price – a fair sounding 280 US Dollars – and take on this project, but they'd need to be highly committed, and not a little bit eccentric!

Here's another car still on the same web site, but one I'm pretty sure was actually put up for sale some years ago:

JC Midge Triumph based Kit car.

This is not an ordinary JC Midge. Most are based on Triumph Herald - this is based on a Vitesse so has a 2.0 litre straight 6 engine - which sounds amazing and 4-speed gearbox with overdrive switch on the gear knob.

I bought it 2 years ago (for more than I am asking) and on my return from picking it up the en-



Midge

that stuff.

An honest advert. The seller is right, 6-cylinder Midges are quite out of the ordinary, I think I only know of one other. The car is described as Herald-based, and your "standard" Midge body was designed with a wheel base to fit your standard Herald chassis, but my engineering eye says that this Midge has been elongated. I suppose the builder wanted the extra length to fit in the 6-cylinder engine,

gine blew so I had a GT6 engine put in which replaced the Vitesse engine.

though I'm pretty sure the other 6-cylinder Midge I know of isn't stretched.



It is registered as a historic vehicle so tax exempt and is MOT'd until April 2015

The wings are fibreglass and the rest of the body is wood and aluminium.

THIS IS A HISTORIC KIT CAR - and is 45 years old so will require maintenance and playing with (which is why I bought it).

It has the several imperfections - scratches, bumps and marks.

You will not have more fun for the money. I am reluctant to sell it but I have just bought a '58 Landrover and there isn't enough room in the garage. This will give years of pleasure - fiddling and improving. Parts are easy to come by and on nice days it is wonderful to get the roof down and go for a drive.

UK only - I am not shipping or doing any of

in Norfolk; here is the catalogue description:

**1967 Triumph Herald based Gentry
kit car. Lot Number: 13**



Gentry

Built in 1984 using Triumph running gear and



umph 1300, tax discs, MoTs from 1989 to 2005, MoT history dating from 2013 and workshop manuals.

Mileage recorded at 1,400. Chassis number GAZ35471DL.

Estimate:

£3,500 - 4,500

Not a great deal of mechanical detail; comes with a useful Triumph 1300 owner's handbook! I suppose there is typing error in the chassis number, it would more likely be GA235471DL, which fits in with the donor being a 1967 Herald

registered as a Triumph Herald. Fitted with a stainless steel exhaust and new front calipers. Comes with hood and tonneau covers, hood frame and luggage rack. The vendor describes

1200 Saloon.

From the photos it looks like a very well finished car. Apparently it sold for £4,935 – which seems like a fair price to me.



it as being great fun to drive. The history file contains an original Gentry MGTf build brochure, 2013 Gentry Register letter, inspection letter from 1984, original owner's handbook for a Tri-

Three quite different cars, but all sharing a common ancestry – fascinating, isn't it?

Trevor

- Toledo/Dolomite 1300/1500 Register -



www.tssc.org.uk/dolomite
e-mail. TriumphToledo@aol.com



Andrew Burford

Was I gone Long?

Hi and welcome to the small saloon register. I'm sorry for the lack of articles, life seems to get so busy and I'm afraid that managing to sit down and write an article does fall by the wayside despite the good intention.

As some of you know I do have other automotive passions to and I try to spread my time helping others and sometimes getting a little help back!

I would like to say I still love these cars and behind the scenes still helping and trying to maintain links to other clubs where we share common goals. Times have moved on also and I think I've embraced that much more than others and have been very active on Facebook groups, which I believe is where the future is.

Here we can show pictures, share information, help with spares and solving problems. I'm also on twitter too but that's a different platform really.

Anyway so what's happened while I was away ?

Prices have seen a healthy interest and continue to be in magazines, often they look for the "lesser" models as they have written many times on the Sprint and of course not everyone can afford the price of the car and the insurance either.

There has been some very nice cars coming onto ebay and the groups on Facebook are always quick to point out low mileage or rarer

examples.

I'm going to work with COM and Chris again



"Barn Find"

to look at values to check they're up to date.

I have been attending shows too and its sad that the MOT Norfolk show which would normally be on around this time is no longer.

Toledo Dolomite 1300/1500 Register



The Work Begins

on the road 2003 in a garage dry stored, lots of bills and receipts, from a very famous London Dealer to ...to good to be true ? lets see more next time.

"The work begins"

Next time I will try to get some of your cars included and some of the things I have come across but this was a short edition for the moment and hopefully we will get a lot more next time.

As always please keep sending me your

I'm always open to hear your opinions and of course your articles which I need also to continue this page.

Opposite is a little taste of the well known "Barn Find" 1 owner from new, low miles, last

articles and pictures.

Until next time, see you at the shows.

Safe Autumn Motoring.

Regards

Andrew



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e-mail.

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Bernard Littlewood



Tour de Force!

Courier Editor Bernard very kindly answered my request for articles and sent me this article which **Martin Bridge** had sent to him. Martin shows what a lot of TR owners already know and that is that these cars are meant to be driven and are still capable of taking you anywhere in style, thank you Martin.

With the roof down all the way and no sign of rain we were amazed at the weather but not with the traffic as it was rubbish the further down from Manchester we got. We had aimed to get there early with all the horror stories about extra checks and queues but after a few accident jams on the way we got there bang on time and drove straight through all the checks and onto the boat with no issues -



A justifiably proud Martin

**2347 miles in a TR6
anybody...?????**

Having driven to France every year for the 10 years I have owned my 1970 English White 150pi TR6 apart from last year it was time for an adventure other than blasting round the track at Le Mans.

With all the usual jobs carried out before setting off and boot packed with spares (fail to prepare and prepare to fail as they say!) we set off on Sunday 7 August for the 300 mile drive down to Dover.



Martin & Karen

almost as though they wanted us to leave the country!!!

With only our first night's accommodation booked 50 miles South of Calais, we set off on the wrong side of the road and arrived in plenty of time to be greeted by a very lovely hostess whose brother had a Herald! We had no plan of sorts but to drive through and down to the South without using too many péages or major roads - this we did fail at on the second day having programmed the sat nav incorrectly which ended up costing about 25 euros- wow that hurt the wallet!!

With the machine programmed to avoid tolls, motorways & ferries (yes this did come back to haunt us on the way home!!) we set off on the big tour. The "6" was running absolutely great and we flew through the central belt of France booking hotels or B&B's as we went - sometimes in the car park via booking.com.

One morning, whilst the navigator was doing her hair (why?) I thought a quick check and clean of the plugs was in order to see how it was getting on with the euro fuel - and all looked good.

We whizzed through the wine belt stopping for a few samples, obviously, and booked into a beautiful house in Eymet owned by an English couple who used to have a Stag which they drove all through Europe into Spain when they had it which led to them building the property they now own.

As we carried on further down South we were told by another English couple admiring the "6" that it was a bank holiday Monday the following day and we had only booked a B&B that evening so thought we had better get some supplies in. We mistakenly went into Toulouse on the hottest day of the holiday (+100deg) at about 4pm with less than half a tank of fuel and wondered why when sat in traffic the electric Bosch conversion pump in the boot overheated - oh booggar! (Always remember on any hot day with a Bosch pump secreted in the boot to keep the tank full of fuel as this aids with the cooling).

With me pushing and Karen steering luckily we were next to an Irish bar with a parking spot so we went in for two cokes and a bag of ice for the TR - good idea of Karen's! After 10 minutes of the hot pump melting the bag of ice and more admiring glances we were good to go and did-

n't make the same mistake again!!

We then made a plan (must have been all the sun on my head) to stay in the South and get the ferry back from Bilbao on the following Thursday so continued our journey deeper into France heading for Spain.

On the Wednesday we crossed over into Spain via the mountain pass which the sat nav took us on and was worthy of an episode from the old "proper" Top Gear where James would have said again that the TR6 is the last of the hairy chested English sports cars.

To say that we had some fun zig zagging up and down the pass with the odd tail slide, plenty of brake squealing and worried looks from Karen would be an understatement- it was amazing.

Last night we stopped in a 13th century converted fortress tower which had been refurbished by the current lovely Spanish family who owned and ran it in the Basque area of Oneti surrounded by more stunning roads and countryside.

Our final leg was to head down to Bilbao where we went the long way through the national parks and forests and more fun roads to arrive and get onto the over nighter.

With our Brexit from the mainland, the last leg was to stop over for the night down south in the pouring rain and then head home back up North to end what had been a fantastic road trip with a car that proved to us to be the perfect way to see the sun.

So to all the people who questioned our choice of car to do this in and laugh all I can say is ... Well can't print that bit obviously, but you know what the answer would be!!

Bring on the next road trip

Martin & Karen

Whether 6 cylinders or 4 a TR is plus de

Triumph TR6

I have met **Stephen Wimpory** on a number of occasions; he is usually marshalling me into a prime position at the Pembrokeshire Classic Car show, so it was about time that I got around to featuring his beautiful TR6, many thanks for your help over the years and over to you Stephen.....

Triumph TR6 - STEPHEN WIMPORY

The car is a British Triumph TR6 150 BHP CP model in Pimento red, built in August 1972 but registered in early 1973. I purchased the car in Oxfordshire during September 2013. When I purchased the car it came with a large history file but no details of previous owners, however with the assistance of DVLA I have been able to trace all previous owners of the car. Although in good condition it still needs work to improve it, so there is an ongoing plan of improvements while keeping the car on the road.

To date the car has proved reliable, I have replaced the rear brakes and hand brake cable, the rear lever arm suspension units as the old ones were leaking, replaced the prop shaft universal joints, and driveshaft boots.

Minor works included repairing the horn and replacing the thermostat sensor, fitting a new gearbox tunnel and glove box and this year a new battery.

I try to keep the car as standard as possible although it has electronic ignition and braided fuel lines to the injectors fitted by previous owners. During the summer months it is used most week-ends to be displayed at shows or take part in TR events and local club runs.

Whether 6 cylinders or 4 a TR is more!

BERKELEY CASTLE

I set out early in my TR4A on a warm but raining July Sunday morning and headed East along the M4 to meet S. Wales TSSC at Magor services, the rain stopping after about 10 minutes when the



Stephen's TR6

sun came out and stayed out all day then it was back onto the M4 then M5 until we turned off onto some lovely B roads to Berkeley



Berkeley - Nice TR4

Castle. I hadn't been to this show before but it had been highly recommended and as it



Lovely TR6

TR 4/4A/5/250/6 Register



**Pristine TR5
at Berkeley Castle
Show**

Immaculate TR3

turned out, rightly so.

There were plenty of auto jumble and craft stalls and hundreds of classic cars, and the castle in the background made it a really beautiful setting.

Among the cars I found some lovely TR's and even a rare Swallow Doretti.

A great day out and an event that is already in my diary for 2018.

Bern



TR underpinnings means the Doretti shares more than its colour with this TR4A

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1500
Triumph's
a sweetie.

In the NEW November issue...

Gary Stretton gets his Peerless GT's freshly-rebuilt engine running at last, while **Nigel Clark** sorts some annoying niggles on his trusty TR6 and looks forward to his GT6 returning from the paintshop. Plus we meet a Bond Bug restorer who also owns an 11,000-mile Triumph 1500.

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Paul Lewis



Viscous Fans - How they Work

TR7 owners are more concerned about engine cooling than most other classic car owners. Early vehicles had the reputation of overheating causing costly damage to the alloy cylinder head. Some owners even confess that they watch the temperature gauge more than the speedometer. The truth is that times have changed, better maintenance and better coolants have helped and the cars are now generally reliable. During the past two Bullet Run events we haven't had one breakdown and we have covered large distances.

The TR7 supports what's known as a viscous fan to cool the engine.

Viscous Fans Explained

Viscous fan couplings are used on vehicles (cars and trucks) with inline engine positions, mainly rear wheel drives. These fans are needed at slow speeds and while idling. A faulty fan can cause an engine to overheat while idling or in heavy traffic, or poor mileage and loss of horse power.

Location

The viscous fan couplings on the TR7 is located on a hosing bolted to the cam cover between the engine and the radiator.

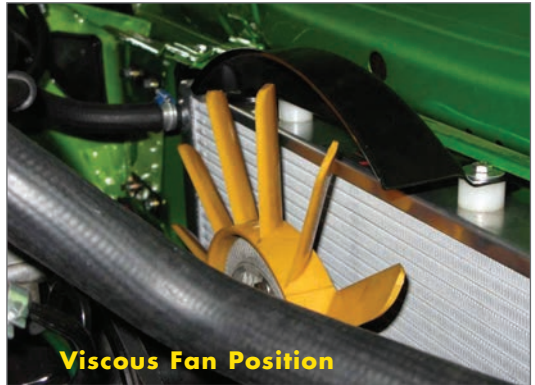
Function

- Controls fan speeds to aid engine cooling
- Aids in the efficiency of the engine by engaging the fan, when necessary
- Reduces load on the engine

The Mechanism

This product is based on the bimetal sensor located at the front of the viscous fan. This

sensor expands or contracts, depending on the temperature imparted through the radiator. This intelligent component improves



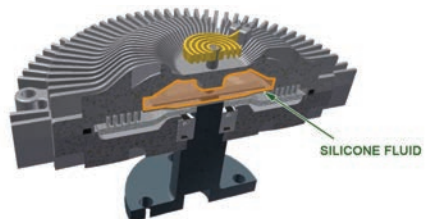
Viscous Fan Position

engine efficiency by regulating the RPM of the engine fan and cool air supply.

At Cold Temperatures

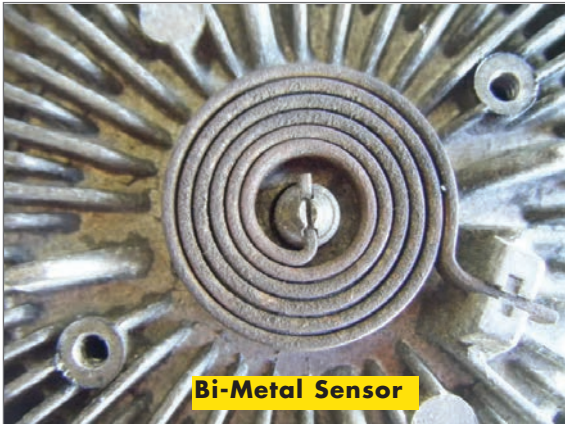
The bimetal sensor contracts closing the valve, so the silicone fluid remains in the reservoir chamber.

At this stage, the viscous fan coupling is disengaged and turns at around 20% of the rotation speed of the engine.



At Operating Temperatures

The bimetal sensor expands, rotating the valve and allowing the silicone fluid to move



Bi-Metal Sensor

through the entire chamber to the outer edges. This generates enough torque to drive the cooling fan blades at engine operating speeds and remain at a consistent temperature. At this stage, the viscous fan coupling is engaged and turns at around 80% of the rotation speed of the engine.

Failure

A failed viscous fan coupling can stay stuck in the engagement position meaning it will always run at 80% of the engine rotation speed. This can cause disruption with high noise and vibration, making a loud whirling sound as the engine is revved and will increase fuel consumption.

On the other hand, if the viscous fan coupling fails in the disengaged position, it will not draw

air through the radiator. This in turn will lead to the engine overheating as the cooling process is disrupted.

Common Causes of Failure

- Leaking silicone fluid, disengaging the fan coupling.
- Bimetal sensor losing its properties due to surface oxidation, causing the coupling to be stuck disengaged.
- Bearing failure, although uncommon can occur if the viscous fan coupling has not been replaced after high mileage. This results in the condition of the blades deteriorating.

Understanding the Sensor

The bimetal sensor governs the functioning of the viscous fan coupling. Primarily, there are two kinds of bimetal sensor systems: plate and coil. Both work under the same principle, as explained previously.

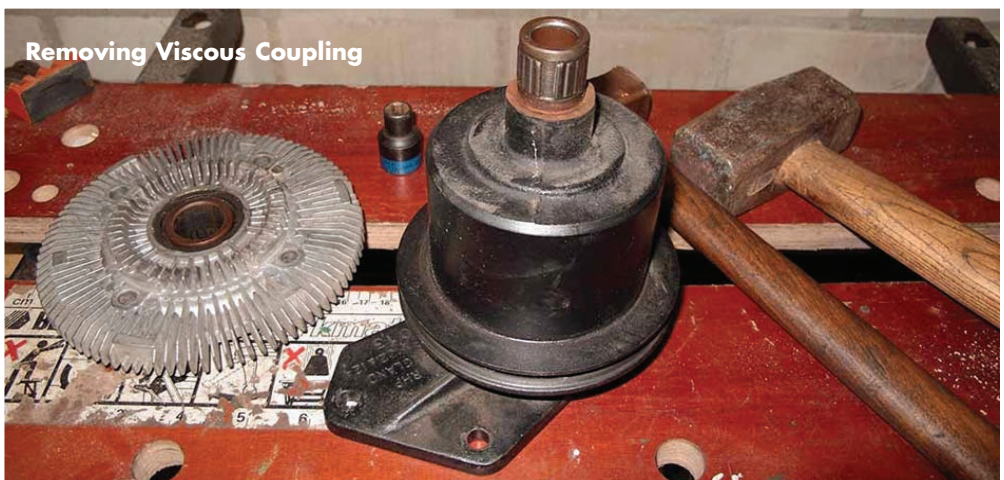
The only difference is that whilst the coil expands and contracts to turn the rotation plate, the bimetal contracts and bends.

This moves the slide plate and allows the silicone fluid to move from the reservoir chamber to the cavity.

Hopefully yours are all in great condition.

Now that Autumn is here the next few weeks will see us putting our cars to bed and looking at the list of jobs for the winter.

Paul



Young Member's Co-ordinator



e-mail. chloe@tssc.org.uk
Tel. 01858 434424



Chloe Parker

Hello all Triumph enthusiasts!

T

his months issue we have an article sent in by TSSC Scotland Area Member **Alyson Anderson**, so I will hand over to her.

My First Classic

Prior to this year I was affiliated with the TSSC Scotland through my partner Ken who has his own selection of Triumph's however being an owner/driver of a classic car had never really been the dream for me (sorry!!).

That all changed on the 1st of June 2017.....

I attended the monthly evening meeting in Glasgow at the insistence of my partner and after participating in a 'quiz' I was declared the winner and given a set of keys and escorted outside to be greeted with my very own Triumph Herald 13/60 (pictured) at the ripe old age of 25 years old. It later transpired that the quiz had been created for my benefit and that all of my lovely new friends at the TSSC

Scotland had been in cahoots with Ken and had been helping him to fix up the Herald for a few weeks prior to the big reveal (yes it felt

a lot like I was being featured in an episode of Car SOS).

After a quick driving lesson and some not so quick problems with getting the Herald taxed under a new taxation code I was finally on my way! I can honestly say that I have had the busiest but most enjoyable three months of my life so far! I have flung myself in at the deep end and have visited the TSSC headquarters, have camped at Santa Pod, showcased my lovely Harriet at numerous car shows, donned a set of overalls and rummaged through an auto jumble for spare parts and even had my car featured in the local newspaper!!



The sheer joy I feel when I am behind the wheel of my Herald is difficult to put into words - roaring? along a country road with the roof

My First Classic



down and the sun on the back of my neck is happiness in one of its simplest forms.

Every drive with Harriet provides me with so much enjoyment and a feeling of sheer unadulterated fun, it's a feeling I can't imagine I will ever have enough of!

I would also like to take this opportunity to thank each member of the TSSC and the TSSC Scotland specifically. There are too many of you to mention but you have all made me feel so welcome and included in the group, as a small(ish) group the volume and quality of events and activities which the Area Organiser's provide us with is truly astounded and I am very grateful to be in a group with so many wonderful people.

Owning a Herald = every drive is an adventure!

Thanks Alyson!

Don't forget if any young members wish to share their Stories with all, just email me along with a few Pictures and we will feature them here in the Courier.

Chloe



Liz
Sir Stirling Moss OBE



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SPITFIRE MkIV/1500 Register



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Steve Payne



Spitfire Performance

The Triumph Spitfire is a fun and economical car. Over 70,000 MkIV's and 95,800 1500's were produced between November 1970 and August 1980, quite a few remain on the road, as the TSSC register can testify and many more are awaiting repairs in garages and 'lock-ups', probably due to the simplicity and ease in which they can be worked on, and the availability of parts which are still relatively inexpensive and readily available, even if some of these parts are of questionable quality!

The 1500 model Spitfire was the better-handling car as you would expect, Triumph learning from its previous models 'issues.' Allegedly it beat its contemporaries in handling, something I cannot testify to as I've not driven the competitors of that era but am happy to accept, some forums even claim it still holds its own today (not too sure about that!).

However there are some simple changes and upgrades to the 1500 that can significantly improve its handling and safety. The 1500's power, acceleration and speed were at best average in its day, and by today's standards it's paltry. But a few simple, relatively inexpensive and easy changes can produce a significant improvement, to produce a much improved, 'fun' car.

There are many forums offering advice on what can be done, but what are we to

RACER

Spitfires—like all sports cars—have enough to stir just about everybody who enjoys driving. Consider its head-turning looks: more Sports Car Club of America class championships than any other imported sports car.

To underline the point, young Steve Johnson is the SCCA's current F-Production champion. When he wheeled his Spitfire into victory circle, it won his first title—and Spitfires heart!

Perhaps you might like to try racing your own Spitfire. Join the TSSC today!

Spitfire—the sports car that looks and acts the part. Hidden styling gives it a purity of line. And its crisp response comes from rack and pinion steering, front disc brakes, fully independent suspension, and the pining of a 1500cc engine with a 6-speed gearbox.

And the nearest the top gear does tooting takes on its entirely new dimension. In this era of busy schedules and greater sports cars, don't really only one word for Spitfire.

RACY

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believe? What combination of modifications will yield the best results? I think the simple answer to that is it depends on what you want from your car as to the level of modification that you undertake.

I work with 'attribute' Engineers in Braking, Handling, Noise and Vibration, and many other fields, all of them have a very different idea of what they want from 'their' car. The



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Triumph Spitfire 1500
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**.87g's
For only about 3G's.***

Expect to feel some time with a car corner's interests of 3's. Of course, that's a very rough estimate. In the first 13 years of Car & Driver Magazine's annual 100 Best Cars list, the Triumph Spitfire has been named one of the 100 Best Cars 11 times. (This performance puts the Spitfire in the same league as the \$1,000 Datsun Z-car, the \$4,000 Alfa Romeo 2000 GT, even the \$100,000 Porsche 911.) And the Spitfire gives you 87g's while getting 33 mpg per gallon.

1,005 P.D.E. Dealer preparation, tax, license, title & road. *1978-1980 models.

Triumph Spitfire

(that's not to say I think they are not of interest or fun but want to start with the basics and build up to something more 'radical'). The article should explain your thoughts and principles behind the modifications. Exact details of "how" to implement the improvements can be cited/referenced, such as those instructions found in workshop manuals.

I will categorise the articles I receive into either 'Handling' or 'Power' and aim to publish them alongside any other stories I receive.

Update on the Indicator Stalk - issue 443

Hi Steve,

Sorry I overlooked issue 443 in which my earlier e-mail appeared. I may not have made myself clear. You don't have to dismantle the end of the stalk shown in the photo. Disconnect the wire at the other end and pull the entire stalk, including the stem out of the switch body. I think it has a splined end with a bit of bare braiding pushed in the hole for the earth return.

Regards

Lawrence

Thanks Lawrence, I've not investigated this any further as yet, but now winter is approaching it's on the to do list again. I'll check it out.

I look forward to receiving your articles.

Steve.

NVH Engineers want softer bushes to make it quieter, but of course handling Engineers want harder bushes so it doesn't roll so much. The Braking Engineers simply want it to stop on a penny and give you change.

I'm a Durability Engineer, which means in simple terms I don't want it to fall apart before the end of its 'life'. Somewhere in the middle of all this is the happy compromise, but I guess we all have our own idea of what that compromise is. Therefore I'd like to hear of your modifications, good and bad (we learn from our mistakes) to see if I/we can put together a level of modification 'guide' by which readers can decide how far to take their vehicle and some indication of the level of work and cost.

The articles should be a brief summary of the modifications you have carried out and represent your own observations and findings. It should be aimed at improving Spitfire performance at a reasonable cost. Initially I'd like to limit the level of enhancements to things that keep a Spitfire a Spitfire—or at least a Triumph for the most part—and do not go into things like engine swaps or drivetrain transformations

GT6 Mk I - II - III Register



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



Andy Cook D Day Invasion

I've recently returned from a really great holiday in the GT6 touring the D Day Beaches area in Normandy France.

This month my column focusses on the trip, it's as much about the D Day sites as it is about a tour in my Triumph but I hope you find it an interesting read!

The Plan was hatched a few months ago when I asked my Kids where they wanted to go on Holiday this year expecting them to want to go somewhere hot with sea and sand. I was a little surprised when my daughter said she didn't want to go on holiday with me this year, but pleasantly surprised at my son James's reaction which went something like, "Dad if Alice doesn't want to go on holiday with you can we have a 'Boys' Holiday?", "Yes" was my reply, He then suggested "Could we go to the D Day Beaches?", as this was somewhere I've always wanted to go but never visited I agreed, also as there was only two of us I suggested we used the GT6 and a plan was hatched.

For me living down in Hampshire, a visit to Normandy is really easy, I'm only 45 miles from Portsmouth International Ferry port and there is a ferry straight from Portsmouth to Caen which is at the Eastern end of the D-Day Landings area. In fact the Port is just North of Caen at



Picture 1 Adrians Ferret APC

Ouistreham which is at one end of "Gold" Beach, one of the 2 Beaches where the invasion Force was predominantly British.



Picture 2 One of Adrian's GT6s

So driving to the D Day Beaches is no further than a visit over to the Isle of Wight for me.



Picture 3 My car in Adrian's Courtyard

As we were taking the GT6 I also had the perfect accommodation lined up. A few years ago I was at a local Army Show in Aldershot and there was a Red MK1 GT6 parked up, when we came out the guy was just getting into it so I went over for a chat and met **Adrian Cox**. Adrian explained how he had come over for the show from France for the weekend, although brought up locally close to where I live in Hampshire he had now moved to France and has a Holiday Accommodation business out there. Not just any holiday business either but one that specialises in holidays for Bikers and Classic Car owners. I had lost touch with him but a bit of searching on Google and I found his business, Normandy Beach B&B. I looked at the website, gave him a call and booked a room.

Adrian has a really great set up and if

you fancy a trip to Normandy in a Classic I'd certainly recommend his place. It's an Old Farm within the coastal town of Arromanches 150 yards from one of the D Day beaches, "Gold". The farm has been converted into Holiday rooms, most of which are on an upper floor of the barn which also houses his workshop on the ground floor. The really great bit is that the farm has a gated courtyard with secure parking for his guest's cars and bikes, some of it even under cover. Added to that Adrian is a real petrol head, owning



Picture 4 Queuing for Ferry in Portsmouth

two MK1 GT6s (being restored), a Ferret Armoured Personnel Carrier and a few bikes. He is also restoring a rather nice Morris Minor split screen convertible for his wife Karen.

So, we set off one evening for Portsmouth and caught an overnight Ferry to Caen

Day 1

The great thing about the overnight Ferry is that it arrives early in the morning allowing a full day of exploring on arrival. We decided to visit a couple of the D Day sites just inland at the eastern end of the D Day invasion region. Firstly the Merville Gun Battery that was the site of a hard fought Battle between the British Paras, Commandos and the German forces



Picture 5 GT6 at the Merville Gun Battery with the Dakota behind

manning the Battery starting in the early hours of D-Day on 6th June 1944. It was an important strategic target as the guns of the Battery were



Picture 6 GT6 with Pegasus Bridge in the Background, Café Gondree is the building to the right of the Bridge

there to protect against invasion and were pointed at what was to become Sword Beach. The battery is open to visit and houses a Museum, it also includes a DC3 Dakota that was used to drop Paras in the invasion.

After Merville we went on to the site of another famous Battle, Pegasus Bridge, which was taken by the Para's on 6th June. At one end of the Bridge is a house that was one of the first houses to be liberated by the Allies, it's now a famous café, Café Gondree, which is run by Arlette Gondree who was a young girl

present on the day of liberation. The Café is full of memorabilia from D Day, so we stopped there for lunch and had a good look. After lunch we went around the Pegasus Bridge Museum. In all a busy and enlightening first day of our tour.

Day 2

For our second day we decided to go to the western end of the D Day invasion area. We started at the



Picture 7 GT6 at Azeville Battery

Azeville Battery, another Gun Battery which had a network of underground tunnels that are open to explore.

We then went onto the village of Sainte Mer Eglise, the site of a battle held by the

American Airborne Forces. There is a famous Church there where an American Paratrooper (John Steele) got stuck on the tower

when landing and there is a mock up of him dangling from the tower there today. During the Battle he was taken prisoner by



the Germans. We had lunch there and then visited the excellent Airborne Museum in the town.

After Sainte Mer Eglise we had our first visit to one of the 5 D Day landing Beaches, Utah Beach, the furthest West and one of the two American invasion Beaches. We also went around another excellent Museum at Utah Beach.



Picture 9 GT6 at Utah Beach

Day 3

For Day 3 we continued with the American invasion sites. Starting off at Pointe Du Hoc, a high cliffed peninsular that was invaded by the US Rangers. They were tasked with taking out a Gun Battery at the top of the cliffs, a difficult task as it involved scaling the vertical Cliffs under enemy fire. When they reached the top they found that the Germans had removed the Large Guns from the bunkers and taken them inland. Although all was



Picture 11 Omaha Beach Memorial

GT6 Mk I - II - III Register

not lost as although the Guns were hidden and were located a few miles inland, they were discovered and destroyed by a couple of the Rangers so they couldn't be put back into service.

Pointe Du Hoc itself is littered with large craters from where bombs and shells were used to soften up the target before the Rangers attacked.

Following Pointe Du Hoc we went to the other American landing site, Omaha Beach.



Picture 10 GT6 at Pointe du Hoc Memorial

The Americans incurred huge casualties at Omaha and suffered the biggest loss of men on any of the beaches.

We then went on to the Overlord



Picture 12 Overlord Museum

Museum near Omaha Beach, a really good Museum. Overlord being the name of the whole D Day Landing campaign.

again centred around the WW2 invasion.

First stop was a memorial to war journalists from WW2 to the present day which we passed through on our way to the Commonwealth Graves site in Bayeux. This is another huge cemetery with the graves of 4648 servicemen, although mainly British and Commonwealth it also includes the graves of 466 German Servicemen. This was again an emotional and thought

provoking visit, especially witnessing what looked like a group of modern day Soldiers (dressed in suits and regimental ties rather than uniform) laying a wreath



Picture 13 The photo doesn't really do it justice, to understand the scale you need to go to the American Cemetery.

Then to finish off the day we visited the American Cemetery above Omaha Beach. This was very sombre and thought provoking, although you hear of the number of lives lost at D Day it's not until you actually see the number of graves before you that the numbers have a meaning. This is a huge cemetery with the graves of 9,387 American Servicemen.

Day 4

On our Fourth day we went in land a bit to the medieval city of Bayeux, famous for the Bayeux tapestry, however our visit was

on the memorial, standing to attention and then saluting....

We then visited the Battle of Normandy Museum at Bayeux which focuses on the story of the progress and retaking of



Picture 14 GT6 at the Bayeux Commonwealth Cemetery

Normandy and invading south post D-day.



Picture 15 GT6 at the Battle of Normandy Museum

It was then off for a late lunch and a quick explore of the Bayeux City Centre. After lunch we returned to our base at Arromanches to carry out some local exploration. Arromanche is at the Western

weapons, ammunition and other supplies to provide for the invasion forces as they moved in land. Some parts of the harbour are still there today. We went around the D Day museum in

**Picture 17 below
Remains of sections
of the Mulberry
harbour on the beach
at Arromanches.**



**Picture 16 GT6 with Arromanches
and the Mulberry Harbour behind**

end of Gold Beach the second of the British invasion beaches. This was the site of the famous Mulberry Harbour, a temporary Harbour which was built in sections and towed across the channel. A really key part of the invasion as it allowed the supply of troops, tanks,

Arromanches and then visited the Beach to explore some of the remains of the harbour as the tide was out.

Day 5

On our 5th Day we decided to head to Juno Beach which was the

Picture 18 Gold Beach





Picture 19 Juno Beach

Canadian invasion beach. On the way we drove down to the sea at the other end of Gold Beach. Interestingly this was totally deserted.

On arriving at Juno beach we came across an unexpected French monument. This was at the point on Juno Beach where General De Gaulle, leader of the free French army, set foot on French soil again after his exile in England. A big moment for the French as it signified that their country was starting to be returned from occupation.

Afterwards we went on to the Canadian Juno Beach Centre. This museum was interesting as not only did it cover the D Day invasion at Juno but also tracked the history and culture of Canada through the ages, something that I previously had little

at Longes Sur Mer, this Gun Battery is to the West of Gold Beach and is the only Battery that still has the large 152mm Naval Guns in place so was quite impressive.

After Longes Sur Mer we went to the intriguing Museum of Undersea wrecks. After the war the sea along the D Day Beaches was littered with wrecks of Ships, weapons, Tanks and other vehicles that had been sunk during the battles. The wrecks were causing a big issue and obstructing Fishing and Shipping so the French government commis-

sioned the removal and salvage of the wreckage. One of the Divers who was licenced to remove the wreckage has a museum of some of the artefacts he recovered. This ranges from small artefacts recovered from the sunken ships right up to complete Sherman tanks.



Picture 21 GT6 at the Museum of Undersea Wrecks at Port En Bessin



Picture 20 Longes Sur Mer Battery

knowledge of.

After Juno we went to another gun battery

along the coast to give early warning of

Day 6

This was the day of our return to the UK, however, our Ferry was an overnight one, not leaving until 23:00 so we had a full day to continue exploring. We first visited a Radar Museum. During the War

the Germans had a few Radar installations

GT6 Mk I - II - III Register

any attack by either land or sea. The Museum is housed in the original WW2 Bunkers also tracks the history of Radar technology right up to the present day.



Picture 22 GT6 at the Radar Museum Douvres-la-Délivrande

We then went on to visit the remaining D Day Beach, Sword Beach, the most easterly of the Normandy D Day Beaches, and the other British invasion beach. We visited a few memorials there including a statue of a piper, Bill Millin who famously played his bagpipes to spur on the troops during the beach assault, then the Sword beach memorial followed by the statue of "Monty (Field Marshall Montgomery). Picture 23 GT6 We then continued into



Picture 23 at the Piper Bill Millen statue Sword Beach

the Port of Ouistreham at the Eastern end of Sword Beach and visited a couple of Museums. Firstly the Museum of the Atlantic wall "Le Grand Bunker", the Museum is housed in a towering observation and gun emplacement post bunker overlooking the beach. 4 British Royal Engineers attacked this on D-Day and despite being opposed by the Garrison of 2 German Officers and 50 soldiers they succeeded in taking the Bunker.



Picture 24 Atlantic Wall Museum "Le Grand Bunker", Ouistreham

Then our final D Day attraction visit of the tour was to the French Commando Museum in Ouistreham. Some of the elite Free French Army that escaped to Britain when France was taken by the Germans underwent the selection and training for the British Royal Marine Commandos. The French Battalion of Commandos returned to invade France on D Day at Sword Beach.

After a meal we went to the Ferry terminal for our trip home and ended up in the queue behind a UK registered MG Midget. I spoke to the owner, an Englishman who

now lives in France. His Midget remains UK registered as he has a problem getting it registered in France as although it's an early midget it has the later Triumph 1500 Midget Engine (1500 Spitfire type) and a Ford Type 9 gearbox fitted. The French Authorities are strict on Classics being original so the solution is to keep it UK registered. His trip on the Ferry back to the UK was to have his annual MOT test!



So ended a really great Triumph road trip. I'd certainly recommend a visit to Normandy for a tour in your classic. It's so close in terms of miles, we only did 400 miles including getting there and back and touring round. Nice quiet roads to cruise along. A fantastic trip back into history, both interesting and thought provoking. Plus the GT6 certainly caused a stir whenever it was parked up with lots of people commenting and taking pictures!

Even though we had a busy few days there is still a great deal of D Day places to visit across Normandy that we missed, so the plan is to revisit sometime soon.

New GT6 Website

I received an email recently from long term member **Patrick Faleur** who has been in the TSSC since 1980 when he first bought a GT6 MK2.

Patrick was at one time the PR secretary for the Club and the North Wales AO.

Patrick has an interest in building websites and created an award winning 60



company website a few years back. He is currently restoring his MK2 for a 2nd time and he has created a website dedicated to the GT6 MK2 www.gt6mk2.com.

The site has lots of information on GT6s in general and the story of his car. I had a browse around the site and I'd recommend it as being well worth a look. Thanks for sharing Patrick.



Picture 27 Picture of Patrick's car downloaded from the site taken in 1982 after the first restoration.

From the Archives

As the picture of Patrick's MK2 dates from 1982, I thought it would be nice to dig out an archive picture of another GT6 taken that year.

The Picture of the MK1 below is from Leon Guyot's archive and was taken at Roulsham Park Oxford in September 1982. I did check through Leon's archive



to see if there was actually any pictures of Patrick's car which would have been nice but alas there wasn't!

Andy

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Model	Reg Number	Body Type	Engine Size	Tick if LH Drive	Manual / Auto	Year of Manufacture	Recorded Mileage at date of form submission	Date of Purchase	Purchase Price

Conditions - CONCOURS, A1+, A1, A2, A3 (must be completed)

Body	Paintwork	Chrome Fittings	Class / Underbody	Interior	Engine	Transmission	Electrical equipment	Estimated Value of Vehicle

CONCOURS: The vehicle and its components must be in a condition of original specification, free from blemishes, faults and wear. This condition will only apply to vehicles previously entered or being proposed for entry in concours competition and evidence of entry may be required.

A1+ The vehicle must exceed A1 - TOP CLASS and with little effort to be considered to be Concours.

A1 TOP CLASS: The vehicle must be in an excellent condition with bodywork/chassis free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

A2 AVERAGE: The vehicle should be in good working order, capable of regular use and satisfying an MoT test requirement. The bodywork/chassis must be free of extensive rust and/or damage.

A3 SERVICEABLE: A considerable amount of work may be required to make the vehicle condition A2 or better.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

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In all the years (30+), we have offered this service, when there has been a claim it has always been settled at the agreed value. With a **TSSC backed agreed value** you have the full backing of the TSSC as we are the ones who set the values.

So, don't delay, check your policy and see if you have an TSSC SIGNED agreed value form. (**Remember NO TSSC Backing if not with a TSSC Insurance Panel Member**) If not request one from HQ on **01858 434424** email **info@tssc.org.uk** or Download and Print one from the Bottom of the TSSC Website Home page. **www.tssc.org.uk**

The up to date TSSC Car Values Guide is Overleaf
why not take the time to check and see if your car is under valued?

TSSC INSURANCE - CAR VALUES

MODEL	BODY	PROD	CC/Cyls	Concours	A1+	A1	A2	Project
Herald 948 & S	saloon	1959-61	948/4	8000	6000	3800	2500	1200
	fhc & dhc	1959-61	948/4	10000	7000	5000	3000	1800
Herald 1200/1250	saloon	1961-70	1147/4	9000	6000	4500	3200	1000
	fhc & dhc	1961-67	1147/4	14500	9500	6000	3800	1300
	van & est	1961-67	1147/4	11000	7000	5000	2500	1300
Herald 13/60	saloon	1967-71	1296/4	8500	5500	4500	2200	1000
	dhc & est	1967-71	1296/4	10000	7500	5000	3500	1400
Spitfire 4	sports	1962-64	1147/4	20000	16000	12000	5500	3500
Spitfire II	sports	1965-67	1147/4	17000	14000	10000	5000	3300
Spitfire III	sports	1967-70	1296/4	16000	13000	8000	4800	2500
Spitfire IV	sports	1970-74	1296/4	12000	7800	4500	2100	1300
Spitfire 1500	sports	1974-81	1493/4	14000	9000	6000	3300	1300
GT6 Mk I	fhc	1966-68	1998/6	22000	18000	13000	7500	4000
GT6 Mk II	fhc	1968-73	1998/6	22500	18500	13500	8000	4500
GT6 Mk III	fhc	1968-73	1998/6	20000	17000	12000	6000	3000
Vitesse 6	saloon	1962-66	1596/6	10000	7000	5800	3000	1500
	dhc	1962-66	1596/6	12000	9000	7500	4000	1800
Vitesse 2L	saloon	1966-71	1998/6	18000	12000	8500	4500	1300
Mk1 & Mk2	dhc	1966-71	1998/6	20000	14500	9000	5000	1500
Renown	saloon	1946-54	2088/4	12600	9100	7000	4200	1680
Roadster	dhc	1946-49	2088/4	25200	19600	16800	13300	7000
Mayflower	saloon	1950-53	1247/4	5600	3850	3080	1680	900
TR2	sports	1953-55	1991/4	35000	24500	15400	8400	5000
TR3 & 3A/B	sports	1955-61	1991/4	38500	28000	16800	9100	5500
TR4	sports	1961-65	2138/4	35000	24500	15400	8400	4000
TR4A IRS	sports	1965-67	2138/4	38500	28000	16800	9100	4500
TR5	sports	1967-69	2498/6	65000	45500	26000	13000	9000
TR6	sports	1969-75	2498/6	40000	30800	18000	10000	4000
TR7	fhc	1976-82	1998/4	8400	5250	3500	2100	840
	dhc	1980-82	1998/4	10000	8400	5500	3150	1400
TR8 (Factory/Grinall)	dhc	1980-81	3528/8	15000	10000	8000	6000	3000
Stag	dhc	1970-77	2997/8	22000	17000	12000	8000	3500
2000/2500S	saloon	1963-77	1998/6	8400	6300	4900	2100	700
2.5PI	sal/est	1968-77	2498/6	10500	7300	6000	2800	1260
1300 & 1500	saloon	1965-73	1296/4	5500	2450	1820	1190	500
Toledo & Dolomite	saloon	1970-81	1493/4	6300	4200	3200	1400	600
Dolomite Sprint	saloon	1973-81	1998/4	10000	8500	4500	3000	1800
Acclaim	saloon	1981-84	1335/4	3500	2500	2100	1050	500
Bond GT 2+2	fhc	1963-64	1147/4	9000	6500	4500	2500	900
Bond GT4S & 1300	fhc	1964-70	1147/1298/4	6000	4000	4500	2500	900
Bond Equipe 2L	fhc	1967-70	1998/6	8000	5600	3800	2500	900
	dhc	1968-70	1998/6	9000	6500	4500	2500	900

N.B. - Definitions (i.e. Concours, A1+, A1, A2, etc.) as per Valuation Form.

Please remember originality and rarity will always add to value

For guidance on Triumph cars not listed please phone the Club Office 01858 434424

Left Hand Drive cars as above less 10% (or less 5% if converted to RHD)

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Bern Robinson



All Show Reports to the Editor please

Lynton & Lynmouth Cliff Railway

By Darren Groves, North Devon area AO

Tenth of September saw the North Devon Area run to the picturesque twinned towns of Lynton & Lynmouth and to display our cars along the walkway to the Lynton Cliff Railway Station. If you've never been to the Cliff railway, then you really should as it is a quite magnificent piece of engineering, even more amazing when you consider it was built in the late 19th Century.

It's totally water powered, no need for pumps to recirculate it as it's fed from the West Lynn River which is around a mile away. The water is piped into a large storage tank, which then supplies the cars, all very clever.

We also had a very good reason to visit,



View from Bottom



Blackmoor Gate

as the railway was built by the Great, Great Grandfather (I hope I have the right number of Greats) of local member Rob Shaddick, Rob is now a Director at the railway and was key to 64

this event happening.

As the event drew closer we had Triumph owners coming from various locations other than North Devon. Sue & John Franklin (Devon

Cliff Railway Run

AO) were bringing up a contingent from down South, Martin Hughes (Somerset AO) got a local group together, the



the North Devon Classic & Sports Car Club who were on their way to another event at Dunster Castle.

After a slightly extended stay so we could chat to people we knew and have a look at the other cars, we set off again. Most of us left OK apart

SOC also supported the event well including one member (Dale Garlick) coming all the way from Manchester. Well he was on holiday in Ilfracombe in his Stag anyway, so it was happenstance that he could attend.

The North Devon regulars started in Holsworthy, after a quick stop in



from Roland & Helen Morey in their Stag, a combined starter/battery issue causing a bit of a delay for them, but some jump leads got them going. Due to our impromptu stop, we were now running a little late so some had

Bideford to pick up a few more we set off to the final meeting point at The Valley of the Rocks in Lynton. On the way, Rob (who was leading the convoy), decided to stop at Blackmoor Gate for a comfort break where we were confronted with a car park full of classics, some on the way to our event, but also



Valley of the Rocks



already arrived at the Valley of the Rocks, so when we got there, there was already a healthy gathering.

I received a phone call en route from the Somerset guys to say they had got a bit lost, so had ended up at Lynton Town Hall, which is a short distance from the Cliff Railway entrance, so they decided to stay put and wait for us to arrive.

After a stop for a few photos at the Valley of the Rocks, we set off again. Rob calling ahead to the Cliff Railway guys so they could be ready for our arrival, as parking all the cars involved reversing up a pedestrian area.

Unfortunately the weather wasn't great, overcast and raining on and off, well more on than off to be honest, so I was worried that many would decide to stay at home in the dry. Thankfully Triumph owners must be a hardy lot, as only a few who said they would attend didn't make it, 2 of those due to mechanical issues rather than the inclement weather.

We had estimated that the pedestrian area could take around 20 cars if we parked properly, so the team at the Cliff Railway guided us into position and in no time we had 22 cars all in place and they fitted perfectly. Well done to Ashley (Chief Engineer & Manager) and his team for doing such a great job of squeezing us all in.

The selection of cars was excellent; Herald, Vitesse, Stag, Spitfire, GT6, TR7/8 and Dolomites all represented and after a short while the cars were starting to draw in the visitors. Alan Brace even met a previous owner of his Spitfire 1500, which it seems he's now keen to buy it back.

The Cliff Railway guys had been advertising

this event locally and on Social Media for some time, so the deal was that we'd leave our cars in place between 11am – 3pm so the general public could enjoy them, and those arriving in a Classic would get free use of the Railway for the day. So after handing out the complimentary train tickets, everyone set off to explore Lynton & Lynmouth and grab a bite to eat.

Unfortunately the weather didn't improve any, but it didn't seem to be dampening anyone's enthusiasm on the day. The Cliff Railway was doing brisk business and not just Triumph owners with freebie tickets, plenty of paying visitors enjoying the railway and the cars. As we wandered around we kept bumping into familiar faces, mostly enjoying pasties, fish & chips and even some excellent milkshakes!

Before we knew it, it was approaching 3pm so we headed back up to Lynton from Lynmouth, we bumped into Rob & Ashley at the top who were also pleased how the day had gone, even a local Jensen owners club had got wind of the event and whilst we were there had booked a date to do something similar, the power of Social Media.

By now most people were in their cars and getting ready to go, apart from Roland & Helen who were having starter trouble again, this time the jump leads didn't help so were waiting for the AA.

As the cars started to leave I went to the bottom to take a few departing photos and say goodbye to those who had attended.

Hopefully everyone who attended enjoyed the day; those who I spoke to at the end certainly seemed to, so we will be looking to repeat the event next year, only this time with some sunshine!



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24th Duxford All Triumph & Classic Day

By Peter Lewis, Herts & Beds Area AO

Hi and first a big thanks to all who made the effort to attend, we had 89 Triumphs some wonderful cars some cruised and used and a really good turnout. This made the best car choices a bit of a challenge but in true Duxford spirit 3 well loved cars won a nice plastic trophy (well something to keep your tooth brush in the little room.)

...we got them all... **for free** ...Brilliant

There was some hold up as dear old Duxford had condemned the pay kiosks and we were caught with no home at the entrance, something we need to resolve if we go again for the 25th year !!

The raffle was not quite as bad as previous years, apart from a couple of missed calls we managed to disperse all the lucky number wine bottles and all the raffle prizes nice and easy,



We were entertained by a number of flying Spitfires and variants buzzing the tower and doing circuit and bumps, someone had spare cash as it was £2500 to get a ride in a Spitfire ...you get a free sick bag !! Sally B the B52 bomber came in to land in the afternoon, heard they had been performing at Goodwood

there was a little fiddle for a young lady who had the right number which was appreciated by all. And apart from 220 cuppa's 110 filled rolls, loads of cakes and scones, who ate my apple pies ??? I missed out.

The team worked hard all day and donations for the refreshments means we're not bankrupt





...many thanks it is appreciated (remember IWM don't give us any income for doing this event, we have to add small contribution to break even.)

our Gold Trophy was presented to the two tone **Triumph 2000 Mk1 auto JKM 712E** of **Ron Mendham** from Milton with 2 Silver Runners up presented to the red and white **Ford Fairline sport Coupe ADW 298A** of **Dennis Voller** from Hailey and the **Green 12/50 Herald saloon FTW 703B** of **Paul Bagshaw** from Wickford

we feel its good to give unsuspecting members an award, everyone has a chance, just one senior moment... some plonker forgot to photo-

graph the winners....

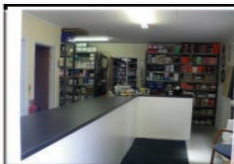
....you just can't get the staff !!!

Thanks to Bern and John for bringing the Club Shop, good to see so many insurance valuations being completed, very important.

The weather started off with a bright sunny start which developed into a cloud cover for a good while followed at 4pm with a gale which resulted in rapid gazebo tear down to save some big kite flying.

A big thank you, if you like what we do, come and meet us at the **Raven in Hexton SG5 3JB** always the fourth monday each month at 8pm It's a goods social evening, for a noggin and natter. All the best

Pete and the Herts & Beds Team



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GT6



MKIII. Nice known TSSC members car, three owners from new. 84,000 miles from new, well maintained over the years, last owner 19 years, not molested (the GT6!) new brakes, drives very well. Car just south of the Midlands. £9,995. J. Rowley (Midlands South) 07802 171227

Herald



13/60 CONVERTIBLE. Much loved. Little used. 1968. Complete rebuild (Stan Walters) many years ago. Garaged and only few hundred miles since. Recent garage checkover and MOT. Living abroad. Contact by email at pgr3@me.com. £4500 Philip Ransley (SW London) 02078 315078

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October 2017

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**Sunday November 5th
TSSC Autojumble Stand ONLY
Hall 4 Lower Blackdowns
CV8 2LG**



AREA DIRECTORY

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
DI ALLEN, NIGEL HILL
TEL: 07976 163006
E-MAIL:
nigel.hill@hotmail.co.uk

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 07779 878125	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.30pm
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Wayne & Anne Ash: 07770 565670 Mark & Lorraine Kilgallon: 07954 784342	Ye Olde Red Lion, Manchester Road, Warrington, WA3 6JT	1st Tues. 7.30pm.
NORTH EAST	Geoff Dent : 07773 440201 Deryck Beadling: 07939 068976	HYDE, SK14 5EZ The Travellers Rest WITTON GILBERT DH7 6TQ	1st Sun. 7.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021 Dennis Petty: 07951 727747	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 07766 354449	Greyhound Inn - RICCAC YORK. YO19 6TE	4th Tues. 8pm
SOUTH YORKS	Richard Oakes: 07702 492349	Crown Inn - Barnburgh, DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 07944 909823	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 07970 619149 Colin Wright: 01733 531580	Smalley Common Ex- Servicemens Club ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 6.30.pm
LINCOLNSHIRE	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Nigel Hill: 07976 163006	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 Nick Morse: 01869 246543	Duke of Cumberland's Head - CLIFTON. OX15 0PE	3rd Tues. 7.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0770 1049881 Simon Morgan : 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 07887 605778	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 07745 299457	Sharmans Cross PH - SOLIHULL WEST MIDS B91 1HT	3rd Wed. 7.30pm.
		The Nightingale - Spetchley, WORCESTER. WR7 4QS	1st Mon. 7.30pm

WELSH AREAS

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

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
CANTERBURY	Derek Hewett: 07749 232024	The Granville, Faussett Hill, CANTERBURY CT4 7AL	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 Raven. HEXTON, HITCHIN SG5 3JB	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	Moody Mare - Seven Mile Lane, KENT. ME18 5QY	Last Tues 7.30pm
		The Royal Oak, London Rd, FLIMWELL. TN5 7PJ	Last Wed at 7.30.
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 Tues. 8pm.
EAST SUSSEX	Ian Gordon: 01273 813691	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
WEST SUSSEX	Nigel Ayre: 01403253034.	George & Dragon, Dragons Green - HORSHAM RH13 8GB	3rd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	Fairmile Inn, Portsmouth Rd, Cobham KT11 1BW.	1st Thurs. 8pm
		George Inn - 29 Windsor Road, WRAYSBUURY. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrighton: 0744 3641162	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.
	Nigel Kenneison: 07804 731599	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	Aviator Inn - Staverton, Gloucs Airport. GL51 6SR	3rd Mon. 8pm.
SOMERSET	Martin Hughes: 07760 384236	Puriton Inn, Puriton, BRIDGWATER, TA7 8AF	2nd Tues 8.00pm
	Derek Giles: 01934 515376		
SWINDON	Guy & Suzie Singleton: 01672 514241	The Village Inn, LIDDINGTON, SN4 0HE	3rd Weds. 8pm
WESSEX	Trevor Carlyle: 01425 475376	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

OVERSEAS Contacts		
COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
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SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



TSSC AREA NEWS

AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk

Tel. 07976 163006

We are coming out of show season for the summer, congratulations to areas who have won awards this season, you have done so well. Looking forward to winter events which includes in November the wonderful NEC, still looking for set up and break down teams. If you are available please contact Bern.



We know a few areas now have there business cards so don't miss out they do work, get ready for the next season of car events.

We know a lot of areas don't meet in winter but we do need your area organisers form in as soon as you can. You did really well last year in getting them to us. If you do have any issues or need a chat please ring us or email us and we will get back to you as soon as.

The Club seems to moving in the right direction so let's get motivated for next year and do a little planning on where you want your members to be and do on a Club meet. Going out with your Triumph is great opportunity to show off your car, several events have taken place in garages and at HQ. On how to work on your cars.

We are looking forward to next year seeing your write ups and photos on Facebook pages also use the club website to update your calendars with events.

Keep those wheels turning. Don't put the brakes on just yet! Regards

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

We took Baby Blue out for a spin for the August meeting, Guy having just switched the two Spitfires over that day so that we could get Blue in for her Mot which is due later this month. Seeing how little mileage we'd done in her the last year we thought putting a few miles on her first might be a good idea, although we didn't get round to washing her so after nearly a year in the garage she was somewhat dusty.

She was joined in the car park by Bob's TR6 and Robin's Stag although Bob presumably preferred not to be associated with such a grubby specimen so parked a little further away in his usual spot.

Nice to catch up with Frank And Kelly, their not being able to make all meets this year, that 4 letter word W.O.R.K. getting in the way.

We're looking forward to being able to get to the [Shalbourne show](#) this year, it having clashed with other events the last few years. It's free to enter, just turn up on the day before 10am. Hope to see some of you there.

Next meetings:

Sunday 1st October - Shalbourne Classic Car Show, SN8 3PZ, 11am - 4pm

Thursday 12th October - Regular meet at The Bell, Weyhill, SP11 0PN

Sazie & Guy

ALO REPORT

ANDOVER . . . AVON . . . EAST BERKS

AVON

Tel. 0744 3641162

email: junewrighton@gmail.com

As the season draws to a close, it is time to mention Christmas. Angie has kindly volunteered to organise the meal this year. We will choose menu/location at October meeting with payment in November. We will plan to have the meal on Tuesday 5 December subject to availability. Hopefully I will have details of the panto by the October meeting so will take names and payment for that. We have a new landlord again at the Wishing well. He is very happy for us to continue meeting there. Looking back to August South Glos and South Cerney were both good shows again this year. We also had an interesting start to Gloucester retro when there was a police incident at the start of the day. The call came out to clear the street while they dealt with a situation. After that it was a brilliant day, lots of lovely cars, live music and 3 of the cast from Allo, Allo were there. There is still [Castle Combe autumn classic beginning of October](#). As I write this we are preparing for a weekend of period policing at this years Goodwood revival (with plenty of 50 year old raincoats which may or may not help).

I also announced at the September meeting that I will be standing down as AO. I have been in the role for many years and have decided it is time for a new person to take over from January. I will bring some information on the AO role to the next meeting. I really hope someone will take this on to keep the Avon area going. The new AO will need to be a current Avon area member and have the election confirmed by 2 other members from the Avon area.

See you all on **3rd October**

June

EAST BERKS

Tel. 07989 104324

www.freewebs.com/eastberkstsssc/index.htm

e-mail: mark@serapeum.co.uk



Hi All, Some news from East Berks GT6 club (only joking, but as you'll see we're quite well off with them)! I was on my hols for the meeting so Doug B very kindly held the fort - thanks Doug! The news is therefore from Doug - over to you Doug!

"There were 6 at the meeting last night, me, John, Colin (Spitfire mk4) and Mrs Colin plus TWO newbies.

Newbie 1 Steve Loyd 1972 (?) royal blue GT6 mk3, de-seemed rear wings, Webasto sun roof, rear seat.

Newbie 2 Gary Quin (?) TWO GT6s. One (maybe both) white. Both mk3s, one late rotoflex, one late non-rotoflex. Neither roadworthy, but he's restoring both!

I recruited Steve at Twyford village fair. Steve lives in Twyford and is ecstatic to get John's tame welder's number, as apparently he's also in Twyford.

Gary Q bought a 2nd GT6 for it's bonnet to put on the 1st, but is now repairing both. He found us through Andy Cooke who sold him some spares.

Andy is in France with his lad and GT6.

We were interrupted by a loud mouth guy, I think the same one as wanted Mark to check out a motor for him. Got our backs up by calling John's car a Herald! He wants us to swap our day to Wednesday because that's VW club night. Yeh, right! Although, there is a BBQ in the car park.

SOUTH BUCKS CHESHIRE . . . COVENTRY

The Sunbeam club were also here, but they didn't talk to us! Couple of Tigers, lovely noise.

I told John that now we are almost exclusively a GT6 club, his Vitesse will have to go. Perhaps you could sell him one of yours, Mark? (Mark: no chance! :) although... if I were selling my GT6, John would most certainly be a contender.)

Doug

That's all from us for this month - hope to see you at the next meet which is on the **2nd Tuesday of October**, as usual at the **Shire Horse pub on the A4 from Maidenhead to Reading**. Cheers!

Mark

SOUTH BUCKS Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk/southbucks

Hello fellow Triumphers! Our monthly meeting was well attended, with our usual corner of the pub full of talk of Triumphs, motor racing and other good things. I visited the Blenheim Palace 'festival of transport'. Well, I guess you can't really call it a classic car show when you let a year far-from-pristine 2000 BMW 330ci into the display. Apart from that there were a good collection of cars on show, notable for it's diversity. There were a huge number of sports cars on display, from the 60's right up to the modern day including may TVR's. I think mine was the only Stag.

Once you have finished reading the area news be sure to turn back a few pages and read Carl's new column as he writes for the Big Saloon Register. As anyone who knows me will be aware I have a soft spot for classic saloon cars so I do sometimes wonder if the 2000/2500 range were actually the best cars Triumph ever made....read a few of Carl's articles before you decide I'm wrong!

As can only be expected there are not too many events on in October. The Hart & Magpies meetings have stopped for the winter. **The Ace café second-Tuesday meeting** is still on and can be a nice run for a car that would otherwise stay in a cold garage all month.

Our next meeting is on **Wednesday 18th from 8pm onward at the Squirrel Pub in Penn.**

Regards

Daniel.

CHESHIRE Tel. 07779 878125

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

Once again it's weather watch time as Tatton Show approaches. There is one consistent theme, which is rain on both days, but each time the forecast is inspected, it's at a different time and a different strength. It seems Hurricane Gert is driving the weekend weather, so we're hoping there is no repeat of the monsoon coming back from Bodelwyddan. I think I've fixed one of the leaks...

So on the Saturday it rained. A lot. There were lots of classic cars, but not many punters, all the 'roadways' were muddy and horrible, and the stove ran out of gas so we couldn't make any tea. But we had a reasonable day and the cars behaved themselves, even the crowd from Bolton (why are there so many GT6s in Bolton?). On Sunday the weather was much kinder, no rain despite previous forecasts, even a hint of sun, and this time we had gas but only one mug for making tea. We talked to many people, offered all sorts of advice, and there were lots of punters to keep the traders happy (relatively speaking). And an interesting conversation with the Stag Club about Rover V8s. After travelling in the MD's GT6, I am moved to request the fitment of decent seat belts. I am a reasonable shape (honestly!) but we had to recline the passenger seat as far as it would go to allow the seat belt to

TSSC AREA NEWS



reach its receptacle, and after that I was pinned in the seat until the end of the journey! That was after searching for the belt in the first place...

The weather was kind for the Bank Holiday weekend. At Capesthorne, I discovered our Paul has bought another Triumph - this time it's an Acclaim in a fetching shade of beige. I also met Louis (is that the right spelling?) who's just bought a Mk4 Spitfire and learning about the foibles of Triumphs, particularly after several people have messed with the electrics. Strangely I was the first person he'd met who knew where the heater fan switch was. At Woodsmoor, the show was very well attended indeed and I did a deal of investigation as to (exactly) where the overdrive relay lives on a Vitesse, amongst other long conversations about the features of old Triumphs.

And so to Cholmondeley. I set off from home with the hood down and a grey sky, and about half way there the spots on the windscreen indicated it was time to put the hood up. Then there was an argument with the sat nav, and on arrival it was drizzling gently. I bumped into a number of folk, including Jeff who has been building his GT6 in Gawsorth for a year or three, and very nice it looks too. And Bob, of the Bolton GT6 owners society, whose recently rebuilt gearbox seems to causing all sorts of problems. In the end the temperature (lack of) got the better of me and I left for home fairly early in the afternoon.

Our meeting this month was one of those cosy affairs. Roger put in an appearance after being fitted with a new balljoint earlier in the year. Paul got the prize for coming in a Triumph, but it was the GT6. We talked about dodgy door locks (one key fits almost all), house wiring (the MD is an electrician after all) and whinged about the price of beer in the Crown and Pinion. The weather wasn't nice either.

Our next meeting is on **Thursday 5th October at the Cock and Pheasant**. 8:30 start.

Henry

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks. The events in August started with the Mary Ann Evans Hospice Classic Car Day in Nuneaton on Sunday the 6th which was attended by a number of our group but not by ourselves, the weather was good and the event was very well supported with all the participants receiving a free Pizza courtesy of Dominoes.

For the Heart of England meet on Tuesday the 8th they had at last cut the grass on the field, that was the good news, but the bad news it was raining so we could not use it, it was an horrible night with only 6 classics turning out, we went in the Escort Cabriolet, there was no way we could go in the "Smiffy Spitty" we would have got drowned. Still met up with the clan and into the bar for a noggin and a natter.

Sunday 13th was our Dalos Day Run which was well attended with 16 people in 8 Classic cars, the run was planned by ourselves starting at the Oak in Baginton and concluding at the New Inn in Norton Lindsey for lunch, the sun was shining once again and the run took in some very picturesque lanes and villages of Warwickshire and an excellent Sunday lunch to finish with, Chris & Bev Suffell joined us in their immaculate TR7 for the first time, we hope you enjoyed the day and will join us again, another great day out, in great cars and great company.

Sunday 20th we took our 2 grandchildren to Rainsbrook Valley Railway, not an official planned club event but we were joined by, Mike & Sam and kids, Steve & Sharon with grand-son, Keith & Trish and their daughter Janet and Rikk & Jeanette all in classic cars. So after a picnic it was on the

Coventry Continues



trains all afternoon with the kids another great afternoon out. Also on Sunday the 20th was the Heart of England John Brookes Memorial meet at the Greyhound Sutton Stop which raised over £1300 for Myton Hospice, once again this event was full

to capacity.

Tuesday 22nd the second Heart of England meet at the Griff and this time it was a lovely sunny evening and the grass was still short so it was onto the field and a reasonable turnout of approximately 50 vehicles, nice to be able to sit by the cars again for a noggin and a natter with the clan .

Sunday 27th it was off to the Heart of England car boot at



Bulkington, a lovely hot day with 15 classic cars on show most of which their owners had some odds and sods to sit. Next day August Bank Holiday Monday we were off to the Pershore Plum Festival along with Steve & Sharon, we had to go in the Escort Cabriolet as the head gasket on the "Smiffy Spitty" is on it's way out so dare not travel to far in her. It was the hottest Bank Holiday on record and it took us nearly an hour of queuing to get in, the place was rammed, a terrific turnout but the organisers need to up there game a bit.

Shackerstone Family Festival on the weekend of the 2nd & 3rd of September saw us join forces with the ASOC & HoE on a stand with over 30 cars both days, a good show but the organisers and marshals have started to go over the top with Health & Safety and none of them really knew what was happening most of the time. Still a great weekend with some great beers, great company and entertainment. Thanks goes to Dick Teasdale of ASOC for organising the stand.

Our monthly meeting at the Bull & Butcher on Tuesday 5th September turned out to be quite eventful for us, we started out in the "Smiffy Spitty" with hood down as it was nice and sunny in Binley as we hit the Tamworth road it started to spit with rain so we pulled into put up the roof, went to go again and she would not start the battery had given up, so out with jump leads and stood with them hands in air on side of road, it was now beginning to rain harder, thankfully it was not long before a good Samaritan pulled up to give us a jump, still a lot of good people out there. She fired up straight away so a big thanks to our Knight of the road who informed us he had once owned a Spitfire himself. Off we set on our journey and within minutes the rain had turned torrential so it was down to 20mph the rest of the journey could hardly see a thing and of course with the super roofs they have on Spitfires we were both getting soaked, glad to get to the Bull & Butcher to dry out.

There was a good turnout considering the weather with 11 of us enjoying a meal pre meeting, being joined by 7 more for the meeting, 18 of us in total. Couldn't have the snug to ourselves so held the meeting in the restaurant.

The Heart of England meets will now be on the second Sunday of the month from 11.00am.

After seeing Roger & Carol's new event tent at Shackerstone it was decided to purchase one for the club, we have just enough funds.

Well that's all for now folks have a great October see you all at the Bull & Butcher next month if not before.

Regards

Phil & Lyn

Forthcoming events :-

Sunday 8th October HoE meet at the Griff from 11.00am. Just turn up.

Sunday 17th October Dalos Day Run To Be planned by Rikk & Jeanette. Details to follow.

CUMBRIA

Tel. 01229 474077

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

Apologies for no news last month, it completely slipped my mind and I missed the deadline.

There are three very good shows to report on this month. The first was the Ripon show 30th July. 10 cars made the annual pilgrimage and filled our stand. Apart from a shower around mid day the sun was out for most of the day. The show is getting even more popular with over 750 cars entering and this is making the traders come.

There was something for all with a number of new traders and bargains to be had.

The weather forecast for Dalemian Sunday 20th August at the beginning of the week looked like it was going to be a wash out but come the day it remained just overcast with little wind, which makes a change for Dalemian. However the rain during the week had turned the roads in the field into a mud bath and many owners were seen washing their wheels on the show field. At many of the shows one or more of our cars have their picture taken by the press. Dalemian was no exception; the editor of the Classic Car Weekly wanted a picture of the two Vitesse's on our stand for his article, Martin Corfield and George Shannan's Vitesse convertibles'. Martin put the picture, which was published in the paper on the following Wednesday, on the Cumbria Facebook page. I took my two quarter bumpers from the Spitfire along to "Vintage chroming", who are based in Longtown and had a stand at the show, for rechroming. Nigel had already warned me that his father had asked about a price for his front bumper and it was expensive but I was not expecting two hundred pounds for my two. They based the price on a full rechrome for a full bumper at £300. As there is no one else in the area that can do the job I had no alternative but to pay the price. At least they offered to return them to me in the post free of charge. August Bank holiday Monday twelve of our cars gathered on the Bottle Country Fair show field for another day of entertainment, which included the usual thrills and spills of dog and ferret racing. Each year this show gets bigger and bigger and as we are the only car club at the show the interest in the cars grows and grows.

The organisers have told me that next year they are hoping to expand into the adjacent field which will give us all a little more space. Despite the late afternoon rain as we were packing up everyone enjoyed the day.

By the time you are reading this Team Cumbria should have hopefully all returned from our Scotland trip.

Over the winter months don't forget to follow us on Facebook for where the Sunday meetings will be: TSSC Cumbria Safe motoring,

Roy

IMPORTANT NOTE

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

DERWENT VALLEY . . . DEVON

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Firstly apologies for no news over the last few editions of the Courier.

What a busy summer we have had at Derwent Valley. In June we attended Brackenfield Well Dressing for the first time. The next day a few of us ventured to the Laon Historique in France, followed by TriumFest and then our very own Peak Run. July saw us attend some local events including Horsley Woodhouse Carnival and Long Lane Village Fete plus the Silverstone Classic. In August we returned to the Sunshine Rally with Leicester and Rutland and we have only just returned from a brilliant weekend with the Manchester Area and their camping weekend.

Due to the wet summer we did not plan any runs out on our normal meeting night except the fish and chip run to Matlock. We are currently planning next years **Peak Run** and we will be celebrating its 30th year. The date is set for the run on **Sunday 24th June 2018** and as usual camping will be available from **Thursday 21st June**. We are currently scratching our heads as to what the theme will be. More details will be available in December 2017.

Some dates for your diary:

3rd October - Monthly Meeting at Smalley Common
from 7:30pm

7th November - Monthly Meeting and AGM at Smalley Common
from 7:30pm

5th December - Monthly Meeting and Christmas Buffet
at Smalley Common from 7:30pm

Regards

Colin.

DEVON

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This month's BIG news – if you have not already heard, Nigel Kenneison has agreed to become Joint Area Organiser with us! Thank you Nigel! In particular, he has already been trained up to do Club Agreed Value insurance valuations, and you all know how important it is to ensure our insurance valuations are up to date and verified by the Club. If you would like to have your car valued please get in touch.

The cost is only £15 lasting for two years and the valuation is sent electronically by the Club to your insurer provided they are on the Club panel. Not only does he drive 'the Floozie' his white 1500 Spitfire, but he has just been appointed Town Crier for Newton Abbot!

What we've been up to Area members out in force at the beginning of August. We decided to cross the Tamar to Mt Edgcombe this year and had a great day. Travelling down with Peter G & Hugh, and SOC friends, we were delighted to meet up with Dan Moore with his lovely Acclaim which is his daily driver. We also met up with Sylvia & Edward in their white Spitfire 1500 which they have owned for over 30 years. We hope to see more of them when they can make it. John & Irene



TSSC AREA NEWS



were there, as were Graham & Wendy and Julie & Paul and Brian, barely recognisable with new designer stubble! Someone else we have not seen for a while was Mathew from

Callington who has

now returned to the Triumph fold with a very nice Mk3 GT6 on which he has done a complete restoration. More members travelled north to the West Somerset Railway Show where Martin (SomersetAO) had organised a big TSSC presence and on which he will be reporting.

The following week both our cars travelled the few miles to South Hams Machinery Show near Kingsbridge, another great show with loads of classic bikes and commercials as well as horse ploughing. The only 13/60 and Stag but we met up with James in a stunning Spitfire IV who we hope will join us soon. Leaving the showfield we caught up with a lovely totally original 13/60 convertible, J Reg and, like mine, family owned since new. They were holidaymakers from London, with the car living in Wiltshire and they had stopped off at Salcombe to get some Salcombe Gin!

A large crowd of us at the lovely Hennock village show, everything there from ponies, dogs, a great lot of stalls to buy stuff and food!

August club Night at the Claycutters saw a smaller number of cars than usual, but almost all Spitfires. An early arrival was Peter from Exeter, now with his overheating problem solved. Specially welcome were Guido and Lola from Rome (and London) with a very nice Spitfire and we hope to welcome them as Club members soon. James came with his car and a mate. It was a busy night as usual catching up with everyone, but when we left it was tipping with rain.

A number of us went to Chagford Show the day after, and had a good day nattering under the gazebo as usual and, a first for me, I was asked to judge the vintage tractors(!) but I believe the winner went away happy!

Then on to a warm Christow Show, then a wet Exmouth and on the Bank Holiday weekend we hosted the Club BBQ at home on Saturday, had a day off then took our two to Aveton Gifford on the Monday where we saw a lovely Mk2 Spitfire which lives locally. Nigel meanwhile did 3 shows in 3 days, all in lovely weather. In all one of the best Bank Hol weekends we can remember.

Although people are saying this has not been a good Summer, down here in Devon we have had some brilliant events, with only I think Boconnoc being a bit wet but oh boy did the heavens open for Nigel's first organised run at the beginning of September! Top marks for those who braved it with their Triumphs, notably the Bewick family in the convertible Vitesse, Dan's Acclaim, Jackie's 13/60 estate, Maurice's 1500 TC, and Ian & Karen in another car Triumph never made, the 105E Anglia! All the rest were in moderns including ALL Devon's AOs. The run went from Bovey Tracey, through Haldon Forest and along the coast from Dawlish to Paignton, then back to the Passage House Inn via the 'new' road from Torquay. A lovely run which would have been even better in the dry. We lost Peter & Dave temporarily but much to our relief they arrived for lunch in the end.

COMING UP IN DEVON

2018 CALENDARS will be a co-operative effort between Devon, Somerset and Cornwall, and we have a generous sponsor who has offered to produce these for us, all being co-ordinated by Nigel. This year's 'must have' for Christmas – just let us know if you'd like one or two.

On Sunday 1 October, we have organised a run which will finish at the popular **Burrat Inn at Dousland**, for a 2.30



DEVON . . . DEVON NORTH . . . ESSEX

TSSC AREA NEWS

Devon Continues

lunch and we expect to have a big crowd there. The planned run will start at 12.30 at the House of Marbles. At Bovey Tracey. Numbers should have been advised to us by now but if you can make it at the last minute, do turn up and we will ring the pub from the start point.

Club Night at the Claycutters (Chudleigh Knighton) is Wednesday 18th and we hope to see you there.

Our **Annual Observational Run aka Treasure Hunt is Sunday 5 November** when last year's winners Roger & Maureen will be in charge. Starting in the Chudleigh area at 10.30am. Later in **November on Sunday 19th is the annual Inter Club Skittles Challenge**, organised by Claire & Stephen, when we play against the Stag Owners and Dolomite Club at the Waie Inn in mid Devon. Always a lot of fun so make sure your diary is free.

We should have your £10 per head deposit by now for the **Christmas Evening Meal on Saturday 2 December?** Please let us know asap if you are coming to the Dartmoor Lodge for what is always a great evening.

We still have plenty to look forward to as we wind into Autumn with Devon TSSC where we do more with our Triumphs!!

DEVON DIARY

Sunday 1 October Run to Burrator Inn, Dousland from House of Marbles

Thursdays 5 Oct & 2 Nov North Devon Meeting at the Crealock Arms, Littleham

Wednesday 18 Oct Club Night at the Claycutters Arms TQ13 0EY

Sunday 5 November Observational Run from Chudleigh & lunch

Sunday 19 November Inter Club Skittles Challenge at Waie Inn & lunch

Saturday 2 December Annual Christmas Meal

Sue & John

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

Date: Thursday 7th September

Venue: Crealock Arms, Littleham. EX39 5HN.

The weather was pretty rubbish on this month's club night, which meant the turnout was on the modest size. When I arrived Alan & Janet Brace along with Andy Luckhurst were already there, as I turned up in a thick jumper and jacket I was closely followed by Bob Mellor wearing shorts...now either he was a postman in a former life or he's now into full swing retirement mode, I think it's the latter.

Bob has been entertaining the guys at the local Waste Recycling Centre by using his Stag (with tow bar) to trailer his rubbish away, well even the most mundane jobs can be done in style.

Other attendees for the night included Simon Whennmouth, Dawn & Geoff Wheeler and Malcolm Huxtable, nobody in a Triumph except me, though Malcolm did try to bring his Spitfire but a flat battery put paid to that. Malcolm, regular use prevents flat batteries....

Janet had a bad day, so to cheer herself up she decided to forget her 'no desserts until after the wedding' promise and went for it big time, she then disappeared to the bar for another drink and what she said would be 'a small wine' and then promptly came back with a very large one, reports were that she paid for it the next day....but it definitely wasn't a hang-over. No, no, no it wasn't, honest!

Early night for most, so we headed all headed off.

Lynton & Lynmouth Cliff Railway – Sunday 10th September.

Sunday 10th September saw our long awaited run up to the Lynton & Lynmouth Cliff Railway. This wonderful piece of engineering was built by the Great, Great Grandfather of local member Rob Shaddick, so we just had to visit and we're glad we did.



Despite a damp day we had a great turnout of 22 vehicles, with a group coming from TSSC Somerset, several from the SOC including one from Manchester who happened to be holidaying locally, so all in all a great collection of cars in a wonderful location.

That's all for this month.

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

Darren

ESSEX

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The months do seem to be flying by, it will soon be Christmas. Hope everyone is still getting out in their Triumphs. Club day in August was well attended and we welcomed back Jason with his Red Spitfire. We had the usual laughs and plenty of bonnets up. Nice to see Brian after his operation on his arm, he managed to drive Lightning ok with Jean as co pilot. The rest of us, the usual rabble, Mike, Marian, Mike, Sue, Colin, Anna, Joe and Paige all had a fab lunch, ending again at about 3pm.

We had a cheeky trip to the Isle of Wight which coincided with the garlic festival who also have a small but modest car show, a couple of Minis but no Triumphs. We were in MX5 so just went to look on this occasion. On Monday night we went to Club at the Woodmans and met up with good friends. We were on a very late ferry and got home at 2am with the best run back ever of 1hour 40mins.

The first weekend in September we headed out to Warwickshire for the dolomite rally, this time we took Kiki the Toledo out complete with roof rack and new refurbished brakes. She passed the MoT on Friday so all was well. I changed the drums to disks and this included new bearing and bushes. She ran well on the way up, but after stopping for coffee at the services I noticed the clutch was very spongy and very soon had no clutch at all. With a bit of pumping I managed to get to Leamington Spa for lunch, we walked away. After lunch she seemed fine again, maybe a bit of air after the long drive. Later on it happened again, made it to the hotel and walked away. The following morning we left for Hatton country world and all seemed OK only before long I was pumping the clutch again. We had a good time at the rally met up with a few face book faces but the weather was against us and the event finished an hour early. Now the big one, would we be able to get home, I'm glad to report we did but I had to pump clutch most of the way. I spend the rest of following Sat bleeding the brakes.

Mike and Marian, Sue and Mike went to Frankie's fest on the same Sunday as we were away Marian has written a report for me, as follows:-

Whilst Allan and Janet were on another weekend away,

HERTS & BEDS . . . M25 EAST

some of us went to Frankie's Car Fest held by St Francis's Hospice in Basildon. It was held at the Ford Dunton Test Centre. It was a blowy day and cloudy but still plenty to see and do. There was plenty of chatter and Mike put out some leaflets to Triumph members and spoke to one gentleman who seemed interested in the Club. We had the usual coffee before the event and a good look round all the cars on show and stalls. We had one Spitfire and one GT6 and near us another GT6 and Riley and a Triumph Roadster which won the before 1959 category. There was as usual plenty of Fords on show and it was the 20th anniversary of the RS Focus.

New members, we welcome back Russell Timms hope to see you sometime soon.

Birthdays this month Allan on 11th, Paige on 17th (21st a big one), Joe 22nd, Stewart Grant on 27th, happy birthday one and all.

Up and coming.
1st October Knavestock
8th Canvey Island
8th Club day we have a choice
November NEC on 11/12th
November 12th Club day
Whitewebbs on 7th January 2018
April 2018 Friday 6th to Sunday 8th
Essex 40th birthday celebrations.

Allan and Janet

HERTS & BEDS Tel. 01582 750943
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Hi Folks, August has been a bit sunnier recently and we have been out and about, Martin organised the run and pub to the Glen Miller Museum at Twinwoods airfield and late lunch for 20 of us at the Horse and Groom in Clapham.

12 of us had a picnic and a glass or three at Tewin Village classic, with a real spread of classics from Gullwings to bubble cars, but only Stuart and family and myself at Quainton Steam railway classic, so it seems free steam is on the way out.

We had 26 at the pub meet on Monday and Nicky won the raffle booby prize, this wasn't arranged as thought and happened quite by chance!!

Short and sweet this month its been busy and most efforts point to our Duxford event....

Full story in Area Showtime - Bern Ed.

There's a steady trickle of new members in the area and a few valuations completed, we have on the forum started a post about 3D printing rare parts that can be made from plastic printing and currently are testing a spit/GT6 door release component made by a Young Louis, son of a member on the forum, it's working, so we are looking for small parts that are unobtainable to test the production method.

We also have 25 names booked in to HQ for my twiddle and tutorial on Sunday the 17th, so report on that next month That's about all, keep them running.

Pete

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Hi all, and it's blooming October already and here we go for the last little bit of this years show season. I reckon this year has been the best so far in our little areas history. Some cracking days out and some brilliant weekends away. Loads of laughs and some new friendships made along the way.

Back in August all the gang were invited to The Ormond Estate for Vince and Amanda's house warming. After a guided tour we all settled down to what we do best – drinking and



TSSC AREA NEWS

chatting. Unfortunately some of us were driving (me) and couldn't take advantage, although there was copious amounts of BBQ and cake to make up for it. Thanks for a great evening you two.

Our big show for August was the Rudgwick Steam and Country Show, a 4 day extravaganza of all things vintage. Just like last year the weather was lovely, simply simply, lovely, all weekend, which was handy as there were quite a



few of us camping. Apart from the 4 Dandy's and Brian's 'Mac' we were joined by Kirk and Maisey, Jed and Vera and Mark, Jo and Harry. Loads to see during the day including lots of toot stalls, arena displays, and even live music in the marquee. Don't look back in anger done in the style of The Worzels was a highlight. A Wild West village was set up at one end of the field and a Medieval Village at the other. The re-enactors taking part were in character all weekend and it was fascinating chatting to them. Walking between the two was a bit like time travelling in the space of a couple of hundred yards. At the medieval end they were offering tuition on Longbow shooting. Myself, Malc, Kev and Barry had a bash. Me and Kev didn't manage to hit anything (except the ground) but Barry and Malc both got stickers for hitting the target, bloody good shot Sirs!! Come evening time we enjoyed BBQ's, more music in the marquee, oh and the bar as well ha ha. As the weather was so nice it was great to sit out in the evening chin wagging with a few beers, wine and rum. Although the rum didn't agree with some people lol. I reckon this one will be a regular for us, we will have to try and get a proper clubstand next year.

The weekend after saw us attend the show at Capel Manor, which used to be one of our regular days out many years ago. It was nice to revisit it after so long and it's now better attended than ever. We were joined by Ken Nichols and his wife in their Vitesse and also out for the first time with the gang was Grant and Sandra in their immaculate TR7 Convertible.

On to a completely different subject now – Fuel. I don't know what you're all using but ever since I've had my car I've just used the normal unleaded petrol and everything has been hunky dory. Recently though, I've noticed a bit of pink-ing, especially under heavy load such as going uphill when towing the Dandy. Well, for the last few trips out I've been filling up with Super Unleaded and what a difference – no pink-ing, the car goes like a rocket (well, fast for a Herald ha ha) and an added bonus of more MPG. Plenty in the tank Sir. Also, for years the engine has always been prone to running on a little bit when turned off – now, nothing!! I don't know why the car hasn't been running so well lately on the normal fuel. Maybe the amount of additives in fuel now is making a difference but as I'm getting more to the gallon the extra cost of the Super doesn't make any difference. So, it looks like I'll be sticking with it.

Well, as it's now October it's time to start thinking about stuff we can get up to during the winter months. Already booked are the Xmas Dinner which is on Sunday 10th December and as usual is going to be well attended.



M25 East Continues

We will be starting up monthly meets as well this month, probably at the **Wharf** as it's really the only place that can accommodate us. Don't forget it's the **4th Sunday of the month**, 12 noon onwards. Another trip that's booked is the first M25 East Area excursion to Spain. A long weekend in Benidorm, I think we are a little bit excited ha ha. Must dig out my Speedos lol. We will have to do another trip up to London at some point as they are always a good night. If anybody has any suggestions for things to do just shout em out. Don't forget this month on **Sunday 8th it's the Canvey Bus Museum Show**. It's the last outside show of the year, so, let's get loads of cars there and make it a good un. Righto, that's it for this month – be seeing ya !!

John.

October Events -
Sunday 8th – Canvey Bus Museum Show
Sunday 22nd – Monthly Meeting

MANCHESTER

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So September saw us host our area weekend, a fun packed sci fi themed one called "Sci-Tri" held at Elm Cottage touring park, Winsford. The sun came out which was a novelty for September. Firstly we would like to thank Pete, Janet, Mark & Tracey for arranging all the fun and games together with the run out route to Llangollen, also would like to thank all the members who attended who came from far and wide making it a weekend to remember. Lorraine and Anne for their morning baps.



Some awards were handed out on the Sunday so would like to congratulate the following, peoples choice best car 1st place Adrian & Julie Hadfield



with their Saloon, 2nd place Keith Lister and his Spitfire and 3rd place Paul Dale and his Ford Cortina.

Best Sci Fi outfits were 1st place Pete Davies as C3PO and



2nd place Lyn Lister as a Star Wars Ewok. Also two members who



attended celebrated their wedding anniversary with us so congratulations to Jonathan & Elaine Ingram. Has a bit of a dark side that one!

Next on our list will be our stand at the Footman James Classic car show at Event City at the Trafford Centre on 15th & 16th September, looks like we should have a full stand with eleven cars displaying.

Our Christmas do is in the early planning stage, we all thought it might be a better idea to hold it in January, firstly as everybody seems to get booked up in December and 2nd lots of venue have discounted packages in January.

Paul and Jenny's car made an appearance at our September meeting, well done to Paul for getting it back on the road again, first time in 14 years. Neil's Spitfire body panels have been sent off for painting at an apprentice workshop, so his project is moving along nicely.

Also a couple of our members celebrated their 25 year wedding anniversary in September, so congratulations to Steve & Trica Bowden.

We have created a diary of events / runs out etc, this is updated and handed out at our monthly meetings, or please visit our facebook page, click the info tab then scroll down to files, then download "tssc events 2017"

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

NORTH EAST

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August is when a lot of members are usually away on holiday so no runs or shows were planned for that period, So there is nothing to write about this month.

We discussed the Le Mans trip at this months meeting. A provisional date for this, if your interested is w/e **6-7-8 July 2018** We will start taking deposits for this event in November, as ferries have to be booked, so if your considering going have a word with Me or Deryck.

Upcoming event for October,

Sunday 21st October classic show at Brunton Airfield near Alnwick and I will try and plan a run out for the end of season. (to be confirmed) hopefully more news next month

If your not on my E.mail list and would like to be included with updates on shows and runs please let me know and I will add you to the list.

Geoff

NORTHANTS

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Hi all, another busy month for Northants Area with two events covered on at least one weekend. So first a few words from Butch on the Whiston Maze visit.

" We had a great day out at Wistow Maze. We met up at Market Square in Rothwell and Robert did a mystery tour through some lovely back roads to the maze. Some of us had a quick lunch at the garden centre then off to the maze..this year it was based on Sherlock Holmes so we split up into small groups and off we went. I teamed up with Adam and Karen with Adam being the leader and only made two wrong turns but we did manage to find all the clues and no one got lost and solved the puzzle at the end. A grand day out and deffo on the cards for next year."

Butch

NORTHERN IRELAND

Next we went to Stamford Car Show where we had a particularly warm day in the middle of the town. A good selection of cars were on display and it was nice to revisit a show we have not done for a few years. The heat took its toll on a few of us and it didn't take long for a picture of several of us napping to find its way onto Facebook.

Manchesters Sci-Tri weekend was a brilliant event which in my view deserves more support. It was my first time there and we enjoyed every minute. The Friday night pizzas were superb followed by a sci-fi quiz won by an extended Northants team. Saturday we had a run out to Llangollen with a few steep hills to negotiate but we all made it. With trains boats souvenir shops and plenty of places to eat and drink you can't really go wrong there.

While Jonathan Elaine and family and Tracey and I were in Manchester a group of Northants went to Eyden and Jane has written a report on that.

10.00am on a Sunday morning found 4 Triumphs and an MR2 congregating for a convoy to Eydon Classic Car Show. After "Chris' Magical Mystery Tour" we arrived and quickly erected the Club shelter. The weather was a little unkind but my Lemon Drizzle kept our spirits up. A lovely little show with community spirit in abundance and a beautiful 1935 Dolomite to admire. Chris even got recognised by a few villagers 37 years on...and John's face was a picture when I presented him and Pat with their personalised bunting for the Herald. We welcomed Andy and Barry Duck in their Vitesse (hope to see you at Club night) and were hunted out by Thomas, the Oxford AO for a chat. All in all a grand day out. Jane :)

Earls Barton Car and Bike meet had their last show of the season which is as interesting for the people that are there as well as the cars on display. I seldom get to see all the cars because I always land up talking to people I know. This is not a complaint on my part because it is a brilliant event to catch up with people you don't get to see regularly.

Lubenham scarecrows gave HQ a steady stream of visitors although the weather forecast made it a quieter event than other years the rain never came and everyone that attended seemed to have a good time. I did my first insurance valuation and the number of people who look around the museum and say they never realised it was there always surprising.

Keep an eye out for the NEC Classic Car Show and its discount code and the Great British auto jumble at Stoneleigh in the Courier.

We have had a few new members join within the Northants Area recently and I look forward to meeting you soon at our group night if you can make it at **Overstone Manor on the second Wednesday of each month** at 8.30.

Cheers

Nigel

NORTHERN IRELAND

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We've had quite a busy time since my last report for the September issue of the Courier. In the middle of August, we had the Antrim Hills run, with Alan and Maureen (H), and it was very well supported with eleven cars turning up. As well as the regulars, we had Mark (R) in the big Triumph 2000, Valerie and Ernie (F) in the left-hand drive Peugeot, Ian and Molly in their Honda with their daughter Steff joining Michael (K) in his Spitfire.

After meeting up once again at Carrickfergus Castle we had a quick briefing from Alan before making our way along the highway towards Whitehead meeting a band parade that tested the new radiator top in the TR6. Thinking that our delays were now over we were further delayed along the route by a very slow "L" driver. Our first stop was the Gobbins

TSSC AREA NEWS



Centre at Islandmagee for a cup of coffee/tea and the mandatory tray bake although I did notice that John and Billy took advantage of the nearby Rinkha ice cream shop. Food over and now down to serious business as we took a tour of the Island of Magee. I never imagined that there were so many roads there as we twisted back and forth, thankfully rarely meeting anyone coming in the opposite direction – really enjoyed by all.

Seeing Brown's Bay again brought back memories of a club run BBQ there when we all got soaked! A quick stop at Ballylumford power station for a view of nearby Larne harbour and a photo opportunity with the car ferry in the background.



We continued our trip in the same manner for a while before leaving the "Island" and crossing the A2 up to the hills at Ballycarry and the surrounding area before skirting the Gleno area then dropping down to and across the A8 to Millbrook. This eventually brought us to the hilly Sallagh Road area, with its many bends and twists, to the Feystown Road. Keeping Scawt Hill on our right and the aptly named Glenam River on our left we dropped down to Glenam for our much-appreciated toilet stop as well as a view of one of the few 5-star B&B's in Northern Ireland in what was, would you believe, an old police station. As time was getting on we had a swift drive along the coast to Carnlough before turning inland again through "The Glens" making our way to the Countryman at Ballymena, via Broughshane, for a very well-earned evening meal. As usual we were all satisfied with the food, company and cost, with the gammon steak proving once more to be a popular choice. A big thank you to Alan and Maureen for looking after the run and for all the effort that they put into it.



Our September area meeting was reasonably well attended although we had a few regulars, Frank, Peter and Nathan, missing. Peter and Nathan were missing as Peter's father, Brian, at that time, was ill but sadly died the next morning. We pass on our condolences to the Mann family circle. Several club members will be attending the funeral. I trust that when this report goes to print that you Frank are feeling much better as you are missed at the meetings, along with the family, on the runs. We were joined in the meeting by Jonathan who was looking for nominations for the JLT MSA Club and Volunteer of the Year Awards.

So, if you have a nomination go on line to www.msauk.org/awards and complete the form. The first of our September runs took place on the second Saturday. Driving down from Ballymena in the GT6, with Simon on tow, not literally, was an experience due to the driving (pun intended) rain, especially with a Vauxhall driver trying to undercut us on the motorway. We need not to have worried as when we got to the Devil's Elbow on the Bangor Road I had to put on the sun glasses as the weather suddenly changed for the better. I should have known that Pam and Alan would have had everything sorted. It started with a very welcome hot drink of choice and scones at their home at Donaghadee. A good turn-out, given the earlier weather, we set off with seven vehi-

Northern Ireland Continues

cles with Valerie and Ernie this time in their Figaro and the rest of us in our normal cars with Lawrence joining Michael (K). This time we were given a fourteen question Quiz to complete as we made our way round the Ards Peninsula with the strict instructions being DO NOT STOP! If you miss it, you miss it! How poor Simon was to manage on his own I don't know but being young he should have a good memory, hopefully! As it said in the briefing sheet the run was mainly a coastal one as we took delight in passing through Donaghadee before the big evening concert of the Bay City Rollers, how time flies when you are in your seventies, then Portavogie before stopping at Kearney for a comfort break. Wishing to know how well we were getting on with the quiz I asked what number should we be at now at Kearney. I was devastated to hear the answer - 9. The fact that we were still looking for numbers 3 and 4 didn't look well for a good score. A quick stretch of the legs here for some of us, with me trying to do some of my daily 10,000 steps, before we set off again. We then headed across the peninsula to Portaferry, making our way inland, before stopping at Greyabbey. Not having read the bottom of the quiz I didn't note that there was a stop here for a short visit to the craft and antiques shops. Ah well at least when Valerie, Heather and yes, Simon, were in the shops buying I had the opportunity to sample the local honey comb ice cream and Ernie had a quiet rest. Barbara, you missed a good shopping experience - you would have enjoyed it - maybe next time. The remainder of the crews took the opportunity to join Alan and Pam early at the setting up of the BBQ. Like all the French's BBQ's it was of a high standard although the highlight, for Simon, was watching Laurence eating his half a cow steak between two pieces of bread. Not sure if it was an Holstein or a Friesian, ok I know they are milk cows, but it was one of the few answers I got right. The highlight of the day was the answers to the quiz. The fact that we, Heather and I, hadn't much idea on the first nine our score wasn't too bad as we got the last five correct when we knew where we were. More importantly Ernie and Valerie won with a score of eight and winning a large bag of fudge - some of us would have liked some fudge but no luck - only joking Ernie. Nobody needed any fudge as some of the ladies had provided desserts that were far, far too tempting. Most of us were tempted - thankfully.

Thanks ladies. Another great day and many thanks to Alan and Pam once again. Our next run is the Mourmes Run on Sat 30th Sept followed by another run on 21st Oct in the capable hands of Peter (M) with details later. Usual monthly meeting on 4th Oct at 8pm at Nortel. Just a reminder about the Spitfire from John Hewitt for sale that he has been using for hill climbing over these last few years.



Douglas.

IMPORTANT NOTE

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

NOTTS

Tel. 07976 163006

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

So this month as were simply not seeing folk at meetings, it's a case of write about what you know...

We recently had a visit on club night from Nigel in his very nicely restored Spitfire. He was explaining the issues and problems he had had along the way with painters, but the car was smashing and something to be very proud of. We look forward to seeing you again at more meetings.

John is making steady progress with his Automatic FHC TR7. It really is a good car with only a little bit of welding in the engine bay. It was found to be running a bit rich, so much so that you could start it at any time without the choke. After colourtuning it's much better. The opportunity was also taken to strip the carbs and clean them, but on closer inspection they were found to have almost new wax stats fitted, so John left them in place and reset them up. Runs a great now with the Tickover at just the right RPM. One issue with storing outside is obviously water ingress. Sadly, we found some very wet carpets one day (whilst John was on holiday) in July. Normally it should be dry and warm, but a typical British summer brought its best. We couldn't trace where it was getting in, so started with the wiper posts. Indeed this did seem to be the issue as after fitting new rubber seals, the water has stopped getting in.

When John purchased the car, the drivers side seat had a rip in the leatherette. Unsure what to do, we turned to a local coachworks that had been used previously by a family member on a modern car seat repair.

As you can see, it was a case of it let the appearance down of the interior and the red tartan cloth covers are rare now, so both seats were taken to "Brooks", 21a Wood Street, Mansfield, tel 01623427714 for repair and both seat squabs to have new foam added.

Let's say, John was very very pleased with the final results, they are very comfy and at a very reasonable price only just in to 3 figures! Not bad when one seat squab can cost nearly £100 from a local triumph retailer.

Here's how they look now. Like new! Just the refit. (John is also looking to fit some new carpet in the car, so maybe we will do a full write up on this car in a later edition as it's apparently quite rare now for age and model.

Well, that's all for now, don't forget we're at the **Churnet Valley Railway on Sunday 8th Oct for Triumphs and Trains**. If your not joining us from the start in Mansfield, we can meet you at Froghall Station, Staffordshire (off the A52 near Kingsley and Froghall) at around 10:30.

Hope to see you there?

Regards

Andy



PETERBOROUGH

Tel. 01778 560507 / 01780470358

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

The coolish September club night had the first feeling of Autumn air about it and I believed it showed in the numbers - sadly just 14 folks. We are trying to engage a few speakers to spread through the year and also to invite other car clubs to come and join us to try and boost numbers - and

SCOTLAND CENTRAL

also to boost funds to do things with next year.

Sadly I couldn't get to Lubenham for the Scarecrow Festival and Club barbecue event this year so the area wasn't represented - but Members who travelled to the Duxford event on the same day really enjoyed it and it was supported by the Club too. Colin and Graham also enthused over the new interactive light show in the marquee highlighting the 100 years of Duxford airfield history.

Paul was trying to get himself booked onto the general tutorial course at HQ. We are looking forward to hear his remarks and see if the Club can host something similar events.

Dave Beardsley produced a TSSC 'visiting card' from a neighbouring area and it was considered a good idea to pursue to give everybody a small allocation. This card would welcome owners of Triumph cars to our regular Area monthly meet, highlight our Area contact details and will cost just £5.00 for 500. We have already put wheels in motion here and working with Bernie at HQ accordingly. Please forward an e-mail with your postal address and help forward your Club and the Peterborough Area. The cards would be ideal to pop under wipers and to give to people who are admiring your car in the car park and at shows.

Steve Abbott gave me an hour or so recently with electrics and wiring especially on the relays of the GT6 and then we thought we would try to fire her up. Sadly after persevering Steve had to leave me with no spark at the plugs. I had installed the new ignition kit, plugs, leads and rotor arm that I had purchased about 2 years ago. Feeling a little disappointed and not wanting to be beaten I thought I would try the TSSC Club supplied Aldon unit off my other car - hey presto 3 screws later one GT6 burbling away. I had never heard those 6 cylinders run before - so it was music to my ears. It all feels as though the project is coming together all of a sudden. When it is fully operational I think it will be time for a garage sale of surplus (duplicated!) new and serviceable parts and I believe others in the Club may also benefit with a little more space in their garages too. Possibly this calls for a surplus parts list at a future joint meeting - or an organised Club Car boot sale of Standard/Triumph bits - a bit like Bernie's bizarre bits and bobs sale.

We look forward to seeing and welcoming TSSC Members - new and old - at our next **Club night on Monday the 10th of October 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 matter and that regular friendly exchange of experiences - and sometimes good advice too!

Use your car on the fine days whilst you can and enjoy the autumn colours of hedge rows and trees.

'Daylight saving time' ends at 02.00 on Sunday the 29th of October by turning your clocks back one hour. Don't forget to change the one in your Triumph too.

Doug

SCOTLAND CENTRAL

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www.facebook.com/groups/TSSCScotland/



I may be forgiven for the odd spelling or grammatical error in this report, unfortunately there are a few months in the

TSSC AREA NEWS



year when the gap between the club meet and the report deadline is only a couple of days. As you will have seen from last month's report the beginning of August saw our area win it's first award outside the TSSC family in the form of best club stand at the Biggar Albion Show, well guess what happened at the start of September? Yep we won another award for our club stand at the Bo'ness Hill Climb Revival show, we came second and it was a fantastic achievement considering this was our first time as TSSC Scotland at the event.

Thanks to Jackie, Mark and Colin for all their hard work in organising this event and for each member and their car for contributing towards the area winning their third award this season. I know that the Area Organisers dedicate time to organising events etc, however it cannot be emphasised enough that all members who bring their cars to these events make the event a success, there would be no awards without the members and their cars so a thank you to each and everyone for the areas achievements this season.

The Bo'ness weekend was not just about the display of cars, Saturday saw a scenic run out of about 80 cars over the beautiful Scottish countryside where we ended up on the shores of Loch Lomond. I cannot remember the exact route but to be honest I don't think anyone did as it took us 20 minutes to find our way out the town to begin the route, however it all added to the adventure of the day. Our very own AO Colin took part in the Saltire run which was a competitive event, Colin was holding his own with the help of his co-driver Brian Leeson until we got the call to ask if anyone had a spare coil as his had failed, Iain Macpherson came to the guys rescue by driving over an hour to reach them and get the car going again. Unfortunately, Colin and Brian could not complete the Saturday event however he did well in the hill climb event on the Sunday and came in joint third, fantastic effort Colin and a great weekend was had by all.

Our next event and probably the last car get together is and wait for it..... is at a TRIUMPH garage, yeah yeah I hear you say, well in god's country anything is possible. A new Triumph motorcycle garage has opened in Glasgow and the bikers are doing a run to raise funds for Prostate cancer, the garage has invited our Triumph area to support the event, we all appreciated the sentiment of Triumph cars being invited to a Triumph bike event. I will update how the event went in next month's report.

The September meeting saw a gathering of 20 members on a decent Autumn night in Glasgow. One of our hot topics is the proposed purchase of a couple of TSSC Scotland sail flags, we borrowed the HQ ones and realised how big an impact these made to our club stand at events. We would like to thank Leeson Coachworks and Ogilvie Fleet for sponsoring a sail flag each, this is a massive boost to our area and we are extremely appreciative for helping our area grow and put it on the Triumph map.

We would like to wish Tony Ellis all the best in his move down south and it will be sad to lose Tony as a local member, I hope you have enjoyed our fellowship as much as we have yours, I am certain we will meet at one of the many events down south. As one member moves away another joins and by the time you read this we will have a new member with his 1969 Spitfire MK3. Chick (Charles Gray) has purchased a very solid car from Kilgrogan, the car sat for 12 years since the owner passed away and as you would expect from a car of this age there are a few cosmetics that need addressed but nothing serious, Chick can-



Scotland Continues

not wait to get stuck in about the car and make it his own, I am sure you will wish Chick a warm welcome into our area and support him over the years in his triumphant journey.

You will probably have read by now that Alyson from our area has written a very good article and we look forward to more in the future. Thank you, Alyson, for raising the profile of the Scotland area. Again thank you everyone for making this season the massive success it has been and I am sure we are all now looking forward to some free weekends to cherish our wee beauties.



October Items:

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

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 15th October at 10:30am. Come along and sample good company and breakfast.

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

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/club/grampiantr/4.htm

Hi Folks, Well that's the classic car season just about wound up, there is still a few auto-jumbles but not in this near area. Hopefully we will still get a few decent days to get our cars out before they start spreading the dreaded salt on the roads. Grampian Triumphs have have one last event for this year it is our **Autumn Drive Day** which has been organised for the **15th October** by Lee & Lorna of the TR Register. More details can be found on our Grampian Triumphs website.

Our next club night is the **26th October** which was originally planned for Jaffs at Dunecht, however this may change so before setting off please check out the STOP PRESS page of our website,

<http://www.brmmbrmm.com/club/grampiantr/6.htm>

This year our club night meal events have been well attended and thanks goes to Mike Hedges for organising the hotels and sending out the reminder emails.

Graham R and myself are well into the planning stage for next years Grampian Triumph Clubs summer run which will be to Plockton.

That's all for this month.

Danny

IMPORTANT NOTE

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

SOMERSET

Tel. 07760 384236

**e-mail: martin.hughes5@btinternet.com
derek1360giles@breathe.com**

Hi all, first off, something we have omitted to do recently, is to welcome new members to the Somerset area! Since June we have had Edward Antonello, Tony Wittering, Peter Youe and Terry Dainton join the area. Hopefully they will all get to a meeting soon and introduce themselves and their cars to the rest of us. So guys see you soon at the **Fox and Goose (TA9 4HH) the second Tuesday of each month!!**

It's been a strange couple of months when the weather has not always been the best for shows we have attended. So it was good to see a great turnout for the Old Morganians (BCVC) show on Sunday 13th August! We had 5 Somerset cars, Martin, Dave, Harry, Steve and Derek arrive in convoy. As we parked up we were joined by Colin, Steve and Chris and their good ladies from Avon! And then we noticed a couple more Somerset cars (Pete and Marshall) parked nearby! So we guess in all there were 10 TSSC cars to be admired! This show goes from strength to strength and is always worth a visit! So those of you who didn't get there there this time, think about it for next year!!

Now we know not everybody likes to commit to a Bank Holiday show, so it was good to see 6 cars ready



to go to the show in Grove Park (W-S-M) on August 28th. We had Dave, Harry, Martin, Alan and Shirley with Poppy and Bailey, Derek, Mark and Jane (photo) enjoy a very warm day, which also turned out to be the best ever attended (129 cars) in the park!

Please don't forget we have a stand at the **Resto Show in November**, so if you can help over any of the 3 days PLEASE contact Martin ASAP!!

Now just a reminder of what's coming up in the next month or so.

October 2017

**Sunday 8th Grove Park (WSM) from 10am - 3-30pm.
Normal meeting point (TBC).**

November 2017

**Fri/Sat/Sun 3/5th Restoration Show Shepton Mallet.
Volunteers needed!!**

Guess that's all for now; Cheers

Martin & Derek

SOUTHERN

Tel. 01252 722432

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

Hi folks, I must apologise for not making last month's Courier. The carrier pigeon was fine; it was me that was shot. That said I have lots of shows to catch up on so here goes. I will keep most of them brief much to your relief. July 8th saw me alone attend Petworth Park show, a first time for me, lovely setting in front of the Big House. Sat 15th saw me Stag, Wendy Spitfire and David TR6 attend the Kinglesy show yet again. Not very impressed with the small amount of public attending, although the show itself is quite good. Sunday saw us attend-

NORTH STAFFS . . . EAST SUSSEX



TSSC AREA NEWS

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e-mail: triumphsportssixstaffs@gmail.com
Web: www.tssc-staffordshire.co.uk

Another rather quiet month for August, quieter than it should have been as I completely forgot one of the biggest events of the month Lupin Farm, which I understand was bigger than ever.

You can see a short video of the 2017 show filmed by a drone on Youtube: youtube.com/watch?v=C-3pIXpwOW8 followed by some shot in 2016.

Istones show is all about cows not cars but it had a good variety of cars attend and the weather was very good for a change.

This year thankfully the Eccleshall show was not washed out with rain and had a good turn out of cars vintage caravans and trucks.

Just a few of shows to come in September, North Rhode, Litchfield & Hatherton Canal Trust, Mill Meece Pumping and Yesteryear rally Foxfield Classic Rally.

I must apologize to Stuart Martin who came along to the area meeting twice and missed us twice, first time back in July when we had a run out to the Junction Inn at Norbury and we must have left the George & Dragon before he arrived and last month when the new staff and landlord told him incorrectly there was no Triumph club meeting on.

I had seen what I thought was a Spitfire go past the window, a short time after I went into the car park to look for it but he must have already driven off, so again apologies and hope we will see Stuart next month.

Next meetings 27th Sept 25th October
North Rhode 17th Sept
Litchfield & Hatherton Canal Trust 24th Sept
Mill Meece 17th Sept
Foxfield Classic Rally 1st Oct
Churnett Valley Railway joining the Notts Area 8th Oct

Dave

EAST SUSSEX Tel. 01273 813691
e-mail: chris-gordon@live.co.uk

Missing report for September below. Apologies as I missed including some of this Report - Bernard Ed.

Hi all. What a foul evening weather wise it was pouring with rain and blowing a hooly, but despite this we still attracted 14 members, due to the weather conditions only two Triumphs in the car park. We had two new faces along tonight, Husband and Wife they came along looking for help and information in buying a Herald, as he is recently retired and looking for a straight forward project to pass the time. preferably more mechanical work ,than bodywork, so we all chipped in with tips of what to look out for, so I wish them luck and hope they find something suitable, and maybe see them again.

Last weekend eight of us went to a local country show on the Sunday , after last weeks rain it was a bit soft under wheels, but once through the entrance (liquid mud) it wasn't too bad, a really nice day with good company and it stayed dry all day.

Richard's Vitesse drive shaft is progressing nicely should have vertical links machined soon and then can then start refitting everything along with c.v. driveshafts.

ing a new show at Broughton. Very well organised considering it was a first. Attendees were Mike and Karen, David and Wendy, Barb and I. Enjoyed a pleasant day out. By the way I did visit the local hostelry.

Friday 21st saw the same crew journey to Netley Marsh for their annual Steam Fair, lots to see and do. We all went in the arena, although the weather turned to rain at about 3pm. We ended up having a wet run home. Saturday saw us once again attend the Ripley show. It started out dry and sunny but it wasn't long before the heavens opened and really spoilt the day. At this point in time, Stella was getting rather sick and drinking lots of water. A block test showed it was head gaskets. So into dry dock she went, being in good company with Peter's Stag with the same complaint. With the show at Worthing looming on the next Saturday, I talked kindly to Vanessa and arranged to borrow the 2500s. The intention was to meet up with David and Wendy for the trip, at the last minute a phone call from David to say he wasn't going because he had diff problems. So it ended up with all of us going in the S.

Stella came out of hospital on Thursday 3rd August thanks to Paul at Stag Classics for the quick turnaround. (Apologies to Peter for queue jumping.) This quick action saw me able to create the club stand at White Dove rally attended by Robin and Ann Stag (as Mark mentioned last month he won the best Stag - Well done Robin), David TR6, Wendy Spitfire, Derek and Jackie Stag, Mike and Karen Healey and Barb and me in the Stag. We were joined by George of the Thames group in his Vitesse.

I think this is enough for one month so I will play catch up next time.

Mike

The august roaming meet at the Flower Pots had only a small number of us turn up, but this could have been down to the weather forecast which was not very promising. Our regular meeting at the at the Seven Stars had a few of the regular faces missing due to holidays etc , but we did have new members Ian and Nicola arrive in their Vitesse .



PHOTO

I have not done anything yet to the TR7 as I want to get my holiday out of the way and some outside decorating, so it's on the back burner for the time being.

Just a reminder that if you have any photos from shows or work that you have been doing on your cars can you please forward them to me via email as I will be compiling the 2018 calendar very shortly .

Up and coming events

October

1st The Crotch Cooler, Oldtimer Oktoberfest,
Basingstoke road, Alton GU34 4BH
3rd, Regular meeting, The Seven Stars GU32 3PG
15th Sunday Lunch, The bat and Ball, Hambledon,
PO8 0UB

November,

7th, Regular meeting, The Seven Stars GU32 3PG
19th, Sunday Lunch Meeting, the Jolly Drover, Liss,
GU33 7QL (TBC)

That's all for this month Take care

Mark



EAST SUSSEX SWINDON . . . THAMES

TSSC AREA NEWS

East Sussex Continues

My Spitfire 1500 seems to be behaving itself, I've had a couple of breakdowns and bad starting, so I threw away the points and condenser and fitted an electronic ignition, so far so good, so what is wrong with today's points and condensers it seems they are rubbish, of to the M O T station on Friday with the GT6, so fingers and legs crossed for that, although you know your own car, you never know what the M O T man might find.

On Sunday 24th September we have been invited to take part in a classic car run and hog roast BBQ, it takes place at the Halfway House pub on the Lewes to Uckfield road, you meet there at about 10a.m. for tea/coffee and then leave at approx. 10.30 for a leisurely scenic drive through Sussex countryside, returning to the Halfway House about 1pm for hog roast, the total cost is £19.50 per person all profits go to charity, if anyone is interested or needs more information please contact me I have entrance forms.

I would like to thank Clive for chairing last month's meeting whilst I was sunning myself in Cyprus, thanks Clive.

That's all from me next meeting Wed September 6th so hope to see you all then.

Cheers

Forthcoming events

Sat and Sun 9th and 10th September Laughton Show

SWINDON

Tel. 01672 514241

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Meetings Cover Swindon/North Wilts area

Nice to see some new faces and cars at the Swindon meet last month, well, the cars were new to us Jon's Mk2 GT6 and Jason's TR4, but as they walked into the pub almost the first words Jason said were 'I know you' to Guy. It turns out that both of them being Chartered Surveyors in Marlborough they've met up through work.

Jon is looking to get himself a TR4A but has not found the car he wants yet so if you know of any for sale perhaps you can let us know and we'll pass on the information.

We're getting quite a few visitors to these meetings, Tim & Helen joining us most weeks and others at various meets so if we could get everyone to come along on the same evening we'd have quite a large group.

As you may have read in the Andover Area News we plan to go to the Shalbourne Classic Car Show again this year, and we hope some of you may be able to attend too. It's free to enter, just turn up before 10am on the day. Hope to see some of you there.

Next meetings:

**Sunday 1st October - Shalbourne Classic Car Show,
SN8 3PZ, 11am - 4pm**

**Wednesday 18th October, from 7.30pm at
The Village Inn, Liddington, SN4 0HE**

Guy & Sazie

IMPORTANT NOTE

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

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Hello Everyone. We are still enjoying the roaming meeting that we have run over the short summer. As a result we are planning to hold 2 meetings a month through the winter. On the 3rd Thursday still at the George Inn at Wraysbury and on the 1st Thursday at the Fairmile Inn at Cobham. Our thinking is that the two pubs are a good distance apart that we can hopefully encourage some new faces (and Triumphs) to the meetings as well as keep our regular members happy. We have been well looked after by both pubs and had good feedback from you that have joined us. Both of our Triumphs are going well. Although the Vitesse has had an electrical gremlin on the charging side. After dismantling the dynamo, checking and cleaning it, we still had no charge. With the help of George B we checked the wiring and control box, but found no problems. At Cranleigh show I had a dead (new) battery. There we polarized the dynamo and slow charged the battery once home. Touch wood all seems OK now. We have missed some shows lately due to work and family ties sorry about that.

SOCIAL EVENINGS.

3rd AUGUST @ THE FAIRMILE INN.

Julie and I are in the Vitesse on this overcast evening. We are greeted by George B, Edward M, Chris C, Martin F. A big warm welcome to Jonathan P and Joshua B on their first visit. Jonathan has just recently brought a Vitesse 6 saloon (Very nice looking too). The Staff at the Fairmile let us use one of their meeting rooms where we ate our meals and chatted around a large table. Triumphs in the car park were George's Vitesse Mk1 convertible, Chris C's Mk3 Spitfire, Martin's 1500 Spitfire, Jonathan's Vitesse 6 saloon and our Vitesse Mk2 convertible. Work on our Triumphs has been Edward's Vitesse passed it MoT in June and has new shock absorbers fitted. Martin's 2000 Mk2 saloon is ready for welding work to be carried out and has had help from young Eddie changing the oil on his Spitfire 1500. Jonathan's Vitesse has had a new clutch rebuild, a new gearbox tunnel, a service & gearbox oil change in the past 2 months of ownership, and is very happy with her. I have to sort out why the charge light keeps coming on while driving the Vitesse. A great meeting at a lovely venue.

17th AUGUST @ THE GEORGE INN.

It's a wonderful sunny evening in the Vitesse heading to the meeting. I join up with Martin, George, Tony, Graeme in the beer garden to start the evening. We head inside as our meals are ready and are joined by Bob & Wendy as well as Mike. We have a good turnout of Triumphs tonight belonging to Martin in his Spitfire 1500, George in his Vitesse, Tony in his Stag, Graeme in his TR6 and my Vitesse. Best mention Mike's VW Golf. Work on our Triumphs has been Martin's carbs have been sticking when they get hot, causing him some headaches. Mike's VW Golf is having rear parking sensors fitted when he finds a good place for them. Bob has been fitting new bushes to his Spitfire project. Hopefully my charging issues are now sorted (thanks for all the help I got from you all). A very pleasant evening in great company. SHOWS & EVENTS.

13th AUGUST CRANLEIGH LIONS CLASSIC CAR SHOW.

With Julie in her Herald following me in my Vitesse, we take a scenic trip to Cranleigh this year. A little worrying was my charging light kept coming on and off during the trip there. Once on site and at the club stand I turn off the Vitesse as

NORTH WALES

TSSC AREA NEWS



we arrange parking. Julie parks the Herald next to Karen's Spitfire, but the Vitesse is lifeless and we push it into its slot. We say our hellos and claim a spot under Martin & Caroline's event shelter & relax with a hot drink. On show at the TSSC stand we have Cliff in his Vitesse, Graeme in his TR6, my Vitesse, Will in his Herald estate, Martin, Caroline & family in their Spitfire 1500 and Mk2 2000 saloon, George in his Vitesse, Tom in his Vitesse, Adam in his Mk1 2.5Pi saloon, Chris in his Mk3 Spitfire, a Spitfire Mk4 (sorry we didn't meet), Julie's Herald 13/60 saloon and Karen's Mk3 Spitfire. Other Triumphs we knew but off stand were Jez in his Courier Van selling Pickles, Dave T in his Dolomite Sprint, Mike & Barbara in their Stag, David & Wendy in their TR6. Other Triumphs on show were a TR2, 6 TR3's, 11 TR4's, 4 TR5's, 24 TR6's, a TR7, a Mayflower, 22 Stag's, 3 Spitfire's, 8 Herald's, 5 Vitesse's, 2 Dolomite Sprint's, a JC Midge, a Standard 8, 2 Mk2 saloon's, a 1500 FWD, a Roadster, & a Dolomite. There were 5 car club zones, a mixed classic's parking, Motorcycles, Tractors, pre war and American areas lots of arts and craft, trade stalls, refreshment stalls, Kids rides, Beer Tent, a Jazz band, a main arena where the groups of cars were show and talked about, a display by the fire service. We had a great day there and the weather was good to us. Come home time we started the Herald and swapped the charged battery to the Vitesse, we had another scenic drive through the Surrey Hills and got home trouble free. We swapped batteries and charged the flat over night.

19th AUGUST CAMBERLEY TOWN CENTRE CLASSIC CAR SHOW.

In my Vitesse I meet Chris in his Spitfire Mk3 at his home and we head into the town centre where we are parked up on the High Street. We have a hot drink after such a short trip, as other classic's turn up. Other Triumphs we knew were Martin & Cynthia in their Spitfire 1500 on the South West Thames Kidney Fund stand, Mike & Barbara in their Stag, Andy C in his GT6 Mk3 & Dave T in his Dolomite Sprint. Also there were 3 TR7's, a TR6, a TR4, a TR3, a Stag, a Dolomite Sprint, a Standard 8 and a customized Standard Vanguard. We had a great day there and managed to do some shopping with Julie when she finished working.

Our next meetings will be at **THE FAIRMILE INN, COBHAM on the 1st Thursday on the month and at THE GEORGE INN, WRAYSBURY on the 3rd Thursday on the month. So in OCTOBER we're at the Fairmile on the 5th and the George inn on the 19th & in NOVEMBER on the 2nd & 16th**, please come and meet us or call me on 07773623807

Mickey & Julie

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Hello, everyone. Tuesday 1st August was our meeting night, not as well attended as usual, but this was not surprising due to holidays, etc. Past shows were discussed and future events arranged. Joyce boosted funds again by selling tickets for yet another most interesting raffle, with some great prizes. This was, once again, another lovely sociable evening.

Friday 4th August was R.A.F. Shawbury, and this meant a very early start, as they wanted us there by 8.30 a.m. So we met up with Julia and Alan at Ellesmere at 7.15 a.m. to proceed to Shawbury, and picked up the Chester contingent at the usual place along the way. However, after arriving on time we, along with other car clubs, spent a boring hour from



8.30 to 9.30 while a sniffer dog checked all the cars. We do appreciate that this must be done, but this is the most time we have all been kept waiting, and needs to be tidied up! However, we all entered the base along with the families of the R.A.F. base staff. The airshow began mid-morning, and continued into the afternoon, so that meant that displays were going on all of the time, and we must say that this part of the day was definitely better than previous years. An R.A.F. brass band had been lined up to play, and they performed really great, such wonderful music. So, from the morning where we were all thinking that we would not go again, the day had turned around, and become a very enjoyable one, with plenty going on.

Sunday 13th was the North Cheshire Classic Car Club Annual Show at Claremont Farm. We, in our Stag, travelled to Joan's, who had got her Midget ready, and then together we met up with Julia and Alan in their Spitfire to make our way to the event.

The show took place in an ideal setting, in a large field very suitable for a good car display, and adjacent to a farm shop and cafe, where snacks or full meals could be taken either inside or out. This was a great venue, just off the M53, so very easy to get to.

M.G. Ken had organised a club stand, so we had a lot of space. It was very nice to see Bob Whiting there, as we have not seen him for some time, although we all keep in touch by telephone. Another lovely day, and the weather was good, in spite of a little rain towards the end.

Saturday 19th August was the Ruthin Flower Show, which we attended in our Spitfire. We met up with our Chester & Wrexham friends in Tesco's car park in Ruthin, and then proceeded on to the show. We were then parked in a large area adjacent to the market, where a variety of classic cars were displayed. In the main building there was so much to see, this comprising of a really good selection of fruit, vegetables and flower displays, which had all been judged earlier on. The adjoining field had a selection of stalls, plus dog competitions, birds of prey displays, and axemen competing at log felling. The cafe was again serving good food, so those of us who had not taken a picnic enjoyed a meal there. There was a point in the day where the weather was rather spiteful, as the rain came down so heavily, but passed over, and for the remainder of the day was kind to us all. Once again, another great day in great company.

Oulton Park Gold Cup took place over the weekend of 26th - 28th August, and M.G. Ken, our group's successful classic rally driver, organised the passes for this event. The passes were for Saturday, Sunday and Monday, so about half of our group including us were there for the Sunday action, then some went again on Monday along with more of our Chester & Wrexham friends. Many classic car clubs covered the hillside overlooking a lot of the track - there is always a good turn-out for this weekend. Very entertaining days of classic car racing with access to all the pits area.

Tuesday 29th August was our monthly OFFAL, arranged by

North Wales Continues

Doug, Barbara, Colin and Jane. Thirty-one of our group met at Moreton Garden Centre in Chirk for elevenses, a chat and a little retail therapy, then a very picturesque route ending up at The Golden Lion in Rossett. Julia's Spitfire lived up to its name, spitting flame at the following cars until it died at the pub entrance. The pre-booked lunches were most enjoyable, but, like us, many could not clear their plates as the portions were so large (not complaining). Having had a good sociable day we eventually made our way at 4.00 p.m., giving Julia and Alan a lift back to their house. The Spitfire was left at the pub waiting to be fixed by the R.A.C., who came and sort-ed it out.

That is that for now, so don't forget that our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month** at 8.00 p.m. If you enjoy a good chat and laugh, come along, it would be great to see you.

Please note, the meeting at The Plough in St. Asaph has been discontinued.

Forthcoming events:- October

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

8th October:- Annual Threshing Day & Vintage Show, Ruthin Market, Ruthin.

15th October:- Wheels Within Wem, Tilstock.

15th October:- Vintage & Classic Car Owners Event, Combermere Abbey, 10.00 - 2.30. £10 per car, paid on the day. All proceeds to the High Sheriff's Nominated Charities.

**31st October:- OFFAL.
November**

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

19th November:- Wheels Within Wem, Tilstock.

24th November:- Xmas Dinner, Chester Golf Club.

28th November:- OFFAL.

Regards,

Helena and Roger.

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PORTHCAWL SHOW Sat 5th August 2017



The weather was looking somewhat overcast and grey as Bern prepared the Standard Vanguard for the trip to Porthcawl. With Michelle and Emma providing the glamour we set off and Bern decided to do the run on the contents of the fuel tank to see if the fuel gauge was telling porkeys or

not. His latest addition was an electric fan which you really need on a classic like the Vanguard in todays traffic if you end up in a tail back in hot weather (well you have to prepare for the unexpected!) We were soon on the M4 and cruising west towards Bridgend and the planned stop at Pencoed services. The temptation for a Two Arches Café breakfast roll was great and washed down with a cup of their finest coffee. We were soon joined by Paul G and Doty in their newly commissioned Vitesse and by Mikey J in his superbly presented GT6. waited in case anyone else from the club had planned to meet us. Back on the road north towards Monmouth and beyond we were soon off onto the B roads and winding our way along the leafy lanes and through picturesque villages as we meandered our way towards Malvern. We pulled into the show ground at Malvern and were soon directed to the TR3 and TR4 parking and display areas. "Strange that" said Bern "I haven't actually entered anything but perhaps the TR's fame and reputation entitles free entry"

We met up Mikey J who had his immaculate GT6 parked up near the TSSC marquee and we all ambled towards the display ring and the old jumble areas. Bern was soon in buying form and was putting together an impressive haul of TR4 suspension and hubs for very little money. After several trips back to his car, there was more front suspension in the boot than on the front of the car!

We then came across John Williams who had his well-polished red TR4 entered in one of the concours competitions and we went for a catch up and look around the entries which were well impressive in amongst the fog of Meguires and Auto Glym fumes. It's impressive when you consider that most of the cars are driven to the show unlike the trailer queens that would require a full body respray if the average road fly impacts the grill. It was time to break out the spam and swarfega sandwiches and we lunched over a well-earned cup of coffee. We went for another tour of the parts stalls and had a further good look around all the cars on display and decided to call it a day in the late afternoon sunshine.

We said our goodbyes to Malvern for another Year and hit the road in Bern's still immaculate TR4A which had drawn many admiring glances from the very discerning folks who inhabit that part of the world. One well informed TR4 expert had even commented to the very expensive original Surrey Top on Bern's car which caused lots of amusement as its not, but really looks the part. Insisting on giving us his life story the well informed TR expert said he had been a banker, Bern reckoned he still was!

We made our way back towards Monmouth and on to Newport the return journey was uneventful and the TR4 didn't miss a beat. As we pulled off at Cardiff Gate Bern said "Well what we lacked in numbers was made up with the quality of the club members and TR's attending" "Excellent" I said.

AI

PONTYPRIDD SHOW Sat 12th August 2017

I loaded up the industrial tea making equipment and headed for our first rendezvous point for the short run to Pontypridd. For those not familiar with the towns of South Wales Pontypridd is famed as the birthplace of Tom Jones although he has indicated that he would not be attending the show as he had an engineer coming to service his revolving garden chairs. Mikey J appeared in his immaculate GT6 and as the time marched on towards our departure time I contacted Bern to see if he was on his way. He was already at Pontypridd as

he had read the small print on the show entry and was there for 9:30am. We still had half an hour to catch up so we were soon on our way with Sat Nav Sally blurring out the instructions as the junction at Pontypridd is very confusing. We were



soon at the gates of War Memorial Park and were directed in to the respective parking and display areas. Bern was already parked up in the Standard Vanguard looking splendid as usual. John Williams in his beautiful TR4 was also there with Jim in his rare SAAB 96. We soon had the coffee flowing and then discovered where we had parked was right beside a kiddies bouncy castle compressor at 90 odd dB with the compressor switched off!

We decided to move and invaded Glamorgan CC Clubs display area which was not as exclusive as they thought as we were now in it as well. Their AO waved his fist a lot as he welcomed us with open arms! We couldn't make out what he was saying as we all had short term hearing loss.

We were soon set up again and Bern's latest venture of a toy box full of cars was proving very popular as parents and grandparents realised that they could deposit their kids in front of the Vanguard for £1 and a free toy car. "I bet it's one of Georges franchise ideas" I thought to myself. Bern convinced Mikey J to look after the shop while we went for a stroll into Ponty town centre and we tracked down a very acceptable carry out lunch from Carini's Michelin Star Italian Chip Emporium with the best curry sauce ever. We also went to the indoor market to see if the catch of fresh water Faggots had been landed from the river Taff. On returning to the show area we had to climb through the Pontypridd Chapter of Hells Morris Men who were kicking each other's knee caps and swinging their pick axe handles with nails in to Motorhead's Ace of Spades played on the bass accordion. Mal's and his wife dropped by for a chat and as the afternoon wore on there was a few drops of rain in the air. Mass panic broke out as the fair weather classics and trailer queens made a bolt for the exit and the sun came out again. The hint had been taken and gradually the various cars made their way to the exit and homewards. I hitched a ride to the top car park with Bern and as I got out of his car he said "Well what we lacked in numbers was more than made up with the quality of the fantastic company on the day"

AI

Sunday Aug 13 Gnoll Country Park Neath

Dotty and I pulled up at Cardiff Gate in Vera the Vitesse just before the allotted departure time to find nobody there. We were not surprised as we were not expecting anyone else as most people had exhausted themselves at Pontypridd the day before. So we headed off to the next rendezvous point at Nant Garw and surprise surprise we saw Mike and Emma in Grandad Eddie's Herald 13/60 who had left Cardiff Gate about 3 mins before we arrived thinking nobody else was coming. (Life lesson no 46..Never leave before the scheduled departure time). So we loitered with intent till the due departure time and then headed up the A470 and I was immediately struck with the thought that I had not been up

this road since last weekend. We turned left and headed to Glyn Neath where we met up with Gwyn Babs and Tim in Dolly 1300 and



Spitfire and headed off together to Neath about 10 mins before the scheduled departure time. Passing through the town Mark and Michelle in another Dolly together with their enterages in a Vauxhall Viva and assorted Marinas joined our happy band and we headed to the showground. On arrival we found the showground very full and we could not all get together unfortunately. I thought....good job we came early as we would not have got in. We soon got the kettles on and suitably refreshed we headed off to the many stalls. There was a good selection of stalls and autajumble h and we bagged some good bargains. We enjoyed the day in glorious sunshine listening to the very good live band playing oldies but goldies and ate, drank tea and coffee and generally put the world to right.

Thanks to the Skewen Car Club for putting on an excellent show that was well attended not only by car owners but the public also. As we headed along the M4 dotty was heard to say, "It only seems a week since we last drove along here also but what we lacked in numbers was made up for by everybody else who came early so we should come earlier next year too.".....and you know like always she was right.

THORNFALCON SHOW SUN 20th August 2017

The day had finally come and I turned the key in my Tahiti Blue 1500 Spitfire after many months off the road and a pretty extensive refurb although most club members thought I had sold it for parts. I left Penarth to drive the few miles to the first meeting



point of the day and met up with Mike the Cake and Emma in Eddy's Herald 13/60 and giving a very generous lift to Steven the Hammer. Then Crazy George pulled in with Bern riding shotgun in his recently restored Triumph Capri 2.0s Auto. George took the lead and Mike brought up the rear to collect any bits that might fall off my Spit on its maiden flight. We were soon off to the Magor services just beyond Newport on the M4 to meet up with Thumper Watson in his Green Spit 1500 and Paul G and Dotty in their Vitesse. John and Mike then arrived in the Monmouth Mafia getaway car their Triumph Cortina. We waited while George had his first breakfast of the day and soon we were on our way to Bristol and south towards Taunton on the M5. I was quite surprised by the Spitfire as it trundled along taking all the traffic challenges in its stride. Temperatures and pressures normal and all systems going as they should apart from a rumble from the diff. George and Bern were testing the Capri sunroof as I noticed 4 hands appear in the air proving that the autopilot option was working perfectly or most of the time except for the bits where

South Wales Continues

George wobbled from lane to hard shoulder while carrying out his in-flight checks. We soon made it to Junction 25 and our planned unplanned Breakfast stop at the Tobey Carvery. Using our AA 20% off offers and 5 members George reckoned his breakfast was free as he loaded his plate for breakfast number two and three as he had seconds. We drove the mile or so to the well signposted entrance to the Thornfalcon Display area and were efficiently marshalled into position in the post war cars area. We weren't aware there had been a post war but as email is threatening the humble postie these days I'm not surprised they have taken up arms! There were two pristine 60's Royal Mail Moggy vans lurking in the undergrowth obviously waiting for the ping of incoming emails as visitors and owners struggled for a signal amongst the trees.

Paul and Dotty soon had the mobile tea shop operational and thirsts were being quenched very efficiently as usual. Bern, George and myself went for our usual inspection of the assembled cars to spot the unusual and admire the restoration work that so many people put into their classics and is rarely acknowledged. George had now taken to snacking between breakfasts as we noticed him chomping on a handful of what he thought were beechnuts which he had harvested from one if the local trees. "Green acorns are poisonous, or at least not good for you" I said "I've been eating them since I was a kid" he replied "That explains why George is always rooting around looking for truffles" said Bern. On strolling around the show it was clear the well healed were out in force with Bentleys and up market Jags amongst well sorted Healey's with price tags of £57k. There were lots of interesting cars at the meet and a real cross section of the inhabitants of garages and barns across the south west of England and Wales. The predicted rain soon materialised and the equally predictable mass exodus of classics with environmentally friendly water soluble paint made a break for the exit. George was too busy sleeping off his many breakfasts to notice that everyone had gone home. We had a last coffee and packed up as it looked like to rain was on for the rest of the day. We loaded up and headed for the exit ourselves with George churning up the grass and wheel spinning in the muddy grass. We were soon on the M5 north in the rain staring at the clouds of spray chucked up by the caravans and motorhomes making their way back to civilisation. I was keeping a close eye on the gauges but all seemed well and I still had half a tank of fuel unlike some of our number! Bern and George passed me a few times but I had John and Mike in the getaway Cortina in my mirror until we bade farewell at the junction to the Severn Bridge. I was glad to see Cardiff again and thought to myself what a good day out we had even if it rained. "What we had lacked in lunch time menu was sure made up by George's total of 4 breakfasts!" I said to myself.

CLEVEDON RUN REPORT 27th August 2017

Wow it was an early start this morning, for at least me who needs at least an hour alone to do my hair. The other half got up about 15 minutes before we had to leave. When Mike the cake did get ready, Young Eddie was wait-

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ing outside my house for him in his Herald Saloon and me and my dad Bernard left in his TR4A at the same time and may I just add – it has been years since I had a ride in that car and I got to notice how amazing it is, it runs so smoothly and is such a smart, and stylish car, which was something I did not notice as much when I had been in it last at the age of around 14 and I am coming up to 20 now!

The lot of us continued on to Magor services where we met with Paul "Thumper" Watson in his Spitfire, Mike Partridge in his Acclaim, Paul and Dotty in their Vitesse and just before departure time Gwyn, Babs and Sheila arrived in the Dolomite, followed by Stylish Tim, and Stephan "The Hammer" in Tim's Spitfire.

At the agreed departure time we left heading for Clevedon, there were no breakdowns or fuel shortages on the way, we even had time to unexpectedly explore a little of the local area en-route before arriving at the seaside venue.

I can honestly say that this show was the best show I had been to this year and a lot of members have agreed on that, a really pleasant atmosphere, kind people, lots going on and beautiful weather. There were a lot of different cars, none as great as ours (Obviously) and my Dad met some TSSC members who had come to the show especially to thank him for advice he had given them for their TR4's. Lunch was hard to find but me, Mike the cake, Thumper, Bernard, Mike Partridge and Young Eddie enjoyed food from a food stand and ate out in the sun, Eddie spared no time in covering the table in pastry from his sausage roll and we thanked him for that, the absolute legend. After dinner I was dared to go into the Zorb bubbles on the water which I did not back down on, My Dad (Bernard) wanted me to go on it so badly that he insisted on paying for me to do it, and we both personally feel sorry for those who missed out on me publicly embarrassing myself, but I do not back out of a dare and made the day for those of the club who were there to witness! Another highlight of the day were the delicious cakes and scones that Sheila had made and brought to share, so thank you so much for those!

Overall it was an awesome day, one of the best so far with even more awesome people! So pleased everyone got home just fine without a hitch.

On the way home in the TR we turned off onto my Dad's favourite private road a few miles before our house and I experienced my first 105mph in a TR, I said to my dad, "What we lacked in people who would go in the Zorbs was sure made up with the FANTASTIC weather we had today." Apparently as his daughter I have copyright of my Dad's signature saying!

Can't wait to see everyone tomorrow!

Emma TSSC S Wales Club Princess

RUN REPORT MONDAY AUG 28TH PONTYPOOL & BLAENAVON RAILAY TRANSPORT FESTIVAL

After a lovely day at Clevedon on the previous day we all woke with high expectations of another steaming hot day on the Pontypool and Blaenavon heritage railway.

Dotty and I headed to McDonalds Pontypool at a gentle cruise as we had got up far too early and arrived to find the mafia already there tucking into a Mcbreakfast. We waited ages till Mike and Emma in their Trifester arrived together with Fast Eddie and Young Mo in their 13/60. Great to see Mo out and about with us once again. We departed after Mike the Cake had finished his 3 hash browns and accompanying breakfast mc muffins and travelled in pleasant weather

TSSC AREA NEWS

to the dizzy heights of Blaenavon. On arrival we were directed straight in by the marshals who said that Dolly and Spitty had not yet arrived but were running a bit late. They obviously had a bit of a lie in. So we headed in.

The friendly efficient parking marshal had been pre warned of our arrival and had reserved prime spots for us all including those not already there. If Bernard had been there, which he wasn't he would have said FANTASTIC. Dolly and Spitty arrived shortly and Tim, Gwyn and Babs greeted one and all. We soon had the cooking equipment set up despite a small delay as we completed Mike the Cake's training in how to assemble the table without being told how to do it.

After a slow start the car park began to fill up and buoyed by the fabulous sixties music the party got started. It was great to see the old locos puffing up and down the incline and we all piled in on one of the runs. Although I think some of our members just saw this as an excuse to have a drink from the buffet car and this was before one O'clock. Hopefully Brexit will shortly put an end to these continental practices that are becoming endemic in British life today.

By the time we returned to the station the car park was overflowing, the sun was streaming down and it was time for lunch and another cuppa. Mo and Eddie had a four foot long baguette and I had to make do with a sort of salad. soon news emerged of trouble in the toilet queue. It seemed that some people were not sure whether they should use the men's or the ladies so Mo volunteered to stand guard and all men were asked to show their credentials first. I was lovely to see the Hammer bring his mom Sheila along again. We obviously did not frighten her the day before at Clevedon and hopefully she will come along again in the future. Just before packing up we decided to have the last cuppa and passed the biscuits around, however they seemed to stop at Eddie who devoured the packet as he was hungry after only having half a baguette for his lunch.

So in conclusion an enjoyable day, with good weather and good company. Already looking forward to next year.

AL

WESSEX

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WVPC Purbeck Rally is a three day event that is well worth considering for next year. We were only able to do the Friday and Saturday as the Sunday was the Hants Classic show at Breamore, which we had a club stand with twenty, yes twenty cars. Last year we won best club stand, due, we think to the diversity of the cars on display, but no such luck this year. Next was the run to Thornfalcon. We all met up at the Fox & Hounds and got underway by 9.00 am. As we only had a convoy of ONE!, there was no problem with lagging behind or losing anyone! Trevor and I decided to go together in my Spitfire and had a nice leisurely run down. We had arranged to meet Roger, Dave & Mel at the show, which was up to expectation, with a massive turnout. The weather was as predicted (they do get it right sometimes!) sunny until about 2.00 pm when the rain came. So rather than cars leaving in dribs & drabs, it was more of a mass exodus! Definitely one for next year. Two weeks later was Beaulieu Auto Jumble which we always do. When I say we, I mean Dave Trevor and myself. This year Gary joined us for the Auto Jumble expe-

rience! Neil came on the Saturday/Sunday and we had fleeting glimpses of Alan, Roger, Peter & Duncan. Our stall, doubles up as a base for any of you visiting, any purchases can be left with us and collected later on in the day, that is provided we have not sold them! (only joking!). The Friday and Saturday was good weather with brisk trading, which was just as well as Sunday was a bit damp! For some reason the Bournemouth Air Festival had been put back a week and was the same weekend as the Auto Jumble! Typical, we thought we would be able to do both this year! The following weekend, was



We did not manage to sell everything including Gary!!

Swanage Railway, organized by the BPPC at Harmons Cross. Several of us have entered and will be going for one or two days. We arranged to meet at the Bakers Arms on the Sunday at 8.30 am so that we could all park together. Highly recommended as it includes railway travel for the three days and also includes the Swanage Folk festival. I will let you know next month how we got on.

Keith has suggested a trip to the Mini factory later in the year. There has been some interest shown, so when Keith gets something more definite, Trevor will pass it on. We are not sure which day it will be, but we do know it is not available at weekends.

Christmas Dinner! – We did discuss it at our last two meetings and we all agreed that we were happy with the Tyrells Ford (as they say, "if it aint broke. . ."). **Saturday 9th December.** Please note that the time has been changed back to our usual 7.30 pm for 8.00 pm, not as printed in last months Courier. Some had voiced the opinion that any earlier would be a bit awkward. It looks like we will have at least thirty attending, it could be more! This all started out with just a few of us deciding to go for a meal, it just happened to be near Christmas, from little acorns

Alan discussed Le Mans Classic and that it might be necessary to book ferries etc., by the end of October to get the best prices. He is going to send me more details to pass on to all, so that you can decide if you are interested. Also Alan will send details about ordering another batch of Polo Shirts. If on these last two items you could liaise directly with Alan, that would be helpful. So a few things there to think about, as always "Check your emails" or contact Trevor for any up to date information. Next meeting will be at the **Tyrells Ford, Thursday 26th October.**

Martin

IMPORTANT NOTE

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

WEST MIDLANDS

Tel. 07505 110922

Just got back from the 10 countries which very well MOE behaved impeccably as usual. It was nice to be able to attend a couple of monthly meetings over the summer, the area continues to attract a good following. The Drakes Drum continues to be the best attended, regular events through the summer has had a good response, new members including some with big saloons have been a welcome addition.

I include a report from Chris Hackney about our local cars in the park event.

The Lichfield Rotary Club held their Cars in the Park Event on the 1st and 2nd of July 2017 in Beacon Park.

For the first time the West Midlands branches of Club Triumph and the T.S.S.C. took a ten car pitch on the Sunday at this delightful event. We were lucky with the weather as it was truly summery with temperatures peaking in the high twenties.

The day started early with Steve Hudson erecting the club gazebo and soon the kettle was singing merrily. Margaret and Luke's sister supplied excellent cakes.

A range of cars was on display including the Vitesse Mk2 coupe of Dave Lewis, the modified Herald 1200 of Steve and Liz Hudson with its 13/60 engine and Vitesse Mk2 bonnet. Then there was the GT6 MK3's of Barry Withers and Chris Hackney, the Herald 1200 of Luke Richards and Chris Allen's freshly acquired 1200 Herald convertible. Keith Edmonds and Simon Adlam brought their gorgeous, modified Spitfires each having a 2.0ltr Opel engine! While Shaun and Lynne Daniels brought their Herald.

The park was overflowing with vehicles of all types making a wonderful show: American cars of the fifties, sixties and seventies, veterans, classics and modified moderns as well as super cars, all obviously treasured possessions. In all there were 2000 cars on show on this the 20th consecutive running of the event.

Over 20,000 people attended over the two days while 50 car clubs and numerous single owners displayed.

Chris Hackney

Thanks for that report Chris
Cheers

Chris.

WORCESTER

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Hi Folks. I think this has been the most difficult 'doings' piece I have had to send in as it involves letting people know about the sudden passing of our much loved treasurer John Cocks. John was a hugely entertaining chap with some fabulous stories which invariably centered around either his much loved GT6 or equally valued Spitfire. He managed to pass his passion onto one of his children and his son Tim has joined us on a few occasions with his Spitfire, including a memorable trip to Classic Le Mans - I could tell you about it but what happens on tour, stays on tour.. The area was well represented at the funeral with several members travelling

down to attend in their Triumphs reinforcing what a well liked and valued member John was.

Our thoughts go out to his wife Jenny, his children, Tim, David and Sophie and his grandchildren during this difficult time.

As an aside the meeting went without chips again as the money collected has been donated to one of John's other interests, the restoration of an engine on the GWR railway. All I could hear as I was saying this was John's voice telling me the the club was never going to get rich if I was going to spend the money rather than putting it into club funds!

There have been a few outings for the group, in no particular order (and this is because the days are going by so quickly I lose track of what happened when!) there was the August Bank Holiday run out, various breakfast meets, visits over to the the Un-named Classic Car Group and other bits and bobs.

The Bank Holiday run out was well attended and about 15 cars set out for a run around Wales with a lunch stop at Builth Wells and I suspect a few other pit stops scattered throughout the day! Thank you to Roger and Jane for organising the run and whoever ordered the weather did a fantastic job.

Also on the Bank Holiday weekend was the Gloucester Area BBQ which was once again held at the Royale Family's place and once again it was a fabulous do. The food was absolutely delicious and Andy cooked the meat to perfection - well he's had enough practice after all.

Things will start to slow down a bit over the next month or so but there's still the monthly meeting that you can come to in order to get your Triumph fix and there are still a few run outs that could be squeezed into the month so pop along and see what's happening.

Many thanks

Vicky

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CHRISTMAS DINNER & DANCE 2017

SATURDAY 9TH DECEMBER



**AT THE FOWEY HOTEL ESPLANADE
PL23 1HX**

7PM –7.30PM

Dinner and Dance £30 per Person, Rooms from £79 for a standard double inland room with breakfast. Bookings now being taken via Carol Coventry, £10 deposit needed for the meal asap

**Email: carol.63@hotmail.co.uk
Ring 01726 824 523 / 07979464643
after 6pm**

Please book your own room with the hotel direct on **01726 832551**

We will be meeting at 12noon at The Galleon Inn for lunch and a pint, followed by a stroll around Fowey for a bit of retail therapy or more sampling of the real ales. Then its back to the hotel to dress to impress. Party on and enjoy our Christmas Event