

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

NEC BIRMINGHAM | 10-12 NOVEMBER 2017



TICKETS NOW ON SALE!
BOOK NOW TO RECEIVE YOUR WEEKEND CLUB DISCOUNT*

SINGLE £21.50* QUOTE CODE: CSCMS17 | FAMILY £48.00* QUOTE CODE: CFCMS17

NECCCLASSICMOTORSHOW.COM | CALL 0871 230 1088*

Over 2,500 stunning classic cars | 240 car clubs | Celebrity guests | Discovery Live Stage
The UK's biggest indoor autojumble & trader village | Classic cars for sale
Meguiar's Club Showcase | Silverstone Auctions | Lancaster Insurance Pride of Ownership
Restoration Theatre | Dream Rides | Arrive & Drive a classic car experience with Hero
Free entrance to the Classic Motorbike Show

Headline Sponsor



Official Partners



*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission. Calls cost 13ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.60. Tickets include a show guide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

Triumph Sports Six Club

The Courier 449

NOVEMBER 2017



November 2017



E-Mail : clubshop@tssc.org.uk or Tel. 01858 434424
Visit the Club Shop and Save Postage at TSSC HQ
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
or order all products Online 24/7 at

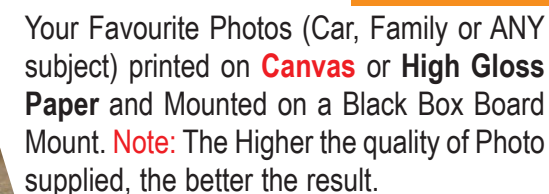


The IDEAL GIFT!

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

NEW Box Mount Photos on CANVAS OR GLOSS



Order Online!

<https://shop.tssc.org.uk>

Finished Print Sizes

12" X 12"	12" X 16"	16" X 20"	20" X 30"
£25.00	£30.00	£40.00	£50.00

How To Order:

Order Online - go to TSSC Clubshop & Log in
to see Members prices. Follow the Online Instructions
and Simply upload your favourite Photo.
Your Order is then sent direct from the Manufacturer



Pics from your Best Events?

<https://shop.tssc.org.uk/category/box-mount-artwork>

This Years Favourite Photo!

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
 No.449 VOI 39. November 2017
 Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

Sunderland Court, Main Street,
 Lubenham, Market Harborough,
 Leicestershire. LE16 9TF.

Tel: 01858 434424 H.Q. Fax: 01858 431936

H.Q. e-mail: info@tssc.org.uk

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

HONORARY PRESIDENT

Fuzz Townshend

HONORARY VICE PRESIDENTS

Pip Flegel & Frank Spencer

CHAIRMAN

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

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

GENERAL SECRETARY

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

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

TSSC Business MANAGER

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

TSSC MEMBERSHIP MANAGER

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

CLUB SHOP TEAM

HQ Staff e-mail: clubshop@tssc.org.uk

OFFICE MANAGER

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

COURIER EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson

Courier Copy to:

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

Courier copy / Area News

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Text DOCUMENT Attachments please

Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

COUNCIL OF MANAGEMENT MEMBERS 2017

Chris Gunby, Tracey Hawes, Nigel Hill,
 Martin Hughes, Bernard Robinson (Ex O),
 Jane Rowley. Neville Wright

For a full list of TSSC officials see page 72.

TSSC Honorary MEMBERS

Chris Allen. Dennis Barbet. Dave & Sue Bayliss.
 Trevor Collett. Martin Cox. Mike Crewes. Eddie Evans.
 Dave Glead. John & Pam Griffiths. Leon Guyot. Pip Flegel.
 Michael Hancock. John Macartney. Fred Nicklin.
 Paul Richardson. Bill & Jo Sunderland.
 Frank Spencer. Paul Swanson. Peter Williams.



TRIUMPH
 FIREWORKS!
 PICTURE
 CHRIS RYBKA

Contents

November 2017

Events Calendar	4
CoMment	5
News Review	6
Vitesse Register	8
New Members	11
Herald 948/1200/1250 Register ..	12
Herald 13/60 Register	18
Spitfire I, II, III Register	22
TR7/TR8 Register	28
TR4/4A/5/250/6 Register	30
Specials Register	34
TSSC INSURANCE CAR VALUES	38
STAG Register	40
GT6 I, II, III Register	42
New TSSC TRAVEL CLUB	49
Spitfire MKIV/1500 Register	50
Bond Equipe Register	54
International Liaison Register	58
Big Saloon Register	60
Area Showtime -	62
TSSC CLASSIFIEDS	71
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

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.
 © Triumph Sports Six Club Limited 2017

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

December 2017

SUN 3 DECEMBER 2017

TSSC HQ CHRISTMAS OPEN DAY
OPEN FROM 10AM TO 4.30PM
01858 434424

January 2018
SUN 7 JANUARY 2018
NOTTS & DERWENT VALLEY AREAS
NEW YEARS RUN
START SAINSBURYS RIPLEY
10AM - DE5 3QP
CONTACT COLIN 01733 531580
CONTACT ROGER 07970 619149
CONTACT NIGEL 07976 163006

CLASSIC CAR SHOWS (CLUB INVITED)

November 2017 SUN 5
TSSC AUTOJUMBLE STAND
STONELEIGH PARK
RESTORATION SHOW & GREAT
BRITISH AUTOJUMBLE
01775 768661 -
www.restoration-show.co.uk
FRI SAT SUN 10 11 12 NOVEMBER 2017
LANCASTER INSURANCE
CLASSIC MOTOR SHOW WITH
DISCOVERY
TICKET LINE. 0871 230 1088.
SINGLE QUOTE CSCMS17
FAMILY QUOTE CFCMS17



TSSC Headquarters **Christmas Open Day** **Sun 3rd December**

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

Sunday 3rd December 10.00 am to 4.30 pm

Don't miss it this year!



FRI 6TH -SUN 8TH
APRIL 2018
TSSC ESSEX
40TH BIRTHDAY

A WEEKEND OF ENJOYMENT
ALL WELCOME TO HELP US CELEBRATE

Stay at Hotel
3 day Event
Or join in any
of the days

Drive out
through
country lanes
Passing some
of the old
meeting places

Visit some of
Essex History

Save the date
in your diary
more info to
follow

CONTACT

Allan & JANET

E mail

[Awjannaway@
hotmail.com](mailto:Awjannaway@hotmail.com)

Derwent Valley TSSC's

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

CoMment

Doing even More...

BY JANE ROWLEY
COUNCIL OF MANAGMENT

Welcome to November's edition of the Courier, yes that's right it is November, can you believe that! I hope you have enjoyed the summers motoring, and now the nights are closing in it is time to take stock of those few little jobs that may need attending to whilst there are less events to join in. As garage time beckons first you will probably need to make a list of a few replacement items or upgrades that you would like to procure.

With list in hand, please have a look at the TSSC Shop web site or catalogue, we will be attending a couple of shows in November where collection is available and advanced bookings will achieve a further Members discount.

First is the **Restoration Show and Great British Autojumble at Stoneleigh Park Warwickshire on Sunday 5th November**. There will be a wide arrangement of spares, parts or service items to pick up on the day, if you want something specific from the TSSC Shop then please order in advance & members will receive a further 5% discount.

Next up is the following weekend **Friday 10th - Sunday 12th November** the **Classic Motor Show at the NEC look out for us in Hall 4 Stand 4-455**. We are finalising a great display of cars for you to appreciate, you can collect pre orders or just join us for a chat we really look forward to this very sociable event, a great time to catch up with everybody and feel inspired to cherish your classic Triumph again.

Another big thing happening for us in November is we will hopefully open for ticket sales for our **2018 trip to Le Mans Classic**. This event is amazing, I cannot recommend it highly enough, camping at Terte Rouge, within the iconic circuit of Le Mans gives such a great place to take in the total atmosphere that this unique event has to offer. **July 6th - 8th 2018** may seem in the distance, but you need to get planning now, it will



soon be here.

December 3rd is our Christmas Open Day at HQ, please come and join us for this informal gathering, enjoy everything our lovely facilities have to offer.. Have some lunch with us, grab a few bargains in the TSSC Shop and enjoy the exhibits we have on display.

Whether you pack your Triumph away for winter or you are a daily driver, there are still plenty of social events to enjoy during the winter months. Your Local Area's all run throughout the colder months, if you have never been look them up at the back of the magazine and make contact, you never know somebody there may just have that hard to find part that your Triumph really needs.

I hope to see many of you out and about during November.....



*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



THE
TRIUMPH
SPORTS SIX
CLUB

TSSC Member Online Demographics Survey

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

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

The questions are straightforward and not

too enquiring, but they will help the Club in shaping the events, services and products that are most relevant to you, the members.

As an added (Christmas) bonus, we are offering Five £20 Club Shop Vouchers to be selected at random from all responses received up to, and including **30th November 2017**.

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

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

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

The survey, will launch and go live on the 1st of November on the TSSC Website. The link to the survey will be on an advert on the TSSC Homepage: www.tssc.org.uk

Many thanks

TSSC Council of Management



OFFER for November 2017

Tel. 01858 434424 web. www.tssc.org.uk

e-mail. clubshop@tssc.org.uk

Oil Those Trunnions! - Gun & Oil OFFER

Ideal time to check & OIL those Trunnions over the winter lay up period

This gun is designed for oil and will not leak, can also be used for grease.

Oil Gun

£37.00

Flexible hose

£5.00

PLUS ONLY WITH THIS OFFER ONLY!

Pennine GL4 Spec EP 80/90 1 ltr.

£3.00



P & P 2.5Kg



HQ OPENING TIMES

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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



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



**THE
TRIUMPH
SPORTS SIX
CLUB**

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

INSURANCE PANEL

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

Heritage Insurance
0121 248 9280
www.heritage-quote.co.uk

Peter Best
01621 840400
www.peterbestinsurance.co.uk

DECEMBER - OPEN AS USUAL
MONDAY - FRIDAY - 9.00 AM - 5.00 PM
HQ Closed for Christmas Break
Closed 27th DEC 2017 return 3rd JAN 2018

**TSSC HQ
XMAS Open Day 2017**

Sunday Dec 3rd 2017 - 10am to 4.30pm

The Club Shop will also be attending the following Shows
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

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

Council of Management Meetings

**NEXT MEETINGS:
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*

Footman James
0333 207 6080
www.footmanjames.co.uk

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards (Footman James, Peter James)
- Support from the Club Office
- All five brokers offer a full range of high quality insurance policies, including multi-vehicle.



e-mail.

vitesse@tssc.org.uk

Dave Rumens



Reburbs on Refurbs

Following the article in August covering the renovation of the wooden door cappings and dash I received a couple of emails giving useful information on the subject. The first was from member **Brian Stalley.**

Hi Dave

Good to read your latest article in the Courier re varnishing of Triumph door cappings. As I've recently done a dashboard and am working on another I thought it would be good to compare notes. Seems like we both prefer the old-fashioned brush applied finishes!

Varnish Removal - *I've never found anything that can touch the varnish on door cappings if they are in a reasonable state so it would be*



Brian's dash - missing veneer

worth mentioning what you use and how you use it! (I used Nitromors, but it only worked on very old varnish if the temperature was 25C or greater. Be careful of the fumes - Dave) For the last 2 projects I've simply used a 1" flat bladed scraper to carefully lift/chip away the old varnish. It's slow and painstaking working a little at a time but can be done successfully if the varnish is in a poor state which they often are. Mind you, this was on dashboards which are easier to strip I think. In the dim and distant past I combined the scraper with a hot air gun to soften the varnish but care is needed as it's easy to scorch the veneer. Of course, if you are re-veneering as well then any method of removal works pretty well!

Veneering - *I know you didn't cover this but it's quite easy with a bit of time and practice, also all is not lost if you are missing a piece of veneer or have some*

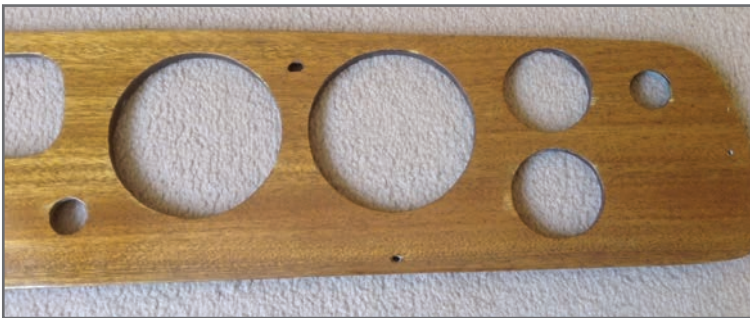


Brian's damaged Dash

Brian's repaired Dash

lost if the veneer splits or you gouge a bit out when removing varnish. You just have to remember when colour matching that the wax has to be darker rather than lighter as the colour will never be an exact match. Scorch marks and water/dirt stains seem pretty much impossible to repair though – unless you have some tips?!

Varnishing - We pretty much use the same method though I probably use more/thinner coats and an intermediate rub down to check that there is a fairly even coat of varnish building up, it's easy to get areas which haven't been covered well, as it's not easy to see where you've been after the first coat! My varnish of choice is Ronseal



damage. On my current project (Vitesse Mk 2 dash restoration) I've managed to retain the original veneer but had to inlay a small missing piece with a spare piece of veneer kept from a previous Triumph dashboard strip – so never throw anything away! (see pics)

Hope to finish this in the next month. Dashes are easier to veneer than cappings in my opinion, as you've got a flat surface to work to. Very interested to see your results with bare door cappings, good job! Repair - I've used furniture repair wax crayons to fill small imperfections with some success, so all is not

Brian's Glove Box Cover

Yacht varnish (I use the same - Dave), seems to be fine at lower temps than you mention and dries OK with just a day between coats. I always leave it a week to harden before attempting the final finish.

Sanding - I tend to use a fine grit sandpaper followed by micromesh pads used very slightly damp. Always a bit nervous of using anything wet as it can cause the veneer to buckle, particularly on a dash around the instrument holes.

Finishing - I find that no matter how well you cover the work, it's impossible to get a perfect finish on that last coat of varnish and there will be the inevitable nibs and hairs fluff and yes even the flies you mention! So, I've taken to "rubbing out" the finish using micromesh sanding pads so that the varnish is dull and flat, and then trying to recover the shine by using T-Cut and polishing. Finally, an application of beeswax to complete the look. This works well but I'm sure it can be improved even further and I might try other approaches to getting that final flawless finish. Using this method gives you a lower gloss than a varnish only finish but it does remove those inevitable imperfections that you get with any varnish coat. I've attached some other pictures from a dash done this way. Keep up the good work!

Brian

The second email was from **Paul Cook**.

Hi Dave, A few lines that you or your colleagues may want to put in the Courier.

My dash and door caps showed evidence of a rich, and shall I say, interesting life and needed replacement or serious refurbishment. So, I was

interested when some months ago Dave teased the readership with the prospect of giving us the benefit of your experience refurbishing the door caps. True to your word, you waited for the all-important rise in temperature to allow us to undertake the task before giving us the article in August. At this stage I need to confess that I had previously succumbed to a shiny new dash at the Restoration show at the NEC that was supplied by local craftsmen in Stokenchurch, just off J5 of the M40 not far from High Wycombe. With a knowing wry smile, Ian the boss told me that once I had the new dash installed I would be back for a new set of doorcaps. I installed the new dash in Spring. Well, I waited for the article but



Paul's Cappings

impatience overtook me, sorry Dave, and I took the door caps over to Ian at Stokenchurch for restoration. The result? I now have a lighter wallet, and the work is of the highest standard, but the finish achieved in the TSSC article looks virtually identical. Good job. So, there is the choice. If you have time, a bit of skill and patience follow the process in The Courier. But for those not so gifted I can thoroughly recommend Classical Dash. Ian and his team are ridiculously busy so it may take a couple of attempts to establish communication but well worth the effort. <http://classical-dash.co.uk/>

Paul Cook

As Paul said the choice is yours. Thanks to both for providing us with additional information on the subject which to me is always a good thing.

That's it for this month.

Safe Driving and keep them running on all six –

Dave



Paul's Dash

Welcome to NEW & RETURNING MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Alan Hibbert	Beds
Brian Moss	Bucks
Ron Mendham	Cambs
Stephen Hickling	Cornwall
Ian Viles	Derbys
Stephen Robinson	Devon
Stephen Woolett	Devon
Jonathan Chartres	Devon
Philip Kenning	Dorset
David Old	Essex
Terry Dyer	Essex
David Carter	Essex
Russell Macfarlane	Fife
John Jackson	Glasgow
Derek Ridout	Hants
Colin Exford	Hants
Brian Caaney	Hants
Colin Exford	Herts
David Mabbott	Kent
M Joyce & Assoc	Leics
Joanne Wilson	Lincs
James Wagstaff	Lincs
Walter Drayton	Lincs
Michael Cann	Lincs N.

Humphrey Berney	London
Jonathan Weaver	Middx
James Vincent	Middx
Allan Bingley	Notts
Terry Dainton	Somerset
Vin Poonwassie &	
Carol Lamity	Surrey
Peter Charlton	Surrey
Andrew Wells	Sussex E.
Tony McGregor	Sussex W.
Rikk Harrison	Warks
Michael Barnes	Warks
Stephen Skinner	Wilts
Joshua Baines	York
Robert Squire	Yorks E.
Ben Blaney	USA
Jim Orr	USA
Frank Polack	USA
Chad Jester	USA

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



e-mail.

herald@tssc.org.uk

Colin Lindsay



Back Seat Driving?

It's always nice to hear of something new in the Herald universe - **ex Herald semper aliquid novi**, and no this does not translate as "Heralds are always leaking from somewhere new". I was sent an

interesting advert recently by **Eric Denzler** in sunny Holland (or maybe not, if he was getting the weather I was getting that had me in front of the PC on a day off rather than outside cutting grass.) Eric sent me a copy of an advertisement from **Superior Seating Ltd of Birmingham** and showed a rear seat for the Courier Van,

Available from Superior Seating, Ltd., Greswolve Corner Works, Stratford Road, Birmingham 11, this special rear seat, Model S2, for the Triumph Courier van, retails at £15 8s less 25 per cent trade. It can be fitted in under an hour with just a drill and a screwdriver.



Model S2, which apparently could be fitted in less than an hour with just a drill and a screwdriver. Yes, I've seen THAT sort of claim before... but the ad did send me off into the archives to see what I could find on this particular accessory.

I managed to find some info on the company, who manufactured the **Car-O-Line** range of seats and accessories, but as with many things



diverted to industry or export to raise money for a bankrupt Britain - even when the Herald was first introduced in 1959 there were still insufficient stocks of metal available and so the cars were designed with the chassis and sectional body. Purchase tax had by this time dropped considerably - Hansard, the official Government record shows that it had dropped to 25% by 1962 - but it was still a considerable amount

from the 1960s (the brown colour of my hair, for one thing), they are long gone.

Many of our younger members won't realise that back in the days before VAT, we had Purchase Tax; when it was first introduced during the war it was a whopping 33.3% and was designed to deter people from buying

to add to the price of a new Herald. Vehicles that were not considered a luxury item were purchase-tax exempt; this included small goods vehicles and of course as with any manufacturer Triumph explored the options, researched the market and came up with the Triumph Courier van.



luxury goods, thereby freeing up raw materials for the war effort. After the war ended, raw materials were still scarce and

launched in 1962 with the 1200 engine, the Courier was basically a 1200 Estate adapted for the goods market. Goods vehicles at the time were not allowed to carry passengers, other than the driver and a helper, so the Courier was a two-seater with a flat-panel rear load area, a quite considerable 45 cubic feet and a maximum weight of 5 CWT (hundredweight to you metric lot!) and no frills. As goods don't really

need to see out, there were no side windows, the sides instead being replaced by shaped metal panels and the only light coming through

the rear tailgate window. The side panels were of course perfect for advertising and I like the 'Adams Butter' photo, although the caption that springs to mind for Herald owners is 'The tub that spreads'.... Inside, the car was definitely no frills. The rear load area was flat wood, not fitted with the chrome rubbing strips of the estate model; the Estate-type flat fuel tank was under the floor and held nine gallons. The



dashboard was plain, with no padding or additional gauges and no glovebox lid. There was a single sunvisor so the passenger had to take his chances on sunny days...

Interestingly there were variations unique to the Courier that must have been an additional cost: a finger-plate behind the dashboard controls, actually quite a nice and practical feature, and a single chrome strip running across the centre of the dashboard. The switches were grey and as in the style of the early Heralds, were lettered for each function. The front grille was a simple square-cut grille pattern also used on the basic Herald S model; there were also no chrome side strips or rubber bumpers, although these last were an optional extra. As with many other cars of the period, and indeed other Heralds, the heater too was an optional extra. Imagine the outcry there would be these days if employees were sent out

in works vehicles with no heater... (believe it or not, many Police cars of the period were also without heaters, as the public objected to Police Officers sitting in a nice warm car who wouldn't want to go out into the cold and catch criminals....) The screen washer was also an optional extra, and I suspect that when cars were supplied from the factory with no screenwasher, the holes on the outside of the wipers were simply blanked off with rubber grommets, but can't find any photos in sufficient detail to show how this was done. The rear tailgate was unique to the model, having not only the 'Triumph Courier' lettering, but also a small round number plate light compared to the larger estate version which required a much bigger cut-out.

Sadly the Courier was quite expensive when compared to other commercial vehicles available at the time, and not a big seller; consequently only 5136 were made, with very few survivors. The one I've featured here appeared at club shows, the (I think?) Renoir



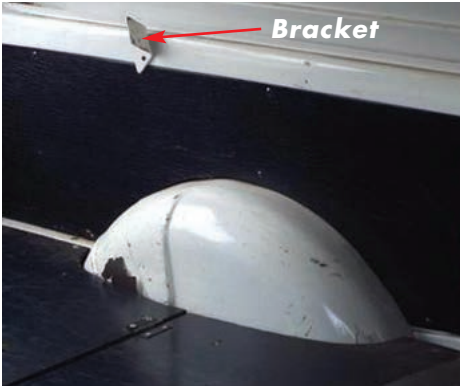
Blue version at Stafford. However, as with all things, once someone had saved a hefty sum buying a Courier new, or had purchased a goods vehicle second-hand, it was possible to convert it back to a family estate car and this is where the advert from Superior Seating comes in. The rear seat of the estate folds completely flat on a series of pivots and sliding arms, and when folded upright again uses bolts to attach to slots in the sides of the rear load area. I suspect without having seen one that after-market versions for The Courier were a lot simpler, probably just a tilt-forward assembly although the legs in the photograph look as

though they may pivot to some degree. *(yes Ed.)*

The interior side panels for the Courier were also different to the estate version, but on

past? *Yes, a Model S2 - see below - Bern. Ed*

After fitting the seat it was simply a matter of



Bracket



Estate Rear

checking old photos of the Club Courier I noticed an angled bracket fitted to the top edge of the rear wing which looks like it would support the back of a rear seat. Compare the estate wheel arch area against the Courier rear wing in the photo - the estate has the much beefier support which is completely missing in the van version. This would tie in with the style of the seat in the picture, which is actually in an Austin - the extended wooden 'wings' on either side would

replacing the side panels with estate windows - the metal sidepanels curved around and over



Austin Seat



Club's Courier Van

the B-post window pillars so I'm not 100% sure what actually lies in behind ie whether they're painted or not - and bingo, you've got a family car at a bargain price.

Mike Costigan's excellent reference book "A Guide To Originality" shows a photograph of a fitted rear seat and names Restall or Martin Walker as suppliers; Restall Masterfit are still in operation and these days do van conversions for wheelchairs, amongst other products. Martin Walker made the famous Dormobile camper conversions and whilst I couldn't find any converted Couriers, I did find its' big brother, the Atlas van. Advertisements for either company make no reference to The

rest against the bracket? Note that the seat back does not follow the contour of the wheelarches, as in the Estate seat, but is a simple rectangle that just fits the space in between; it's the wooden back panel that is cut to shape.

Maybe Bern can confirm if the Club car already has a seat fitted, or has had one in the



Back of Model S2 Seat in Club's car

days but some were for sale a while back and it wouldn't surprise me to find that someone, somewhere, has taken an estate and modified it to the rarer van model. It's also quite possible that, as with the green model photographed rusting quietly away in someone's garden, the side panels have survived while everything else returns to the earth.



Seat raised

So: if anyone has a Courier with this type of rear seat fitted I'd love to hear how it fits and how it performs. Incidentally did you know there's a song called "[Back Seat](#)" by American band New Boyz, where the video features a range of Classic American Cars, not one of which actually has a back seat?

An optional extra, obviously...

Courier but I would guess that with our van being a comparatively rare model it won't appear on the price list.

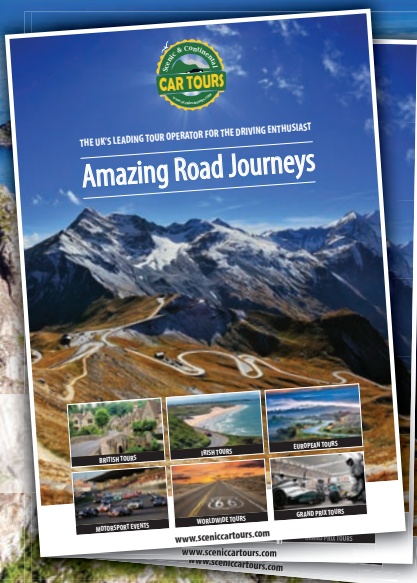
See you next month

Colin

Apart from a part number - **567632, "Rear Seat Conversion Kit, Courier"** listed in some Stanpart catalogues, no other reference remains. And, obviously, they're NLA. Unless, of course, you know better....

If you ever find a Courier, or are offered one for sale, make sure that the commission number ends with the letter V and not the SC of the estate. I know that the side panels are real hen's teeth these





CONTACT US FOR A COPY OF OUR NEW 64 PAGE 2018 TOUR BROCHURE

"I have just received your latest 'Amazing Road Journeys' brochure and wanted to say what a fabulous collection of driving holidays beautifully put together in one of the best Tourist Brochures I've seen. The photography is amazing especially the Norwegian Fjords photo, Stunning! I hope you get the rewards you deserve from it".

A SELECTION OF OUR 2018 TOURS



BRITISH & IRISH TOURS

The Cotswolds, Cheddar & Bath	From £119.00
Lake District & Yorkshire Dales	From £499.00
New Forest & the Isle of Wight	From £679.00
Devon & The Eden Project	From £399.00
Cornwall & the Isles of Scilly	From £1259.00
Kent & The Darling Buds of May	From £169.00
Scottish Islands & Highlands	From £1699.00
Scotland's North Coast 500	From £759.00
The Isle of Man	From £379.00
The Wonders of Wales	From £279.00

EUROPEAN TOURS

Honfleur & Loire Valley	From £649.00
Normandy & D-Day Landings	From £339.00
Dinant & The Belgian Ardennes	From £279.00
The Enchanting Black Forest	From £599.00
German Museums & Motors	From £679.00
Norwegian Fjordlands	From £2399.00
The Italian Lakes	From £1279.00
Northern Spain & Picos de Europa	From £1479.00
Laon Historique	From £139.00
London to Gibraltar	From £1899.00

MOTORSPORT & WORLDWIDE TOURS

Spa Classic 2018	From £229.00
Mille Miglia	From £999.00
Belgian Classic Car Festival	From £329.00
Route 66	From £2250.00
Music Road USA	From £2495.00
The Highlights of Peru	From £3995.00
New Zealand - 2 Island Tour	From £2999.00
China and the Chinese Grand Prix	From £2295.00
Cuban Classic Car Tour	From £2899.00
New England in the Fall	From £2495.00



LET US HELP YOU ORGANISE YOUR GROUP TOURS

JOIN ONE OF OUR ABOVE SCHEDULED TOURS OR LET US CREATE A BESPOKE PACKAGE

If you have a group interested in any of our tours
call Kieran, our Group Relations Manager



01732 879153 or see our website
www.sceniccartours.com



Scenic &
Continental
car tours

These tours are operated by Scenic & Continental Car Tours
by Success Tours (part of the Alabaster Group) ATOL No. 5114



HERALD 13/60 Register

e-mail.

herald1360@tssc.org.uk

Phil Willson



Nearly there!

The overdrive is working very well so I consider that job to be a success. The first proper outing was to a show in Edenbridge, Kent, with the M25 East crowd. This was a round journey of about 50 miles and, apart from a bit of clunking on moving away, everything seemed fine. As you may have guessed, the clunking was down to my not having fully tightened up the front propshaft to gearbox bolts. Nearly but not quite enough. I was sure that I had, but that just demonstrates the need for double-checking everything.

purchase. The 1500 engine that came with it has been sold, which just leaves me with a 3.63:1 diff and a few other bits to dispose of.

I have also fitted the column switch as mentioned last month and that too is working well. It's a very tight fit getting the wires from the switch down through the column and great care has to be taken. Rushing it can damage the wiring of any of the three column switches as had happened on my old Vitesse.

At the end of September I paid my usual visit to Greenwich Market and here is a shot of a couple of classic Italian motor scooters alongside my Michelotti masterpiece.



Pic1: *Assembling the convoy for Edenbridge*

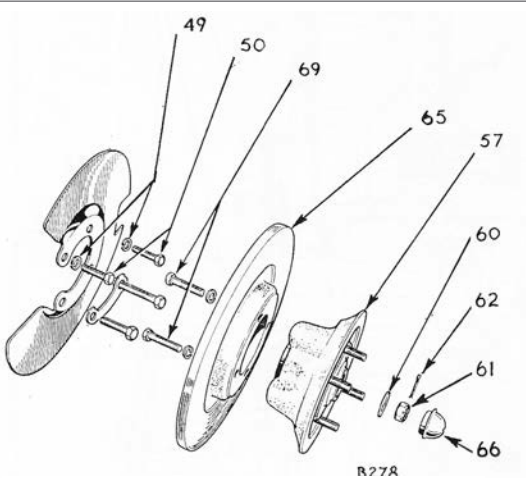
On a later trip I used my satnav to prove that the speedo is running about 10% low as expected, due to the 3.33:1 speedo drive gearing on the new gearbox compared to 3:1 for the standard one. While I sort that one out I'll just have to allow for it while driving as under-reading can lead to flashing speed cameras and over-excited radar guns.

The gearbox actually feels nice and tight as if it's almost new and the overdrive operates very smoothly, so I am very happy with my chance



Pic 2: *Italian Style*

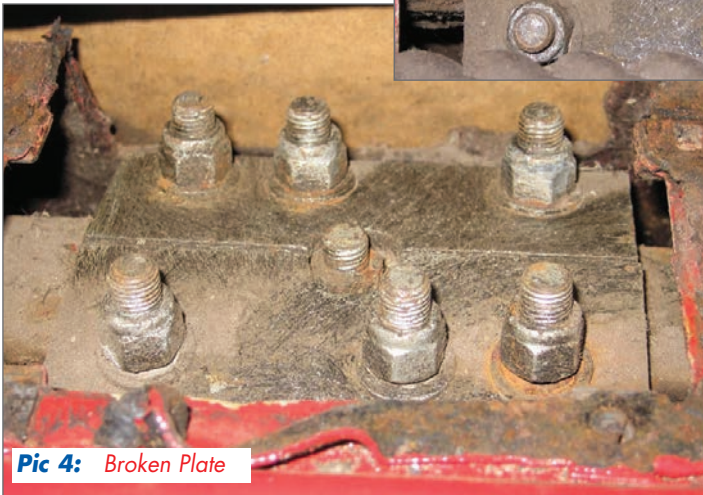
Now for a couple of horror stories that could have caused serious grief to their owners. The first is from a 1500 Spitfire on which I was



Pic 3: *Diagram of Hub and Disc*

replacing the front dampers, springs, trunnions and discs. These parts are identical to the 13/60 apart from the spring. The owner has been complaining about vibration in the brake pedal, which is usually down to one or both discs being slightly out of true. On stripping the car down I noted that one of the discs was only fixed to the hub with 3 instead of 4 bolts (see pic 3, item 69, but note that only 2 of the 4 bolts are illustrated).

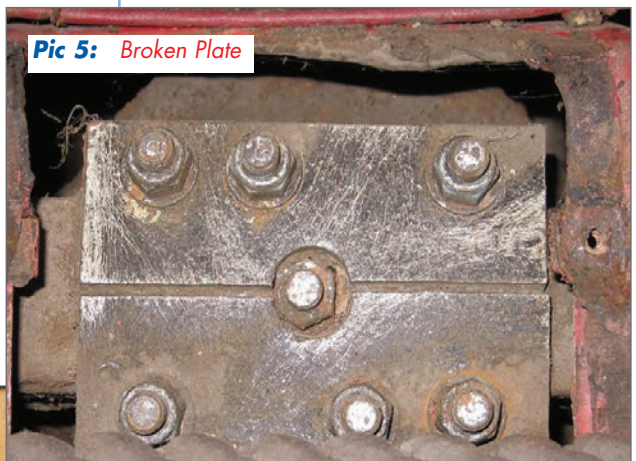
There were the remains of a broken bolt in the hub, which I cleaned out



Pic 4: *Broken Plate*

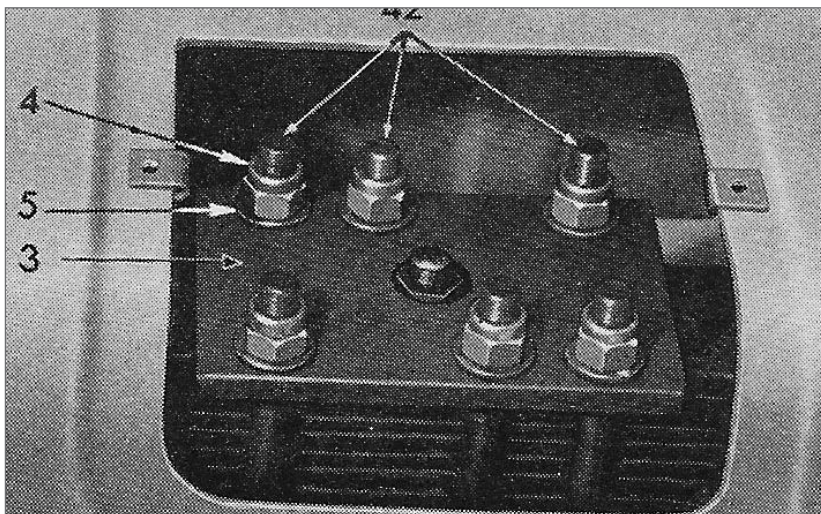
and ran a tap through the thread to make sure it was still good. On reassembly with a replacement high tensile bolt, I noted that one of the other bolts had a stripped thread. So another replacement was found and inserted in the cleaned-up hub thread. The conclusion is that this disc had only been held on with two bolts, and I cannot tell whether these had been adjacent or opposite each other. Either way, the disc had been unevenly fixed which probably caused it to warp. It's fine now, I'm pleased to report. The correct torque for these bolts is 32-35 lb.ft. or 44-48 Nm and they must be high tensile.

The second story is shown in photos 4 and 5. The car belongs to **David Hayward** who found this horror when working on the



Pic 5: *Broken Plate*

rear spring of his 13/60. It should look like the one in photo 6. It looks like a break as, although it's a dead straight line, the edge is jagged so it hasn't been cut. The fact that the plate has been tightened down in this state and that there was evidence of silver paint down in the break shows that the previous owner (or his mechanic) knew about this.



Pic 6: Workshop manual pic

Since the normal torque setting for the nuts holding the plate down is only 28-30 lb.ft. or 38-42 Nm then I am struggling to understand where the force to break a 5/16" piece of

steel has come from, unless there was a fault near the central hole that has propagated outwards. I would have thought that the studs would have given way first, or even the cast iron differential casing.

Although these probably wouldn't have been picked up in an MOT test, I have seen many other examples of bodes that would have resulted in a test failure. I am convinced that doing away with the MOT for 40+ year-old cars is a very bad idea. I like to think that I am a reasonably competent mechanic but having someone check my handiwork once a year is essential. Plus they check the things that most of us cannot such as uneven braking, play in the steering and suspension joints etc. My cars and buses will continue being tested regularly.

Phil

Herald 13/60 50th Anniversary T Shirts



P & P
0.7kg



M,L,XL,2XL, Limited Edition, Ring.
HER 13T Herald 13/60 **£9.95**
Club Shop 01858 434424

Classic Colours!



DIY Painting made *Easy!*

ANY Classic (or Modern) Colour
now available in cellulose

Colour Matching service for existing paintwork

www.paintyourclassic.com

Tel. 01858 434424

UP TO 25% DISCOUNT
FOR CLUB MEMBERS

Headline sponsors



[f /lancasterins](#) [t @lancaster_ins](#)

LIS.TSSC_ASP2016

0800 013 0080

www.lancasterinsurance.co.uk



**LANCASTER
INSURANCE**

Or to speak to one of our multivehicle specialists call **01480 220 150**

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority (No. 306164).
For mutual security, calls are recorded and may be monitored for training purposes.

SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



Subtle Hints?

As you all know by now, from my subtle hints, my task each month is made so much easier when I received emails and letters from you with articles of just photos and snippets so here are a few recent ones. And when you read this, have a think about whether you might have an idea or photo tickling the back of your mind that you could send in to share with others.

Many of you will know **Mick Dolphin**, the man to go to for original new old stock Triumph parts. He recently wrote:

"Back in the 60's you couldn't open a car magazine without being bombarded with ads for the new wonder product which was going to make the spark plug obsolete...an American breakthrough called the Spitfire Jet Igniter!!"

The attached photos are from a little plastic box I found in my shed when I was tidying up recently, and I have no idea where it came from. Certainly I never felt the urge to run my car without spark plugs!

Unfortunately, the box contained no Spitfire Jet Igniters, but a very ratty set of used Champion plugs which the proud purchaser had presumably replaced with the wonder product!

I noticed that the Igniters were made in Great Neck, New York State, not to be confused with the headquarters of Standard-Triumph USA, which was in Teaneck, New Jersey."



This led me to thinking - and Googling - and I found the following adverts of the said Spitfire Jet Igniters, and also the similarly

[illegible]

named and more recent Splitfire plugs and even the plugs produced by Lodge in the 1940s for use in the Hurricane and Spitfire (www.gracesguide.co.uk/Lodge_Plugs) advertised at the 'Spitfire Plug'.

Has anyone ever tried any of these and can



Splitfire V Electrode Spark Plugs

SplitFire "V" electrode design spark plugs allow more complete combustion by allowing the ignited flame to pass through the gap in the electrode, instead of around the electrode.



let us have a review of them?

Melvin Dawson sent me these photos from an event he attended this summer and would recommend to others.

"I thought I would share with you (maybe the readers) a few details of an enjoyable car show that I was at on Sunday 20 August.

The photo of my car was taken at the end of the day when cars were starting to leave.

Hedingham Castle in Essex was the venue for its annual classic car show. The 900 year old Norman keep of



Hedingham Castle stands in 160 acres of spectacularly beautiful landscaped gardens and woodland where the Lindsay family, descendants of the original owners, the De Veres, still live. The Bailey is opened up for owners of classic cars to display their cars in wonderful grounds around the keep. Staff and helpers were very welcoming and helpful throughout the day. There was a large number

of varying cars to view as well as the castle and grounds. This with the warm weather made it a very enjoyable day. Visitors to the castle and car show and car owners took time to view and chat about the cars, it felt a bit like a garden party around the cars in enjoyable grounds. I have been to some larger shows that have seemed a bit like a car park.

There were a limited number of Triumph sports cars, these included TRs and two Spitfires including my one.

However it was good to chat to visitors, one was considering buying a Spitfire, others spoke about their cars in the stages of rebuilding, while other classic car owners spoke fondly of Spitfires owned in the part. An enjoyable event, pencilled in for next year."

I also received a picture taken by **David Humphreys** at the Balls Cross Charity



Vintage Rally near Petworth, West Sussex, "a small show but with a bit of everything" found on a stand with a display of traps.



Using the aforementioned search tool I was able to find another advert from 1922, plus an image of one of the actual nasty contraptions. And finally, a couple of places ideal for nour-

TRAPS that HOLD

Muskrat - Skunk - Mink - Marten - Weasel, Etc.

No. 115-X Triple Clutch
Size: 11 1/2" x 1 1/2"
Price: \$0.35
Each: \$0.35
Dozen: \$3.60
Retail: \$4.20

SLIP OR GRIP, WHICH? Whether your catch gets away or whether it is securely held in an escape-proof GRIP depends almost entirely on the design of the trap jaws. The grooved grippers of No. 115-X Triple Clutch provides that GRIP. It SENDS 133¢ for a post-holding power which prevents pull-outs. It SENDS 133¢ for a post-holding power which prevents pull-outs. It SENDS 133¢ for a post-holding power which prevents pull-outs.

No. 1-XK Triple Clutch
Size: 11 1/2" x 1 1/2"
Price: \$0.35
Each: \$0.35
Dozen: \$3.60
Retail: \$4.20

No. 1-XK TRIPLE CLUTCH also has WONDERFUL HOLDING POWER. Easy to set and easy to compare. There being no flat springs underneath, the pan drops clear to the bottom securing a HIGH GRIP on the animal's leg. You need this escape proof grip.

TRIUMPH TRAP CO. INC. 36 West Elm St. ONEIDA, N. Y.

ishment while out and about, a food van I spotted on TV some time ago and the Spitfire



bus bar that I'm sure many of you would be drawn to, and may even have patronised yourself?

Suzie



LET US HELP YOU ORGANISE YOUR GROUP TOURS



**NOW BOOKING
FOR 2018**



As the preferred tour operator for 5 Major UK Car Clubs, we have a 'Dedicated Groups Department' to help anyone to arrange a group driving tour or group event. Groups can be as low as 3 or 4 cars and there is no limit to the number of cars, subject to availability of course. You don't have to belong to a club, your group can simply be a group of friends who want to go on a driving holiday together.

"The Shropshire Group of The TR Register have used Scenic & Continental to organise our spring tours for us. The hotels used have been excellent. The Barony Castle Hotel, near Peebles was very atmospheric and the The Lakeside Park, Isle of White, was luxurious with superb food. The impressive Road Books not only contained routes and maps but also details of the places we were to visit. Scenic & Continental are very helpful and certainly make life easier for the busy leader of a car club."

Joint Group Leader of the Shropshire Triumph Club.

SO WHO IS OUR MAIN COMPETITOR? Believe it or not, our main competitors are the people or clubs who enjoy organising tours or events themselves and are reluctant, for whatever reason to seek help from a company like ourselves as they feel they may lose control of the arrangements or things won't get done in the way they want. The truth is in fact that we are more than happy to allow you to retain as much or as little control as you want. We simply become your back office, your secretary, your booking agent - we are there to help you in any way.

WHAT WE CAN INCLUDE: Full financial protection for you and your members • An amazing selection of hotels at great prices • The choice of ferry crossings from the UK to Europe & Ireland • Tailor-made tours & itineraries • No financial commitments • An optional Booking Service with the facility to pay by credit or debit card • A No surcharge guarantee • Marketing support including e-leaflets, presentations at your club, etc • 24 Hour Emergency back up.

CAN WE DO IT CHEAPER THAN YOU? In most cases, yes, but we can't guarantee it. As a commercial tour operator we do not apologise for having to make a profit to survive, however one thing we do guarantee is we will give you a first class service and great value for money. We really would like to help you to organise your next group tour. We are currently making group reservations as far ahead as 2019 tours. The earlier you plan your next group the better, there's no financial commitment.

SO WHAT HAVE YOU GOT TO LOSE?

**www.sceniccartours.com/clubgroup-tours
or for more information on our tour planning
service call our Group Relations Manager
Kieran on: 01732 879172**

Preferred Tour Operator

Tours are organised for the
Triumph Sports Six Club by
Scenic & Continental Car Tours



T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Delaney-Galley heater valve 560612	£85.00
Petrol tank	£225.00
Front lower valance 1200 O.E.	£195.00
Front lower valance 13/60 O.E.	£195.00
Front lower valance Vitesse O.E.	£185.00
Herald 13/60 front lamp panel 812140	£105.00
Herald 1200 front wings	£170.00
Herald 13/60 front wings	£130.00
Vitesse front wings	£160.00
Front wing 'D' plates 703627/8	£12.00
Windscreen drip channel	£18.00 pair
Herald/Vitesse door skins 901338/9	£130.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£385.00
Sills 803070/1	£29.50
Tread plate repair panel	£11.50
Front Footwell	£85.00
Front floor mounting bracket fr 607548	£9.50
Front floor mounting bracket rear 607549/50	£9.50
Rear floor mounting bracket 607655	£10.50
B post mounting bracket 703625/6	£24.50
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£35.00
Herald 948/Vitesse rear centre valance	£90.00
Herald 1200/13.60 rear centre valance	£97.00
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£69.50
Rear outer wheel arch 802845/6	£80.00
Front/Rear wing arch repair panel	£26.50
Rear wing front repair panel	£19.50
All chassis outriggers/side rails/boot extrn	£27.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£135.00
Rear overriders 703708/9	£60.00
Bonnet corner mouldings 706161/2	£27.50 pair
Wheel arch/bulkhead seal 704033	£4.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£21.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£17.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£15.00 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£15.00 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£12.50 set
Her/Vit Recon steering racks RHD (exchange)	£60.00
Track rod ends	£9.50 each
Rear shock absorbers GSA385	£18.00
Front shock absorber	£20.00
Herald 3 Sincro (exchange gearbox)	£350.00
Vitesse (exchange gearbox)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Herald recon exchange drive shaft assembly	£225.00
Herald/Vitesse non rotoflex drive shaft	£95.00
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£25.00
Herald new alternative distributor (exchange)	£59.00

**MANY ITEMS STOCKED
FROM NUTS AND BOLTS
TO BODY SHELLS**

**CALL NOW
01952 619585**

Vitesse Delco distributor cap GDC109 OE	£14.50
Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O.E head gasket GEG 314	£17.50
Spark plugs 1200/12.50 (set of 4)	£9.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) KXC3822	£350.00
Sills L/H and R/H XKC 112/3	£105.00
Doors FHC WKC5286 LH	£450.00
Door skins YKC74/75	£80.00
Body shell convertible	£5,000.00
LH rear wing Coupe, original	£400.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£95.00
Window regulators KXC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£80.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£250.00
Petrol tank sender TKC3408	£35.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£350.00
Recon steering rack (exchange)	£80.00
Front strut assembly recon (exchange)	£95.00
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£45.00
Lower steering shaft TKC1084	£47.50
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKCS09	£25.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£250.00
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£350.00
Jackshaft 215207	£225.00
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£385.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£190.00
Recon rear hub assy (exchange)	£130.00
Recon Brake Callipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£165.00
Rear quarter bumper 910158 O.E LH Only	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunnion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£190.00
Recon rear hub assy (exchange)	£130.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPIRITFIRE MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£65.00
Front inner wheel arch 706548/9	£69.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£85.00
Door skins	£85.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£55.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Sincro (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50

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

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751	£19.50 pair
Front wings 909663/4 PAT	£60.00
Front wheel arch outer 909351/2	£55.00
Front wheel arch inner 909797/8	£60.00
Headlamp support panel assembly 818871/2	£65.00
Front quarter valance 815391/2	£97.50
Door skins	£77.50
Sills non original 903097/8	£58.00
Sills O.E. 903097/8	£87.50
Sill reinforcement panel 806634/5	£8.50
Inner sill 806638/9	£32.50
Front sill end plate 706422/3	£9.00
Half floor (deep pressing) 908900	£170.00
A' post lower filler panel 706288/9	£27.00
Bonnet hinge pivot box RK362/3	£49.50
Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 91107/8	£60.00
Rear wing non O.E.	£195.00
Rear wing front repair panel	£25.00
Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£240.00
Rear valance 908970	£110.00
Boot floor	£180.00
Boot lid 911327	£600.00
Rear inner wheel arch 725563/4	£190.00
Rear outer wheel arch 909661/2	£112.50
Windscreens aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£55.00
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 91271/2	£120.00
Window regulator glazing channel	£75.00
Front outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£15.00
Front shock absorber GSA364	£20.00
Front suspension vertical link	£125.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£385.00
Recon exchange J Type O/D Mk IV	£385.00
Recon exchange J Type O/D 1500	£385.00
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£95.00
Recon exchange drive shaft assembly	£225.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£120.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£55.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,500.00
Bonnet assembly Mk III 913766	£1,300.00
Front wings Mk II 908113/4	£144.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk III 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£385.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£39.50
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk II/III rotiflex GBS750	£17.00
Brake shoe non rotiflex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£12.00
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

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

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
Brake shoes Mk II (axle set) GBS803	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Rostyle Wheel trims	£125.00 set

DOLOMITE RANGE

Toledo Static Seat Belts O.E	£35.00 pair
Front underrider XKC 83/84	£48.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
Dolomite Rear lamp assembly R/H TKC938	£52.50
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bowl 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Recon floor carpet 1300 F.W.D. 617831	£25.00
Boot windshield wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50 3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Toledo front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157659	£42.50
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£35.00
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£14.00
Brake pads Sprint	£17.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

Telephone 01952 619585 / 620434 Fax 01952 610510

MONDAY-FRIDAY 8 am till 5.30pm. SATURDAY 8 am till 12.30 pm
PRICES INCLUSIVE OF VAT, Carriage extra.

Overseas orders outside of the EEC are not subject to VAT.
Please quote original part number if available. It will help us to help you.
Complete range of overdrives built by ex-Laycock engineer. POA

TRADE ENQUIRIES WELCOME

Prices correct at time of going to press

At the time of going to press we can supply most gearboxes, steering rack and diff's for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED





e-mail:

tr7-8@tssc.org.uk

Paul Lewis



What Might Have Been?

W

e have all seen the stories of British Leyland development

and the Lynx, Broadside and the family of vehicles that were going to be inspired by the TR7 design but did you know of a more recent rethink on the TR range. In 1994 BMW inherited the rights to the Triumph name when it pur-



applied for a European trademark covering the badge used by what was Triumph Motor Company.

The application covered not only the use of the badge on automobiles but also merchandise.

A BMW spokesperson at the time said that the automaker often takes steps like this to protect the dormant nameplates it owns so that they don't fall into the public domain, but could not comment any plans to put the Triumph name back on a car.

chased the Rover Group. The main part of the group that BMW wanted was MINI and you have to hand it to them they have developed the brand, in many ways probably more now than was ever envisaged.

The last TR to roll off the production line in sequential numbering was the TR8 model which was the V8 version of the TR7. In 2012 rumours were rife as BMW



TR7/8 Register



away in the cabinets of BMW. Although the Triumph TR9 did not come to fruition, the design was used to influence the BMW MINI coupé.

On another note for TR7/8 owners the government has announced a plan to introduce a rolling 40 year exemption to motor vehicles to include not only free road tax but also to abolish the need for an MOT.

Drawings then emerged of a new Triumph TR, the TR9.

We now sit in the year 2017 and all the hype has gone and the expected new Triumph filed

This has mixed feelings but the free road tax gets my vote every time.

Paul



Sir Stirling Moss OBE



PETER JAMES INSURANCE

Two Leading Names - One Market Leader

STEWART MILLER INSURANCE

TSSC Insurance Partners **Peter James Insurance** and **Stewart Miller Insurance** can provide a complete range of Insurance Services for every TSSC member.

PETER JAMES INSURANCE

Telephone: **0121 506 6040**

info@peterjamesinsurance.co.uk

www.peterjamesinsurance.co.uk

All Specialist Vehicle Insurance

STEWART MILLER INSURANCE

Telephone: **0121 422 2282**

info@stewartmillerinsurance.co.uk

www.stewartmillerinsurance.co.uk

Commercial & Household Insurance



e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



High Octane

It's always good to hear from members about their experiences with their Triumph's and to add their well thought out advice to our own cache's of knowledge. I must therefore apologise to **Neil Sjöberg** for taking so long in printing his input and to thank him for his advice. Thanks Neil and over to you.

Hello Bernard

As always I enjoyed your Christmas article and have two comments that may help Gary Flinn and others.

I think Gary's problem comes from using new "Super energy" petrol with ethylene.

I have a 2Litre Vitesse, an RAF engineer friend of mine also runs and services Vitesse's and sent me a message saying "Make sure you use 97+ Octane as the engine pinks badly on 94 Octane. He is dead right! I can only purchase 97 Octane from Texaco and, until I discovered that, filled with Shell "High energy" (or whatever its called) thinking I was buying an higher octane fuel: but I was WRONG! The car would start and run for a mile or two then splutter to a halt. Would not restart until (I imagine) settled down to a temp that the ethylene evaporated/vapourised/turned to custard/ whatever, and then it would run again. It took me some time and a related article in The Courier to realise that was the problem. So my experience is that "Our cars" don't like the range of High Energy petrols.

Also with reference to Oil Consumption: I got my first car ,an 848cc mini in 1968. My dad, an accomplished DIY car mechanic , said "Keep an eye on your oil level, a pint of oil every 100 miles is not unusual". I use that rule of thumb on my 3 Triumphs now. Expect to add a pint of oil for

every 100 miles or so and you won't go far wrong: in my experience our engines get noticeably noisier when they are low on oil long before the dipstick or oil pressure gauge starts to indicate. Your triumph will remind you in to top up in good time if you pay attention to the engine noise.

My stock of The Courier all the way from 1984 has overwhelmed my storage! If anyone wants them I am giving them all away.

Happy New Year to you all thanks for my monthly read-always fascinating.

Neil Sjöberg Essex

Hi Neil,

Thank you for taking the time to write to me and for the constructive observations/advice. I know that different fuels cause an engine to run badly, my 4A runs better on cheap super-market fuel, once I accidentally filled it with a Super Unleaded Fuel and the engine ran like a dog until I ran the tank down and filled it with the cheaper stuff (lucky me), that could be because of the fuel polarisers that are fitted to my car though.

Regarding oil consumption, since I rebuilt my 4A, Herald 13/60 and Standard Vanguard Phase III Vignale (4 cylinder wet liner) I have never had to top up the engine oil between oil changes, this I must thank my local engine re boring company for and a well known TR Shop for the top quality wet liners, pistons and rings.

Have a great (now very belated) New Year and thanks again.

Cheers

Bern

Whether Ethanol or 4 (star) a TR is more!

TR4 FUEL LEAK - STROMBERG CD175 TWIN CARBS

John Williams has sent me another article (thanks John) which should interest some members. John has fitted "floating ball bearing" type float valves which I fitted to my Triumph 2000 "Stag Saloon" (fitted with SU's) a few years ago, but I had to put the original type back in after a while because of constant flooding (Viton tipped float valves then fitted and no leaks, Vitontastic!), maybe the manufacturers have improved the design now (or perhaps the Stromberg type work better) so hopefully John will let me know how they perform throughout this year. John quotes an average fuel consumption of 26.5 mpg, my 4A averages 31.5mpg with fuel magnets, but there are SU carburettors on my 4A. I have found over the years that my cars achieve better fuel consumption when fitted with SU's, maybe because I was trained how to "tune/set" them when I was an apprentice, but it's very easy to do or maybe because they are more efficient, when I fitted SU's to My Triumph 2000 performance increased (or at least it felt like it did) and fuel consumption definitely improved, I also have an SU on my 13/60 and average 38mpg (over drive gearbox fitted). If anybody has any thoughts or data on SU v Stromberg I would be glad to hear from them. Over to John.....

TR4 FUEL LEAK

Problem identified - strong petrol smell when the car was in the garage, and the stainless steel heat deflector plates under each carb were collecting a small volume of liquid on a regular basis [and seeming to get worse].

Drips discovered on the mixture adjustment screws under the carbs.

Looked at exploded view and concluded that the



1. Mixture adjustment screw "O" ring

"O" rings both in the fuel mix adjuster screws and the jet holder blocks must be brittle and leaking. Ordered and replaced the rings.

I am a rookie when it comes to Stromberg carbs, so this was my initial conclusion as to the cause of the leak!



2. Jet holder block "O" ring

There was STILL evidence of wetness and smell of petrol. Further external investigation appeared to suggest a leak through the cold start spindle [very wet with petrol at the point where the "C" clip holds the shaft on the rear carb - see pic].

Petrol smell = fire risk. Got a point there!! Keeping my rookie hat on, I assumed that



3. Rear carb cold start spindle

obviously there must be seals in an overhaul kit to cure the leak on said spindles, so ordered 2 kits [one for each carb].

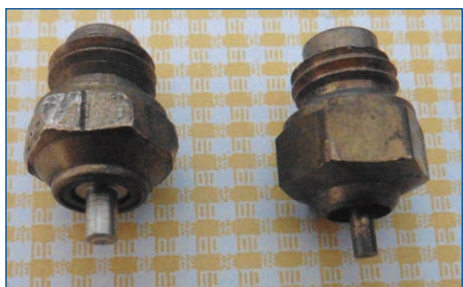
This time I removed the carbs from the manifold and discovered that the spindles pass through the carb castings but don't come into contact with the fuel/air mixture!

It now became obvious that severe flooding was the problem. As I had new float chamber gaskets in the kits, I removed the float cham-

bers and then the floats. Both floats had severe cracks in them. I keenly shook the rear float expecting to feel fuel slopping around, but nothing. Then I looked at the float chamber control valves. Front one felt rough in action, AND front and rear float valves were of different design!



4. Crack in float



5. Different float control valves!

I checked the internet and found that an improved type of valve using a "floating ball bearing" was recommended. In addition, I discovered that the floats are of solid construction [Nitrophyll]. It was a no-brainer to replace both the float valves.



6. New float assembly x1



7. "Floating ball" float chamber valve

Only one tragedy - floats were around £40 EACH. They were ordered and duly arrived.

Now I had to both centre the jets and set the float level to correct tolerance. Exercise carried out to the letter and carbs reassembled and reinstalled. Wow - as soon as the empty carbs were replenished via the fuel pump, the car started immediately. Minor tweaks on tick-over speed and the engine was running sweetly again. NO PETROL SMELL. Success! I have fitted a pair of magnets to the infeeds to both carbs [supplied by Bernard Littlewood], so I will be hoping to see improvements to fuel consumption which had dropped to about 21.5 mpg on Herefordshire & South Wales roads.



8. Fuel magnets [yellow units - ringed]



9. Fuel regulator

I have also fitted a fuel pressure regulator to the line immediately before the carbs. This is set to the same pressure as a mechanical fuel pump would deliver [about 2 psi].

Since March 2017, I have been adding Redex Fuel Cleaner and Octane booster to the fuel tank and this has helped improve consumption. In March consumption was 17.24, best result was 27.04 with a current average around 25.3 mpg. I tried using 2E needles in place of 2A nearly to my cost! The car struggled to start when hot and fuel consumption for the single run was at 21.96 mpg! Needless to say, 2A needles are back in place.

John Williams

SPRING SEAT/ TOP PLATE

A Spitfire owner from the S. Wales area asked me to highlight an issue that he encountered when fitting his brand new shiny front

suspension Spring Seats/Top Plates to his Spitfire. Before the nut had even reached the mating face of the Turret the stud snapped off! He contacted the supplier and had the usual response "that's strange we have sold hundreds of them and no one else has had the problem". Poor Mr/Mrs "Nooneelse" as he/she appears to be the only person who purchases parts that aren't fit for use.

Bern



TSSC Club Shop

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

ST Review Magazine Archive

2 Disc Magazine Archive

Featuring: Car Model road tests,
 Technical articles Triumph Dealership info
 and Period advertising

REVIEWDVD 2 Disc Normally £10
Oct OFFER! £5.00!

STANDARD - TRIUMPH
Review
 Magazine Archive 1959 to 1968

Disc 1. Volume 1. 1959 - 1963
Disc 2. Volume 2. 1964 - 1968

The Standard Triumph Review which started life as the Standard Car Review (incorporating Triumph News) was the Trade and Dealership Journal of the Standard Triumph Company, throughout the 1950's.

Each issue was packed full of the latest Standard Triumph car model news, also dealer information, technical articles, road tests and general interest articles gathered from all around the world. Also featured throughout was the delightful period advertising of the time, from the Triumph factory suppliers and manufacturers to period accessory makers.

A Triumph Sports Six Club Production
www.tssc.org.uk Tel: 01858 434424
© Copyright Triumph Sports Six Club Limited. eMail: clubshop@tssc.org.uk

REVIEW
 STANDARD CAR
 INCORPORATING TRIUMPH NEWS

REVIEW
 STANDARD TRIUMPH

REVIEW
 STANDARD TRIUMPH

REVIEW
 standard triumph
Magazine Archive 1959 to 1968



e-mail.

specials@tssc.org.uk

Trevor Collett



New Kid on the Block

It's a rare these days for me to tell you about a new Herald-based kit car (or kit conversion – more later), but this month I can introduce you to the Formosa 120 GR. This car has links to the Sammio Spyder, a Herald-chassisised car that I first wrote about in this column in January 2011. The Sammio project spawned a Spitfire - based version called a "Cordite".



Formosa 120 GR



Sammio Spyder

The white car pictured here is an early Sammio Spyder.

The subsequent history of these cars is a little complex; a company called Ribble took over at some point, renaming the cars, "Pilot" and "Nav-

igator". A similar-looking, connected, rival called the Miglia Speedster appeared in 2013. That's just part of the story; perhaps one day I'll research it in depth and write it up.

The connection between the Formosa 120 GR and the Sammio Spyder, apart from their jizz (general impression, size and shape), is that they are both brain children of one, rod builder, **Gary Janes**. I have emailed the manufacturer ask-

ing for full technical details, but, despite the potential free publicity, at the time of writing he has not responded. In the mean time here's some words taken from the internet – written, remember, by the manufacturer:

FORMOSA 120 GR



"This is a bodyshell and internal framework to primarily fit a Triumph Herald or Vitesse chassis and running gear.

The body is based on many of the iconic race cars from the fantastic period of racing that was the 1950s. An evocation of that era and not a specific replica of any particular manufacturer or model; rather a combination of many styling cues that enable it to resemble several cars from that time.

By not being a replica, as such, there is no issue with branding copyrights and intellectual property claims that have caused problems for many replica builders and owners in the past ...

The bodyshell is offered as a double gel'd, 6 oz. layup with return edges on most panels and some cor-matted areas to add more body rigidity.

The body comes as a main body tub in one piece, a

flip-style front bonnet, two separate doors and a boot lid.

The headrest and dashboard are integral to the main body tub itself.

The body is fitted to the Triumph's chassis using our internal space frame augmentation - a supporting structure which when fixed to your

chassis returns the structural strength lost by removing the original bodyshell.

The round tube styling allows the frame to be left exposed if desired to give the look and feel of a space framed car.

The style of build, utilising a stock, unmodified chassis from a classic vehicle means these cars are not classified as a "kit car" or "replica build", they are "re-bodies" as such , they retain their 8 points as DVLA legislation requires and are still entitled to wear their original VIN no., original registration number, and they still





retain classic car status and have no V5c restrictionseverything as it was before the

1962, but with a 1596cc engine.

I will continue to try to find out more about the



body change. You are required to update your V5c when the new body is fitted, but this is a very simple, paperwork exercise and no fee attached to it.

This isn't a new concept, it's been proven several times by cars built in a similar vein.

They are often easier to register in European countries than many conventional 'kit cars'."

Ok, Trev back again. As I said, I currently have no firsthand knowledge of these cars, but the photos are quite impressive, I think, even bear-

ing in mind how good photographs can flatter a car. As I understand it, the red car pictured is not a company demonstrator but the first built for customer car. It is described as being based on 1962 Vitesse MK1 chassis, with a 2.0 Vitesse straight 6 with overdrive. This is largely backed up by the DfT web site, which has UXG194 described as a Triumph Formosa, first registered in September

Formosa 120 GR; in the mean time, if anyone is tempted to build one, I've three recommendations for you before you sign the cheque:

1. Check with DVLA about how the finished car should be registered. In the manufacturer's blurb he talks about a "re-body" – I don't believe there is such a category.

The car could qualify as a "kit conversion"; should still be eligible to keep the

donor registration number, if sufficient original parts retained.

2. Check with Driver and Vehicle Standards Agency that the car would be exempt from Type Approval – and get it in writing, just in case another official has a different opinion later on.

3. Sit in a finished example, to make sure your head and shoulders are not sticking out too high above the body – a problem, in my honest opinion, with similar cars that do not have their floor sufficiently lowered.

Trevor

Have you Filled in one of these lately?

£15

For 2 Years
Peace of mind!
£7.50 a Year.



**TRIUMPH SPORTS SIX CLUB
VALUATION CERTIFICATE**
Tel. 01858 434424 Fax. 01858 431936
Triumph Sports Six Club, Main Street, Lubenham, Market Harborough, Leicestershire, LE16 9TE

INSURANCE PANEL
Lancaster Insurance
04600 0110 0000
www.lancasterinsurance.co.uk

Footman James
0121 248 4060
www.footmanjames.co.uk

Heritage Insurance
0121 248 9240
www.heritageinsurances.co.uk

Peter James
0121 248 4060
www.peterjamesinsurance.co.uk

Peter Best
0121 248 4060
www.peterbestinsurance.co.uk

Important: For insurance purposes this certificate is only to be used in conjunction with
Insert name of TSSC Insurance Panel member.

POLICYHOLDER'S DETAILS

Title (Mr/Mrs etc.) and first name(s) Surname
Date of Birth Membership No. Expiry Date
Address (Including Post Code)
Daytime Tel. No. Evening Tel. No.
Fax No. Post Code
E-mail:

VEHICLE DETAILS

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'

NOTE: This certificate will NOT be TSSC backed unless insurance is with a TSSC Panel Member. Provided the details and member's valuation are in order, a file will be opened. If the Club Car has been over or under valued by the member, a more realistic value will be set and you will be advised accordingly. In the event of a dispute, the Club valuer may request more information or a personal inspection.

What does fifteen pounds buy you nowadays?

A round of drinks down the pub with your friends? Steak and chips at the local? Or the latest best seller hardback from the bookshop? OR it could guarantee that should the worst happen to your Triumph pride and joy, you will have the peace of mind knowing that you have got a TSSC Agreed Value policy with one of the TSSC Insurance panel. "Oh, I already have one of those" you say! Are you sure? because if the insurance company has sent you a form and told you that you can "Value your car Yourself", then it **IS NOT a TSSC "Backed" Agreed Value policy.**

Most self-certified condition/value forms are woefully undervalued as their current owners hold a very inaccurate estimate of current values.

For it to be a TSSC Agreed Value policy your car has to be inspected either in person or at Club HQ, at one of the many Club shows or by one of the TSSC trained valuation officers. You can of course supply a TSSC Valuation Form (**Valid for 2 Years**) and photographs by **Post or Email** and we can value your pride and joy that way.

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 MK1	fhc	1966-68	1998/6	24000	20000	15000	7500	4000
GT6 Mk II	fhc	1968-70	1998/6	23000	18500	13000	7500	4500
GT6 mkIII	fhc	1970-73	1998/6	20000	17000	12000	6000	3000
GT6 Convertible Early (RT)	dhc	1966-70	1998/6	20000	18000	15000	8000	4000
GT6 Convertible Later (ST)	dhc	1970-73	1998/6	18000	16000	12000	7000	4000
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 2.5PI	saloon	1963-77	1998/6	8400	6300	4900	2100	700
	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)

Convertible GT6's: These Values only on proper 2 ltr chassis conversions otherwise 1500 Spitfire prices.

Fibreglass panels: Highest value A1 in car category (except Bonds!)

RIMMER BROS



The Classic Parts Service



TR2-8	Spitfire	Herald
Stag	GT6	Vitesse
Dolomite	2000/2500	



**Free
Catalogues**

Visit our website
for prices
and availability:

www.rimmerbros.co.uk

tel: **01522 568000**

fax: 01522 567600

email: sales@rimmerbros.co.uk

*All the parts and
accessories you
will ever need*

Parts service for Land Rover, MG Rover and Jaguar also available

**LAND
ROVER**



JAGUAR
from 1998 to 2011

FOLLOW US



Triumph House, Sleaford Road, Bracebridge Heath,
Lincoln, LN4 2NA, England

e-mail. stag@tssc.org.uk

Martin Marrison



To Holley or not to Holley?

I purchased a Holley carburettor and all the bits to convert my car at Leatherhead this year. I have never been a fan of Strombergs. My Spitfire always had SU's on and apart from sticking chokes were more or less bullet proof. If you look at the Strombergs on the Stag they have some very convoluted linkages and lots of hoses and pipes. I have been thinking about changing them out for a nice Holley or a Webber so I jumped at the opportunity. However I went to Spa with the Strombergs and they were fine, it went round SPA circuit and it was fine and it did almost 30 mpg which is great. It always starts easily and runs well so as I often get told if it isn't broke, don't fix it.....

So I am in a quandary as to what to do....

Judging at SEM
Which was the best
Stag?

I always like to judge cars and have a good look round them and SEM was

an excellent example. There were some cracking Stags there most of which put mine to shame! It is always a challenge to please everyone and there is the old challenge of comparing Modified and original. This year it wasn't too bad as there was a very nice original cream Stag and a modified Blue one.

Both were very excellent in their own ways. I am normally a modified man myself but the original car got my vote but it was very close.

If I have to choose one for myself I would have chosen the modified one to have in my garage. (Phil Wilson's Stag did actually come a very close third though!)

Are Electric cars the future?

There has been a lot of talk and discussion about the future of internal combustion cars and countries banning Diesel or poor exhaust emission cars recently. Various countries are threatening to ban internal combustion cars



either in big cities or in general. So where does that leave classic cars in the future? I am assuming that unless we have some big steps forward in battery or electric motor technology we will still have hybrid cars and thus hopefully petrol, if not diesel, will they still be available for car use even if at an expensive rate? So a



being white elephants that we can't use? Perhaps we should get out and use them now while we can?

Will Triumphs still be on the road in 20 years time? I'll hopefully still be around and driving even if I will be the wrong side of seventy!

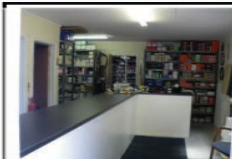
Phone calls.

So I have recently had a phone call from someone try-

ing to pick my brain regarding his Stag and the fact he had put in a new electric motor for his door window and it wouldn't go all the way up. I have never taken my door apart so I was of little help. I am afraid as most of you know I have only had my Stag three years so I am still learning, so I am afraid I don't know everything. My first suggestion is always to go to your local meeting as I am sure that someone there will either know or will offer to help. I had a similar call regarding hood fitting on a Stag did I know anyone in Lincolnshire that could fit one? Again my first port of call for local services I think should be your local area. I will try and help where I can.

couple of things come to mind should we more seriously be looking at converting out cars to Hybrid or electric technology if we want to keep them on the road. In the area I am in, Sussex, we do have one member, Tim that is converting his Herald to electricity. Now Tim is a lot brighter than me, and a lot younger so is this a very sensible move for him to do. If we don't do this could we end up with our cars being museum pieces? Secondly there seems to be a big increase in the value of classic cars at the moment Stags and TRs seem to be shooting up in price but could we get to the stage that values are affected by the availability of petrol? If all modern cars go electric where does it leave us? Do we end up with our cars

Martin



Wins International Ltd

Tel: 01342-327018 , E-mail sales@winsinternational.co.uk



Triumph spares specialist covering new, reconditioned and used spares, vast stocks, Est since 1987, mail order UK & Worldwide, Fast & Friendly service.

New website www.winsintltd.co.uk

Price promise
Found a better
Price?, we will
Always try to
Beat it if
possible

**Website covers all New, Recon & Used spares and
Also lists cars currently in for dismantling**

Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm saturdays
All in one large warehouse, with shop counter, feel free to come & browse
Whatever your requirement we will always try and help
**Unit 21b, Durkins rd, Charlwoods industrial estate,
East Grinstead, West Sussex , RH19 2ER**



RIMMER BROS



The Classic Parts Service



TR2-8	Spitfire	Herald
Stag	GT6	Vitesse
Dolomite	2000/2500	



**Free
Catalogues**

Visit our website
for prices
and availability:

www.rimmerbros.co.uk

tel: **01522 568000**

fax: 01522 567600

email: sales@rimmerbros.co.uk

*All the parts and
accessories you
will ever need*

Parts service for Land Rover, MG Rover and Jaguar also available

**LAND
ROVER**



JAGUAR

from 1998 to 2011

FOLLOW US



Triumph House, Sleaford Road, Bracebridge Heath,
Lincoln, LN4 2NA, England

e-mail. stag@tssc.org.uk

Martin Marrison



To Holley or not to Holley?

I purchased a Holley carburettor and all the bits to convert my car at Leatherhead this year. I have never been a fan of Strombergs. My Spitfire always had SU's on and apart from sticking chokes were more or less bullet proof. If you look at the Strombergs on the Stag they have some very convoluted linkages and lots of hoses and pipes. I have been thinking about changing them out for a nice Holley or a Webber so I jumped at the opportunity. However I went to Spa with the Strombergs and they were fine, it went round SPA circuit and it was fine and it did almost 30 mpg which is great. It always starts easily and runs well so as I often get told if it isn't broke, don't fix it.....

So I am in a quandary as to what to do....

Judging at SEM
Which was the best
Stag?

I always like to judge cars and have a good look round them and SEM was

an excellent example. There were some cracking Stags there most of which put mine to shame! It is always a challenge to please everyone and there is the old challenge of comparing Modified and original. This year it wasn't too bad as there was a very nice original cream Stag and a modified Blue one.

Both were very excellent in their own ways. I am normally a modified man myself but the original car got my vote but it was very close.

If I have to choose one for myself I would have chosen the modified one to have in my garage. (Phil Wilson's Stag did actually come a very close third though!)

Are Electric cars the future?

There has been a lot of talk and discussion about the future of internal combustion cars and countries banning Diesel or poor exhaust emission cars recently. Various countries are threatening to ban internal combustion cars



either in big cities or in general. So where does that leave classic cars in the future? I am assuming that unless we have some big steps forward in battery or electric motor technology we will still have hybrid cars and thus hopefully petrol, if not diesel, will they still be available for car use even if at an expensive rate? So a



being white elephants that we can't use? Perhaps we should get out and use them now while we can?

Will Triumphs still be on the road in 20 years time? I'll hopefully still be around and driving even if I will be the wrong side of seventy!

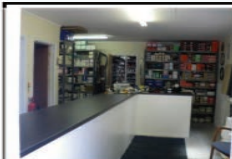
Phone calls.

So I have recently had a phone call from someone try-

ing to pick my brain regarding his Stag and the fact he had put in a new electric motor for his door window and it wouldn't go all the way up. I have never taken my door apart so I was of little help. I am afraid as most of you know I have only had my Stag three years so I am still learning, so I am afraid I don't know everything. My first suggestion is always to go to your local meeting as I am sure that someone there will either know or will offer to help. I had a similar call regarding hood fitting on a Stag did I know anyone in Lincolnshire that could fit one? Again my first port of call for local services I think should be your local area. I will try and help where I can.

couple of things come to mind should we more seriously be looking at converting out cars to Hybrid or electric technology if we want to keep them on the road. In the area I am in, Sussex, we do have one member, Tim that is converting his Herald to electricity. Now Tim is a lot brighter than me, and a lot younger so is this a very sensible move for him to do. If we don't do this could we end up with our cars being museum pieces? Secondly there seems to be a big increase in the value of classic cars at the moment Stags and TRs seem to be shooting up in price but could we get to the stage that values are affected by the availability of petrol? If all modern cars go electric where does it leave us? Do we end up with our cars

Martin



Wins International Ltd

Tel: 01342-327018, E-mail sales@winsinternational.co.uk



Triumph spares specialist covering new, reconditioned and used spares, vast stocks, Est since 1987, mail order UK & Worldwide, Fast & Friendly service.

New website www.winsintltd.co.uk

Price promise
Found a better
Price?, we will
Always try to
Beat it if
possible

**Website covers all New, Recon & Used spares and
Also lists cars currently in for dismantling**

Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm Saturdays
All in one large warehouse, with shop counter, feel free to come & browse
Whatever your requirement we will always try and help
**Unit 21b, Durkins rd, Charlwoods industrial estate,
East Grinstead, West Sussex, RH19 2ER**





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



Andy Cook Engine Rebuild

K

evin Payne kindly supplied the article below telling the story of his GT6 Engine rebuild.

.....only to find a few weeks later that the carb's were now regularly dripping fuel onto the exhaust manifold on tick over so a rebuild of the carb's was thought better than relying on the fire extinguisher that is now permanently stored in the footwell -

Kevin's Engine Rebuild Saga

What started as a simple task soon turned into a saga - this is the saga of trying to get an engine to run as it should. Much of this has been accomplished by help and support from forum members - my thanks go out to all for your repeated help over the last few years.

The GT6 (Tango) has been in the family for 7 years now and much has been restored, recovered or replaced. The one area not "touched" had been the engine for which the performance was uninspiring to say the least.

A quick trip to the rolling road (Slark Race Engineering SRE - highly recommended) was almost completed before the already replaced fuel pump exploded and my son and I were left stranded in Salisbury requiring a trip home on the train to Bristol late on a Friday evening - thanks car! As the unit had already been replaced less than a year before we agreed to go with an electronic replacement from Burlen. Return a week later to drive the car home much improved



Picture 1 Kevin's GT6 affectionately known as "Tango"

mission accomplished, but performance still wasn't inspiring.

Now whilst Neil at SRE is brilliant, he is a long way to go for a quick trip and is very busy so I took the car to a more local rolling road who diagnosed that the distributor has now destroyed itself and the advance is no longer working with the timing "all over the place." Remedy - either a rebuild (which he had poor opinions of due to quality concerns unless you send it to the right person) or better get a replacement. Wanting to balance the objectives of improvement with sympa-



Picture 2 Rebuilt Distributor

thetic restoration and retention of the looks, we purchased a unit from 123 Ignition Conversion in Holland - great product - look at their web site. As shown here, they take the base unit and convert the insides to a modern standard but from the outside you can't tell the difference. Even the vacuum advance is replaced by a sensor with programmable curves to suit alternative cams.

Distributor rebuilt, returned and fitted a few weeks laterwell it was better to drive but still not sparking.

On one of the few events we did manage to support that year was the Norton Fitzwarren Steam Rally day, where upon parade the car refused to start when in the middle of the show ground.

We finally managed to get it started and almost back to the TSSC area when it died completely, refusing to start despite fuel and electrics all apparently working. Wise heads poured over the engine and diagnosed "fuel starvation."

Upon cooling it started but was a nightmare to drive home and despite jacking up the tickover significantly, it repeatedly stalled.

Further visit to the tuner now diagnosed that actually the 123 distributor had a fault; whist on tickover timing was sometimes stable, more often than not it varied by up to 10-15 deg.

He also couldn't understand why, when the timing was working it was so sluggish still (same concern as me then) and upon checking compressions found them all to be very low but not leaking. Strange!
Distributor rebuilt free of charge.



Picture 3 Under the Bonnet

With the forums help we found that actually we had a 2000 MK2 engine and the compression was about right for that variant, but could be improved to that of the GT6 standard with a slight head skim.

Simple task thinks I, but by this stage my chief mechanic No2 helper (my son!) was off touring the Far East picking up some horrible diseases, so I took the head off myself - lesson No1 - not something I would recommend unless you have either help, a hoist or indeed a recent Hernia re-inforcement installed.

Domed pistons were installed and a forum response sent me to a link to calculate the volume of the domed pistons, but we were concerned that since everything else appeared to be non-standard for the car, did we have the right pistons fitted?

Burette measurements of the domed pistons



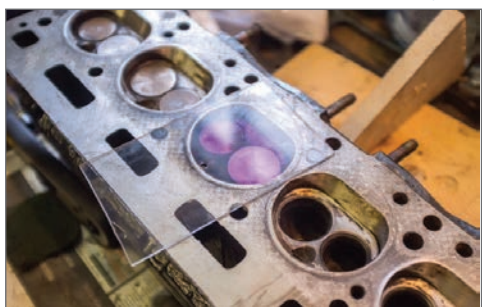
Picture 4 Volume Check

(pic 4) taken but didn't comply with the theory. Tea required for contemplation. As a fall back we took a plasticine impression and checked again (pic 5).



Picture 5 Plasticine check

These were close enough to theory to make us believe that our earlier engine



Picture 6 check again

measurements were wrong - we never did work out why - another mystery for a rainy day perhaps.

Head measurements taken (pic 5) and

inserted into a highly complex excel sheet showed we had a compression ratio of about 8.5. Pictures 4, 5 & 6 Measuring the engine compression ratio

SRE kindly removed the surplus ~1.5 mm and we refitted the head - mechanic No2. had by this time kindly returned from travels (with the lurgy I should add) to lend a hand. We had purchased the standard gasket set from

Moss but found that the holes associated with the inlets and exhausts were both out of place and way too small. Moss swapped it for their "performance" one which was a much closer fit and also far easier to open out the holes to the correct size - as close to gas flowing as I'm likely to get.



Picture 7 Moss Performance manifold gasket aligns better with the ports than a standard gasket

Rebuild commenced and rocker mounting studs torqued up. We tried turning the engine over by hand to set the gaps only to find that it was absolutely locked solid - we had a piston hitting a valve ...or two...or three. Pants - not part of the plan! Lesson No.2 back them off as far as they will go and more before commencing torqueing up studs. More tea required whilst contemplating our fate! Unsure if we had damaged anything, we hoped that

all would be ok so continued by backing off rockers as much as we could only to find that we ran out of adjustment - shorter push rods required. Quick internet search showed that Chris Witor was the only person in the world to have the shorter 8" ones.

Fitted, gaps now achieved - now were rolling!

Remaining rebuild completed and as a precaution, compressions measured cold. Now I know this isn't ideal but it's better than nothing - cyl.4 was consistently low - not the result we were hoping for - sign of damage? With fingers crossed we started the engine and re-measured compressions when warm. Again cyl.4 was low.

Being cautious (I do work in the aerospace industry after all) we decided to remove the head yet again for an inspection and valve/piston check. No leaks or damage identified but as a precaution we replaced both valves in cyl.4.

Rebuild No.2 completed and engine started - timing now absolutely rock solid.

Slight water leak from the water pump and a pipe but other than that, not a bad first start. Bolts tightened and refilled.

It was running very hot - possibly as a result of being inside a garage but also when stopped, we had very severe indigestion/gurgling noises from its guts. Foolishly No.2 mechanic decided that he would remove the radiator cap whilst still warm - lesson No.3 - not a great idea as there are easier ways to steam clean the garage ceiling, the walls, the engine bay, himself... He still isn't quite sure what happened as he was horizontal whilst diving for the open door to try and save himself from 3rd degree burns - I think that lesson has been learnt!

Refilled again with air removed (thanks forum - see Vesuvius has erupted thread) and now running successfully.

Two years on from the start of this recount and one year after the Norton Fitzwarren escapade,

we made this the maiden run in August and successfully completed it there and back with a much more zippy engine that starts when we want, stops without too much overrun and an overall consumption of 27 MPG. We did manage to get it up to 70 mph in the car park but as we were parked at the time I think we may need to investigate the speedo next I only hope this doesn't take as long.

We haven't been brave enough to measure the compression no No4 yet - I think we'll leave that for another day!

Many Thanks for the informative article Kevin..

GT6s out and about Duxford 2017

Unfortunately due to family commitments I was unable to make it along to the Duxford Triumph Day again this year, a pity as it's one



of my favourite events.

However, **Chris Hollingsworth** did attend and has let me use some of his pictures from the event. Thanks Chris

Pictures 8,9, 10 11 & 12 GT6s at Duxford 2017.



Picture 13 GT6 fitted with Mikuni HSRs

One of Chris's pictures was particularly interesting, this under the bonnet shot of a GT6 fitted with what look to me like Mikuni HSR Carburettors.

These are normally sold for bikes and in particular as a tuning modification for Harley Davidsons.

Local GT6

This tidy Mk3 was at a local classic car breakfast meeting near Hartney Wintney in North Hampshire in September. If it's your car give me a shout, I was at the same meet in my Yellow Mk3 but



didn't get a chance to say hello before you left.



Pictures 14 & 15 Tidy Local Mk3

probably 25 years ago or so!

Coming up.

By the time this article in the Courier has been published I will have attended the International GT6 Meeting at Bad Vilbel near Frankfurt in Germany. I've been looking forward to this trip and catching up with GT6 enthusiasts from across Europe. There are a few other British owners taking their cars to this event too. Report in a future article.

From the Archives

A GT6 leads the pack in a race, looks like Paddock Hill Bend at Brands Hatch I was obviously there as it's one of my own photos but I can only remember attending Triumph racing at Lydden, Mallory and Snetterton in that era. Of course it may be that I've just forgotten attending a Triumph race there as it was

Andy



Around Europe in a Triumph 2000 saloon – what could be better!



We tell the story of a one-owner **GT6 MkIII** that recently emerged from a five-year restoration. Plus **Matt George** reports on taking part in the 2017 Ten Countries Run in his 2000 saloon, **Nigel Clark** takes his TR6 to the MoT station and **Gary Stretton** relates the latest progress on his **Peerless GT** project.

TRIUMPH SPORTS SIX CLUB - OFFICIAL CLUB TOURS 2018



LAON HISTORIQUE 2018

18th - 21st May 2018

'Join our partners Scenic Car Tours for their 27th outing to the 2018 Circuit Historique de Laon.'

All prices include: Return P&O Ferry Crossing from Dover/Calais - other crossings available at a supplement • 3 Nights Hotel Accommodation or camping in Laon & Surrounding Area • Entry Fee to the 2018 Laon Historique • Participation in Saturday Rally including light-lunch • Participation in Sunday 'Closed Street Parade' • Optional Participation in Monday Morning Run • Commemorative Tour Rally Plate

Camping prices from £139.00 per person*

Hotel prices from £199.00 per person*

*Prices based on 2 persons sharing one car / one room or camp plot

Exclusive TSSC Tour



BELGIAN CHOCOLATES & BEER

22nd - 25th June 2018

Just a stone's throw from Brussels stands the old Burgundian town of Leuven, one of Belgium's hidden treasures.

Prices includes: Return Ferry Crossing from Dover to Calais (other crossings available on request) • 3 Nights' Accommodation at the Excellent Park Inn By Radisson Hotel, Leuven • Buffet Breakfast each morning • Exclusive TSSC Visit, Tour & Tasting of Stella Artois Brewery • Detailed Road Book featuring Maps, Directions Great Drives & Local Attractions • Commemorative TSSC Tour Rally Plate

TSSC Members Price £235.00 per person sharing a room/car

TSSC Members Price £395.00 per person in a room/car on their own

Exclusive TSSC Tour



COTSWOLDS, BATH & CHEDDAR GORGE

21st - 24th September 2018

A Wonderful 4 day break to the Cotswolds staying at the Excellent 4 Star Marriott Hotel.

Price Includes: 3 Nights at 4* Marriott Hotel • Buffet Breakfast each morning & Buffet Dinner each evening • Optional drives to Bath, Cheddar Gorge, and the Cotswolds • Detailed Roadbook with Maps, Great Drives & Local Attractions • Complimentary Car Parking at the Hotel • Commemorative TSSC Tour Rally Plate

TSSC Members Price £179.00 per person sharing a room/car

TSSC Members Price £259.00 per person in a room/car on their own

Bookings for these events are being handled by

Scenic & Continental Car Tours

Book online @ www.sceniccartours.com

or Tel: 01732 879153 quoting TSSC

Preferred Tour Operator

Tours are organised for the

Triumph Sports Six Club by

Scenic & Continental Car Tours



SPITFIRE MkIV/1500 Register



e-mail.

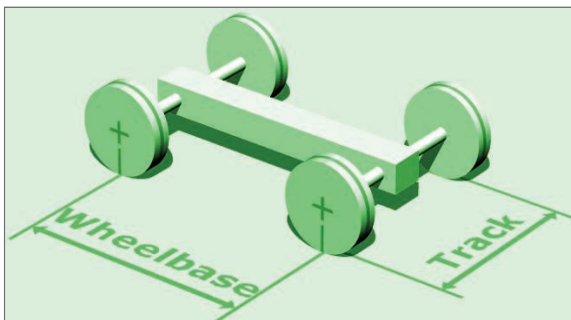
spitfireIV-1500@tssc.org.uk

Steve Payne



Spitfire Handling

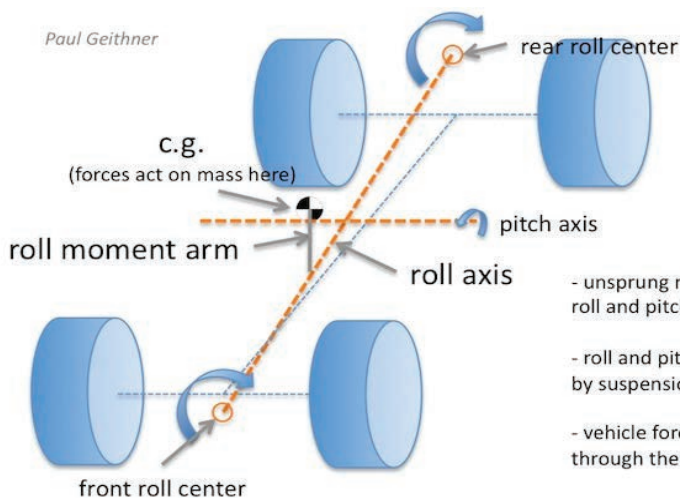
As a precursor to any articles I may receive detailing your vehicle handling or performance improvements I thought it would be useful to recap the 'terminology' used when referring to vehicle handling this month. Automotive Engineers use this terminology/jargon all the time and more and more I hear new names and abbreviations for things which have been around, like me, for years. Several years ago a young Engineer kept referring to the GEO. It took me a few minutes but I realised he meant the geometry, call me old fashioned but why abbreviate something to the first three letters



when it has a correct title. I've never been called STE, but I guess it's only a matter of time! Anyway this is my basic info, no abbreviations just the facts which I hope you find useful or at least a refresher?

Suspension Basics

Paul Geithner



- unsprung mass of vehicle rotates about roll and pitch axes

- roll and pitch axes are determined by suspension linkage geometry

- vehicle forces and moments react through the suspension to the road

A few basics which I hope aren't too simplistic and I hope makes sense.

The distance between the centreline of the tyres on an axle is called the track, it's simply the measurement side to side between the tyre centres.

The distance between the centre of the front and rear wheels is called the wheelbase. If the vehicle is aligned correctly, the wheels will roll in a line that is parallel with the vehicle's centreline. Sometimes you may hear people refer to a vehicle 'crabbing', this usually means there are some major issues with the vehicle geometry, typically the front and rear axle are miss-aligned to the vehicle centreline.

The handling of the vehicle depends on optimising the vehicle's suspension dynamics, or dynamic control. This means that when a vehicle is moving, all the suspension components work together effectively to produce good tyre-to-road contact. The amount of tractive force (force exerted from the tyre to the road) is the major factor which dictates how well a vehicle manoeuvres through bends/corners, or how good it accelerates and stops.

1. Ride Height

The vehicle ride height is measured from the wheel centre to the wheel arch/lip, usually at kerb weight, this obviously varies between models and depends basically on the type of vehicle and usage. I have measured wheel to body travel on vehicles which range from anything between 100mm to 250mm. With a conventional spring and shock absorber the ride height will vary with vehicle load, however luxury cars are now typically fitted with 'air-suspension' which will maintain a consistent ride height regardless of the load. Air suspension consists of a bag filled with air wrapped around a shock absorber and basically there are a couple of very simple ride height sensors fitted to the suspension which feeds back the vehicle height to the Electronic

Control Unit (ECU). The ECU increases or decreases the air pressure to maintain the programmed ride height of the vehicle. The latter is

Air Suspension



not going to apply to our vehicles, unless someone out there has fitted this type of suspension? That would be an interesting article.

2. The Effect of Bumps and Potholes

The purpose of the suspension is to make sure the tyres stay positioned correctly on the road and maintain good grip, regardless of the road condition, bumps, potholes or cornering forces etc.. This will ensure safer handling regardless of the speed or road condition (within reason). The entire suspension; tyres, wheels, linkages, springs and shock absorbers and the overall stiffness and mass properties of the vehicle are a system that should be considered as a whole when making changes to any of the individual suspension components. The mass of the vehicle and how it is distributed, the geometry of the suspension elements and the stiffness of the springs and the damping coefficients of the damping elements determine how much and how quickly the vehicle will roll, pitch and yaw in reaction to gravity and handling forces.

3. Understeer and Oversteer

At any given point in time with any given set of forces, weight is being transferred through the suspension to the ground, and the key principle

behind suspension tuning is that the load path with the most stiffness will transfer the most weight. If more force is transferred through a given tyre than it can handle, exceeding its ability to adhere to the road, then it will lose grip and the vehicle will lose traction and slide, and control of the vehicle will be lost.

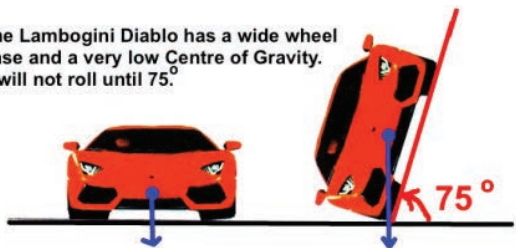
If the front of the vehicle slides first, it's called understeer (or pushing, or ploughing), and if the rear of the vehicle slides first, it's called oversteer (or 'getting loose' or fishtailing).

4. Vehicle Mass

The objective of 'performance' suspension tuning is to manage the vehicles weight transfer, enabling the vehicle to corner and acceleration/brake at higher speeds, because the forces stay within the limits of tire adhesion. This is done chiefly by managing the vehicle mass, fundamentally the height of the centre of mass or centre of gravity (CoG). A high performance sports car such as the Lamborghini Diablo is a good example, it has a wide wheel base and a very low CoG.

Generally, the following are good things for handling: less mass or more concentrated low

The Lamborghini Diablo has a wide wheel base and a very low Centre of Gravity. It will not roll until 75°.



mass, which inevitably gives you a lower CoG, shorter distances between mass centres and roll centres i.e., shorter moment arms-good for reducing lateral weight transfer due to body roll of sprung mass, lower roll centres, wider track, and longer wheelbase. Quite often in the process of making these modifications you may find they work 'against each other' and there are compromises and disadvantages to each change/adjustment you make. Its these changes and results to the handling/performance I would like to hear about from your own works.

5. Keep the tyres in contact with the road

It's important that the tyres stay in contact with the road at all times, i.e., the forces accelerating the mass of the car versus the reaction forces of the ground are good. Wheel rates, which are the result of the spring rate and the force and motion of the suspension, are the rates of vehicle stiffness. Adding wheel rate contributions from individual suspension components result in the total wheel rates and vehicle stiffness. Spring rates alone mean nothing as a measure of vehicle stiffness and they can be very misleading; it is wheel rates that matter.

On the WWW there are a few tables which can guide you to building the 'right' suspension using both factory and aftermarket front coils, front anti-roll bars (ARB) and rear leaf spring rates and resultant wheel rates and roll stiffness's for nominal Spitfires and GT6s.

I hope the above is of some use? If not let me know what you want to hear more about. I hope to receive your stories on vehicle modifications and more importantly did it work?

Steve.

Spitfire MK III 50th Anniversary T Shirts



P & P
0.7kg



M,L,XL,2XL, Limited Edition, Ring.
SPIT 3T Spitfire MKIII £9.95
Club Shop 01858 434424

Our 'BEST' Deal In CLASSIC CAR INSURANCE

Looking for a **NEW** policy or just a great deal on your **RENEWAL**, our classic car policies deliver exceptional cover at very affordable premiums



Single Car Policies from **£75**
Multi-Car Discounts up to **50%**
Modern & Classic Cars on One Policy
Special Rates for Collections

FREE Agreed Value
FREE Breakdown & Recovery
TSSC Member Discounts
Various Mileage Options



PBIS only uses High Quality Insurers.

Terms & Conditions apply

Classic Car - Modern Car - Classic 4x4 - Classic Bike - Classic Military - Classic Commercial

30 YEARS OF QUALITY CLASSIC CAR INSURANCE

01376 574000

www.peterbestinsurance.co.uk

 **PBIS**
PETER BEST INSURANCE



Authorised and Regulated by the Financial Conduct Authority

e-mail. guy@bondequipe.org

Guy Singleton



The Year has gone!

N

ovember - where has the year gone? I must try and make better use of the Summer. This year (fortunately in some

new telecoms gallery, it's amazing how much that technology has moved on even in our lifetimes.

There were 4 Equipes there, Bob's Convertible, his wife Jane's 2+2, a Red Convertible - sorry I did not get the owners name and our 2+2. The red Convertible was a car I had seen for sale on the

ways I suppose, given that I am self employed) work has rather got in the way of both working on and using our cars. Anyway, no good moaning, must look on the bright side, another year is approaching and a miracle might happen - I might have money and time!!!

Suzie & I went to join Bob Buckby at the Milton Keynes Museum on Sunday 17th the forecast was inclement so we took the 2+2 rather than the Convertible, which was a good call as I rarely drive the Convertible with the roof up not least because it really needs replacing (the usual problem - I have the new hood somewhere but have not got round to doing the job.) Anyway we had a very good day, the museum is well worth a visit and had been extended since our last visit a few years ago.

We both thoroughly enjoyed the

internet a few years ago, and looked very good in the flesh, the interior had been re-trimmed in brown

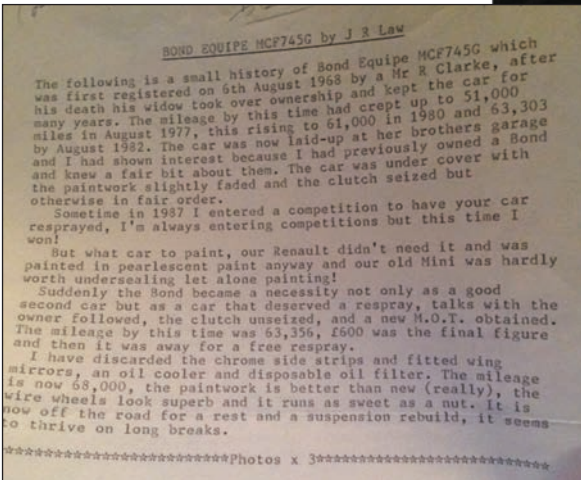




The mileage by this time had crept up to 51,000 miles in August 1977, this rising to 61,000 in 1980 and 63,303 by August 1982. The car was now laid-up at her brothers garage and I had shown interest because I had previously owned a Bond

leather and looked very nice.

Bob sent me a note shortly after the meeting that there is a 2 litre Coupe for sale, as the owner has lost his storage. The car has, I believe, been off the road for about 20 years so will need some re-commissioning. If you are interested please let me know and I can put you in touch with the owner, who also sent a copy of his display notice which makes interesting reading - a free respray that's just what I need at the moment (or maybe rejuvenation!)



and knew a fair bit about them. The car was under cover with the paintwork slightly faded and the clutch seized but otherwise in fair order,

Sometime in 1987 I entered a competition to have your car resprayed, I'm always entering competitions but this time I won!

But what car to paint, our Renault didn't need it and was painted in pearlescent paint anyway and our old Mini was hardly worth undersealing let alone painting!

Suddenly the Bond became a necessity not only as a good second car but as a car that deserved a respray, talks with the owner followed, the clutch unseized, and a new M.O.T. obtained. The mileage by this time was 63,356, £600 was the final figure and then it was away for a free respray.

BOND EQUIPE MCF745G by J R Law

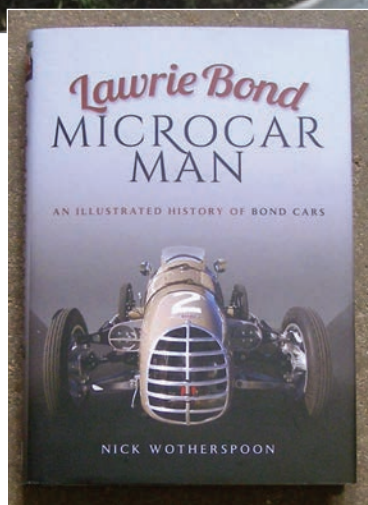
The following is a small history of Bond Equipe MCF745G which was first registered on 6th August 1968 by a Mr R Clarke, after his death his widow took over ownership and kept the car for many years.



I have discarded the chrome sidestrips and fitted wing mirrors, an oil cooler and disposable oil filter, The mileage is now 68,000, the paintwork is better than new (really), the wire wheels look superb and it runs sweet as a nut. It is now off the road for a rest and a suspension rebuild, it seems to thrive on long breaks.

Finally - to those looking for a Christmas present for a Bond Owner I recommend Nick Wotherspoon's new book - "**Lawrie Bond, Microcar Man**" this is a very good read with many interesting facts about everything Bond. It's available from Pen & Sword books (www.pen-and-sword.co.uk), ISBN 9781473858688 at £24.00.

Guy



WINTER PRODUCT

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

Car De-Humidifier

Reusable in car dehumidifier, this handy little product will help those with cars that have misted up windows.

When Spot turns pink just pop it in the microwave for 6 minutes and it is ready to use again and again.

These are **£11 Inc. VAT**





Insurance solutions*
for classics and more.

Proud Insurance Partners



CLASSIC + MODERN CAR
CLASSIC + MODERN BIKE
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
SUPPORT VEHICLE



At FJ we understand that every classic vehicle owner is different and with **FJ+** enthusiasts can build their policy from a range of cover options* including **breakdown, agreed value, salvage retention** and **spare parts**.

Call our friendly UK team for a quote.

0333 207 6080

or visit: **footmanjames.co.uk**

Triumph Sports Six Club Scheme*

- Up to 10,000 miles available (drivers aged 25+)
- Classic policies for young enthusiasts (18+) doing low mileage



**Footman
James**

Part of the Towergate Group



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FP COGE701.10.16

International Liaison

e-mail.

international-liaison@tssc.org.uk



Dave & Jo Beardsley

France & Belgium Trip

As we draw into Autumn, the event season is almost over for us in the UK, but for the lucky folks south of the equator, their season is just beginning.

This month we have a report from a UK member, **Steve Hall**, of his travels into France and Belgium in a Spitfire and Herald. Sadly, Steve didn't give us much detail of his cars. The Spitfire (FLY239J) sports what looks like a GT6 Mk1 bonnet, but not sure if it has the 'lump' under the bonnet bulge. The Herald (AUJ716A)

before re-fuelling.

Steve and partner Janet have participated in many continental trips over the years and thought that we would be interested in reading their story about a rally in late June this year. They were accompanied by their friend Dave in his GT6 Convertible.

Steve takes up the story;

"We opted for the Newhaven-Dieppe Ferry as our planned journey was to Normandy, to be exact Honfleur. As many of you know the French roads are like billiard tables. We don't break any speed records just potter along at a



appears to be an early-ish 1200 Convertible (but I'm sure others will correct us). The Herald is fitted with an additional 7 Gallon Tank in the boot opposite the standard one thus giving 12 Gallons of fuel and approximately 500 miles

leisurely 50-55MPH.

My partner Janet had booked us into a super motel and included in the tariff were garages with the up and over doors controlled by a zapper, thus security was 100%.

INTERNATIONAL LIAISON



The journey outbound was trouble free as was the return to Dieppe. However, having taken a bag full of euro coins to pay the tolls resulted in

I must tell you getting off of the return ferry at Newhaven we all knew we were back in England. Pot holes and traffic queues, the

about 20 minutes waiting for a lady to accept cash and open the barrier. I swear there must have been 20 plus French cars in our queue. You can imagine the comments we had.

Finding the hotel was no problem and our potter around Normandy was excellent.

Wherever we went the cars were waved at and cheered. The week went too quick.

Dartford Crossing back to Essex was a nightmare. It took us 2 hours to travel 8 miles.

Good job the cars had additional electric fans fitting, it was a case of avoiding bumping the vehicle in front, clutch – brake, clutch – brake and keeping an eye on the temperature gauge.”

As always, if you have made interesting trips overseas, or if you are overseas, interesting trips, wherever you went, we would love to hear from you. Include some photos and

we'll do our best to include them in a future Courier.

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

Dave & Jo



a mistake. All tolls are now just a case of inserting a debit or credit card. We had fun deciding which slots to insert the card. At the Normandy Bridge (pictured) you don't want to know the problems we had, we waited for

YORKSHIRE TRIUMPHS

A WELCOME RETURN TO GOOD OLD FASHIONED CRAFTSMANSHIP

It's our aim to keep Triumphs on the road, preserving them for generations to come. From a minor repair to a full restoration, we have decades of experience delivering the highest quality work & great value for money. We'd be delighted to have you join our long list of satisfied customers.



Peter Johnson

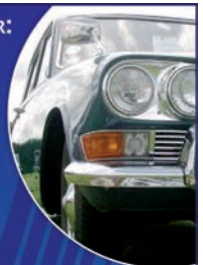


TR4-8
Spitfire
Stag
Herald
2000/2500
GT6
Dolomite

01405 839420

YOUR SPECIALIST FOR:

- RESTORATION
- BODYWORK REPAIRS
- ENGINE BUILDING
- PAINT & TRIM
- ELECTRICAL
- TRIUMPH & ROVER V8
- MECHANICAL UPGRADES
- USED & RECON PARTS
- CAR SALES



FOR THE FULL STORY, VISIT:
www.yorkshiretriumphs.co.uk

Big Saloon Register



Paul & Carl Swanson

e-mail. carlswanson@btinternet.com

Carl Swanson

Winter Preparation

Hello, I hope this edition of the Courier finds you and yours well. At the time of writing, it's been a lovely sunny day, quite warm, so ideal for doing a little work on my 2000 for winter time. I like to try and ensure every painted part has a coat of polish on it! I do also make a point of taking it for a run every few weeks when dry and salt free. Today being one of those days. I live close to the M40, and have a slightly unusual set up with two junctions within three miles of each other! It makes a perfect run though, as head off on the 30mph road, then that turns into a 50 mph, but to 30mph through the town, and back up again to the duel carriage way, ultimately onto the M40 as I like to have the oil and brakes amongst other things with a good amount of heat before the motorway. I run with the head lights on to give the alternator some work, and to ensure current is going through the whole car to keep them in working order. Plus, it gives me a smile with the big six cylinder motor being pushed on a bit through the Chris Wittor stainless steel exhaust! I have a garage but not big (or clear) enough

for the 2000. I have tried covers in the past, both 'budget' and 'wow, really' ends of the costs. I found both a pain with often coming away and flapping so would set off my security light on the drive! I also found moisture would be trapped, and damage the paint or cause damp within the car and mould would start. So, hence the good quality wax and keeping the quarter lights open just ajar



to allow the moisture through and out.

Anyway, I am sure you have your own way to brave your car though the winter. If you have any tips for the rest of us, please let me know so I can share them around. Also, as I have said before, please send me pictures / stories of your big saloon. They don't need to be in the splendid condition of Bills' car that

BIG SALOON Register

was on the front cover of last month's Courier!! My father was very much one for it wasn't the condition of the car, but that fact it was still being used and looked after as many had been sent on their final trips to the scrap yard.

Speaking of my Father, I did say I found his own notes on his days of being a Motorway Police officer with the Leicestershire & Rutland constabulary. This was sent in, back in 2009

Motor Patrol Police "Pi"



so if you have read it and remember it, please accept my apologies for a repeat, plus you have a stunning memory! For those more like myself, this is the first part..

'I thought now the TSSC is the umbrella for all Triumph cars, I might share some memories from earlier days. I was a Motor Patrol Police Officer in the Leicester and Rutland constabulary in the very early 1970's and I drove Triumph 2.5Pi's saloons & estate cars.

The estate cars were used on the M1 motorway & were full to the brim (rear seats removed) with equipment & tools. This unfortunately slowed them down quite a lot. The most you could get out of them was 115mph, which, when you were on the way to a serious traffic accident felt very slow indeed!

When I was on one of the driving courses for

the Force we were given 2.5 Pi saloons. These proved very quick, they would reach 140 mph on the calibrated speedo. This speed was achieved when one of my fellow students was driving (we had three students in each car & instructor) he was nicknamed 'lead foot Lennie' for his ability to ring the last possible mph out of any of the cars when it was his turn to drive.

I remember sitting in the rear seat with the other student & both of us tightened up our manual lap belts and both of us looked suitably pale! My lasting impression of that trip, at that speed, was that the cars we were passing were stationary and the trucks were travelling in reverse! This may seem a bit tame now when virtually any modern car is capable of reaching a 100mph but in those days, we were really shifting! There was a rumour at the time that SAH had

been 'breathing on the student cars' but none of the instructors would deny or confirm this.'

More next time.

As a closing note, November has the important dates (depending on your view) with the 11th and 5th being the major dates.

I also give a reminder that we lost Richard Burns, the World Rally champion 25th Nov 2005 when he was 34 years old. The link being when I was around 13, I found the Under 17 drivers club that my Father would take me to and allow me to drive his car! Richard was a member of that club at the same time as we were born in the same year, and he started driving his Fathers Triumph 2000 at 12 years old. Take care,

Carl

Area Showtime Special



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



New Year Run 2017

By Colin Wright (Derwent Valley Area AO)

The New Year Run has been an annual event for many years now and attracts between 30 and 40 classic cars of all makes. Organised jointly by the Notts and Derwent Valley

Areas it is usually held on the first Sunday into the New Year and 2017 was no exception. On Sunday 8th January cars gathered at Sainsburys in Ripley and everyone was treated to more than an eyeful of Colin and Roger in their skin tight Bobsled suits as worn in the film Cool Runnings.

After the drivers briefing 39 cars set off into



Best decorated



Cool Runnings

Derbyshire's winter roads. Thankfully the day was cool but dry.

Shortly after setting off we had our first and only casualty of the day. A brown Dolomite belonging to Neil Spencer despite driving without too many issues from Leicester and Rutland decided it had had enough so they had to return home.

Enjoying the day were the Ingram family. Grace and Olivia were having running commentary from their mum Elaine. "Oh look there's a sign for Hilton. There is a place near your Grandma's called Hilton. There must be two of them." A short while later..."Oh look



Cheque Presentation

there's a sign for Hatton. There is a place near your Grandma's called Hatton. That's a coincidence, there must be two of them." At the next junction..."Oh look there's the Salt Box Café, we are near your Grandma's". So as a loving family they diverted of the route to visit their Grandma.

Meanwhile back at the midway stop we were scratching our heads because Network Rail had decide to close the railway crossing for repairs and the diversions were not clear. We could actually see the midway stopping point from the railway crossing. There was only one thing for it - phone as many navigators as we could and pre-warn them of the closure and redirect them. For some we were successful. For others it was mayhem.

It was the first time we have used Mercia Marina as the midway stop and everyone took advantage of the break to enjoy a coffee, look around the shops and admire the narrow boats. At 1pm we got word the railway crossing was reopened and off we set on the second part of the route heading north back towards where we had started from, Ripley.

At the end of the run we finished at the Village Inn at Marehay where over 50 people indulged in a Sunday carvery lunch followed the usual raffle and prizes for the Best Dressed which went to Nigel and Di. The Best Decorated Car was awarded to Mike Mayfield.

Our chosen charity was the Phoenix Children's

Foundation and we raised £220. A small group from Notts Area and Derwent Valley had the pleasure of meeting them at their stables in



'POLOS!'

Packington when we presented the cheque (except Nigel and Di who broken down on route). Some of us just enjoyed the company of the animals whilst others were put to work grooming them. We also discovered that if you have Polo mints you are a pony's best friend.

Well you might be pleased to know that we are doing it all again on **Sunday 7th January 2018. Once again meet at Sainsburys in Ripley (DE5 3QP) at 10am for a 10:30am start.** A completely new route and different halfway stops and finishing point. Sunday carvery lunch will be available at the end of the run. If you want to dress up (as I know you do) the theme is....

'BACK TO SCHOOL'



Silverstone Classic 2017

By Nigel Hawes (Northants Area AO)

Here we are again November and I'm already planning for next year's Silverstone Classic. As some of you may already know at this year's event I was only there for half a day on the Friday, before travelling to Cornwall for my Nieces wedding. As much as I think the Classic is the best event of the year there was no way that I would miss her wedding. The clash only arose because Formula 1 decided to change the date of the Grand Prix which had a knock on effect to us, so be aware that the dates are provisional until around December.

As usual we arrived on Thursday to set up which made for an interesting time, given that the wind was gusting around 25 mph but we managed to get the marquee tied down and ready for the weekend. I only find out about two



weeks before where we will be situated and this year we had a hard standing between Aston Martins and Maseratis. Fine company



indeed and friendly too. At one point we had a bit of a Russian invasion as we made room for 4 Volgas that had driven across Europe to get there.

This year, as last year, I have made efforts to get the advert and booking code ready for this magazine, although I have just been informed that super early bird ticket sales were launched on 16th October,

Silverstone Classic 2017



which gives last year's prices until the end of the year if they do that again next year I'll have to push for the add in September. This worked well last year as I believe that one of our members, Alan Malley, may well have been the first person to book, unfortunately there was no prize for this, sorry Alan. This year there is a prize draw for early bookers.

It was good to finally meet Peter Shaw who was easily the furthest travelled visitor to our display having come all the way from New Zealand. He came over to see the home of his ancestors and found that the Classic was on at the same time.

During the short time I was there, I managed to get down to the International pits and see a few of the race cars. It was good to see the return of the celebrity race and the Austin A30/35s looked remarkably shiny, unfortunately, having seen the footage on the TV, a couple of them landed up on their roofs and the drivers were perhaps more competitive than their skill levels would allow. Good fun for spectators though.

We were able to have a parade lap this year for the 40th anniversary of the club and the 50th anniversaries of the Spitfire Mk111 and the Herald 13/60. Jane Rowley was kind enough

to take care of this in my absence and thanks to her for doing so. It is always good to see how our membership pulls together to help out at Silverstone and thanks must go too everyone that did so. Jane has written a piece for us as follows.

As the Triumph Sports Six Club is 40 this year, Nigel had applied for and got approved a parade lap for any Triumph in our Club. These



laps have to be organised well in advance and have to be approved, so well done Nigel, you did really well 'cause it was brilliant.

Definitely one of the highlights of the weekend was to take up the opportunity to take your Triumph around the Silverstone Track. But first I had a few duties to find out what we had to do and how it all works.

Charlie (from the Silverstone organising committee) was most helpful, I had brought a



load of forms with me and we all needed to sign - drivers and passengers and swap them



out for the wrist band to enable entry at the given time.

With everybody all signed up, and the correct amount of wrist bands collected and given out, there was an allotted time to be by your cars and surprisingly everybody turned up on time to be led over to the 'holding area'. There are

about to go on but no we had to wait for the MX5 club. Our pace car a Maserati, finally pulled out on to the track and still waited but this was great, whilst it is only a parade lap, by waiting he gave them plenty of space so the throttle monsters at the back (you know who you are!) had the opportunity



different holding areas, but from where the TSSC stand was we went to one that was



trackside, so whilst we had to wait for over an hour, we had a great view of the Touring Car race that was running. Also, depending where you are put on the track, sometimes you only get a part circuit, but from this vantage point we were going all the way

When led out we all got excited that we were

to have a reshuffle of the order of play. Everybody behaved impeccably, and so did their Triumphs we all had a blast it was great to all be out on the track together, quite an experience. There were some big smiley faces when we returned to base afterwards. We did well, the weather was good, conditions were dry, the rain came later I think Tony Hadley brought it with him.

A big thank you goes to Nigel Hawes for his amazing organisation well ahead of the weekend to ensure we were all able to experience Silverstone Classic to the full.

Jane Rowley

Jane Smart has also written a piece about her experience at the Classic:-

The Club Stand was busy throughout the weekend. The busiest day being Saturday due to the impending Parade Lap of 50 cars containing 103 happy drivers and passengers.



With stunning Club examples of the 13/60 and Vitesse flanking the marquee to celebrate the Anniversary and a superb display of all Spitfire marks, the Stand looked impressive once again this year. Not to mention the huge variety of Club vehicles parked up, each one the pride and joy of it's keeper and rightly so.

The Stand attracted not only existing Club members but potential new ones and visitors from fellow marque appreciation Clubs showing an interest. We had a visit from Anglia News on Friday. We also managed to hook up one visitor to the stand, who had

and put the kettle on!

A truly buzzing stand all weekend.

When we did leave the stand we spent some time in the National Pits and I even got to watch a race from the BRDC Hospitality Suite courtesy of an old friend.

As usual, Silverstone Classic had something for everyone. Our children, now old enough to explore without us, found plenty to do while we were busy on the stand. With the fair-ground area, big wheel, racing simulators, RC cars and Jaguar thrill rides all free of charge they were happy. Not to mention the live



lovingly restored his Dolly Sprint a few years ago, with its latest new keeper.

I lost count of the times I filled the water carrier

racing and (now traditional) freebie hunt.

Finally, I must say our Northants Area Silverstone Crew and all those other members



who lent a hand were amazing, from a sterling job setting up, parking up the display cars each morning, manning the stand, assisting with the logistics of the parade lap, dismantling

be nice to have a few European members visit Silverstone next year to experience the scale of the British Classic Car scene, as I have mentioned previously one day is not enough to



take it all in and most of our members return year after year.

If you need any info on the Silverstone Classic first take a look at silverstoneclassic.com if your questions are

the stand and everything in between.

Go Team Silverstone!

Jane Smart

Thanks to team Jane for all their hard work and everyone that contributed to making Silverstone Classic the event that it now is.

For up to date information join "TSSC Silverstone Classic" on Facebook. As much as we write in these articles it is impossible to portray the atmosphere that surrounds Silverstone Classic.

Having visited Spa Classic and intending to travel to the Le Mans Classic next year it would

not answered there contact me **Nigel Hawes** (Northants AO) my details are in the Courier.



Hope to see you at Silverstone Classic 2018!

Jane, Jane & Nigel



*"We just couldn't believe the access.
It changed it from being an event we went to
watch to one we felt like we were part of"*

2017 visitor

**All-inclusive tickets are
fabulous value, providing:**

- A packed schedule of historic motor racing on the famous GP circuit
- Full access to the paddocks – get close to the cars and talk to the drivers
- Great viewing from the grandstands and on the big screens
- The chance to display your car with like-minded enthusiasts inside the event when buying a car club package.
- Live music on Friday & Saturday evening
- A vintage funfair & much more!

... all included in the ticket price!

Use **our** official club booking code.
The Super Early Bird price applies until 31 Dec

18001CCD



/silverstoneclassic @silverclassic @silverstoneclassic /silverstoneclassic

Car club packages for 2018 are available at 2017 prices until 31 Dec
Book today at: www.silverstoneclassic.com/clubs

Official Partners



ADRIANFLUX



Official Charity



Notts TSSC and Derwent Valley's

New Year Run

Sunday 7th January 2018

Meet at Sainsburys car park Ripley (Postcode DE5 3QP) from 10am for a 10:30am start.

All makes of classic cars and modern cars welcome.

This year's fancy dress theme is '**Back to School**' so dress appropriately
– you wouldn't want to get detention !!!



Why not decorate your cars too?

Entry Fee is only £5 per car.

All proceeds go to 'The Phoenix Children's Trust' our chosen charity for 2018.

Sunday Carvery Lunch is available at the end of the run.

For more information contact:

Nigel Hill – 07976 163006 or nigel.hill@hotmail.co.uk

Roger Buck – 07970 619 149 or roger@derwentvalley-tssc.org.uk

Colin Wright – 01773 531 580 or colin@derwentvalley-tssc.org.uk

TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



Spitfire



MKIV 1972. Extensive bodywork, all new panels / respray (excellent). Rebuilt engine / clutch / unleaded fuel (superb). Refurbished seats / interior (classy). TSSC valuation £10,000. Electronic ignition, new tyres. £7,995. Desmond Berriman (Cornwall) 01208 814109



MONSTER for reluctant sale. Spitfire Mk3 body, GT6 running gear, 2500 cc engine (150bhp) Wire wheels. Hardtop. New MOT. GT6 Mk1 dashboard. Needs a little TLC. Owned 30 years. £6,995. Apf67 (KT1 22JA) 07496 100409.

Vitesse



1970 MK 2 CONVERTIBLE/OVERDRIVE. Superb car in Valencia blue. Chassis up rebuild mid 90 Fitted electric ignition and brake servo. New suspension and new battery. MOT June 2018 £9,995 Graham Dean (Halifax) 07796 447140



MK2 CONVERTIBLE. Overdrive for renovation. Renovation project for this scarce model. Non-Runner unused for 31 years. inc. Tonneau First Reg. 1970. Spare bonnet available by separate negotiation. Offers over £1500 J Daisy (St Neots Cambs) 01480 475120.

Herald



13/60 CONVERTIBLE. 29,000 miles & 3 owners from new. Never welded. New MOT. Kept in garage all its life. Full history known. Needs carpets. Very Original. Ideal to spend time on & and take to shows. Insurance valuation £7,500. Very rare original un-molested car. £5,995. Pete Wright (Sutton Surrey SM2 7PN) 07758 233070

13/60 CONVERTIBLE Genuine 1969 convertible in good restored condition. Full engine rebuild and new black hood in 2011 damson paintwork minilites electronic ignition MOT July 2018. £4,400 Andrew Stone (Derbyshire) 07510 521497.

CARS WANTED

VITESSE CONVERTIBLE WANTED. Prefer nice condition original car must be CV number, with "O" overdrive preferred. Consider anything at the right price good /bad/ or ugly, call me on 07876 616886 (9am to 9pm please) Russell Johnson (Hampshire)

**TSSC MEMBERS
YOU CAN NOW PLACE
YOUR FREE ADVERT
ONLINE AT
www.tssc.org.uk**



TSSC HQ



**Christmas Open Day
Sunday 3rd December**



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

Sunday 3rd December 10.00 am to 4.30 pm *Don't miss it this year!*



**TSSC 40th
Anniversary Display
Stand 4-455**

**TICKETS NOW ON SALE!
BOOK NOW TO RECEIVE YOUR WEEKEND CLUB DISCOUNT***

SINGLE £21.50* QUOTE CODE: CSCMS17

FAMILY £48.00* QUOTE CODE: CFCMS17

NECCCLASSICMOTORSHOW.COM

CALL 0871 230 1088*

PARTS 4 SALE

MIKE PAPWORTH. GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopenworld.com (Trade)

RB MOBILECLASSICS. Highest quality recon driveshafts. All models non roto small chassis car £97.50. Rotoflex rebuild using Churchill tools to customers specifications inc CV conversions, from £230. Mobile servicing, pre mot, electrical, repairs, rebuilds. Modern cars serviced also. All Yorkshire area covered, based Nr Selby. Contact Richard on 07766 354449 or 72stag@gmail.com (trade)

SPITFIRE MKIII ALEY ROLL BAR. Used on car for just 18 months. £75. Grahame Bellamy (Peterborough) 01733 261787.

SPITFIRE 1500 PARTS - 1977 hard top--needs attention. 5 wheels plus original centres/buyer collects. £150 the lot. Donald Nisbet (South Lincolnshire nr Spalding) 01406 362752.

SPITFIRE IV/1500 SUSPENSION. N/S & O/S Vertical Links with Trunnions and Superflex Bushes. All Brand New. Unwanted due to non Trunnion set up. £170 Peter Lowden (Berkshire) 07824 903276.

TRIUMPH ADVERTISING POSTERS. Large collection of Triumph advertising posters. 22 all framed, A4 Size. Plus large STAG Poster 3ft 2" x 2ft 1". Offers. Michael Cohen (Wrexham) 01978 359263.

FRONT QUARTER OF CHASSIS. JUST the front quarter of a Spit MKIII Chassis. (Ideal crash repair) Rust free, Clean, Straight. Pictures available jimstar23@hotmail.com £50. James (Lutterworth) Tel: 07939 214425

2500'S / STAG ALLOYS & SPITFIRE FLOOR For refurbishing. 4 for £50. 8 for £80. Spitfire 1/2 floor panel (unused). Drivers side. (908900 RH) £90. Can deliver within Norfolk. Kevin O'Grady (Norwich) 01603 405550.

SPITFIRE IV SEAT BACK - SQUAB. Unused purchase. Also fits 1500/GT6 MK3. £25 plus postage. Alan Whittaker (Hampshire) 02392 368396.

STAG FUEL PIPE KIT. New Old stock Bargain. Automec Fuel Pipe kit for Triumph Stag. Half to Clear. £25. TSSC Club Shop (Leics) 01858 434424 option 2.

TR4. FUEL PIPE KIT for HS6 carbs New Old Stock Bargain. Automec Fuel Pipe kit for HS6 TR4. Half Price to Clear. £25. TSSC Club

Shop (Leics) 01858 434424 option 2.

TRIUMPH 2000 NOS BRAKE PIPE KIT. New Old Stock Bargain. Automec Brake Pipe kit for HS6 TR4. Half Price to Clear. £25. TSSC Club Shop (Leics) 01858 434424 option 2

VITESSE & GT6 (up to Com No KE1) BRAKE SHOES New Old Stock Bargain. Reduced Price to Clear. £15. TSSC Club Shop (Leics) 01858 434424 option 2

SPITFIRE MKIV 1500 TONNEAU COVERS BLACK VYNIDE (with Headrests) New Old Stock Bargain. Reduced Price to Clear. £65 whilst stocks last. TSSC Club Shop (Leics) 01858 434424 option 2

HERALD/VITESSE TONNEAU COVERS BLACK VYNIDE New Old Stock Bargain. Reduced Price to Clear. £65 whilst stocks last. TSSC Club Shop (Leics) 01858 434424 option 2

PAIR SPITFIRE MK 1 to 3 & MKIV/1500 UPGRATED POWDER COATED SPRINGS New Old Stock Bargains. Reduced Price to Clear. Whilst stocks last. £35 PAIR. TSSC CLUB SHOP 01858 434424 option 2.

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!



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

The Club Shop will be attending the following Shows
Restoration Show & Great British
Autojumble
Stoneleigh Park, Warks CV8 2LG - NOV 5 Sun

Lancaster Insurance
Classic Motor Show
NEC Birmingham - NOV 10, 11, 12, Fri, Sat, Sun.

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

INSURANCE PANEL

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

Footman James
0333 207 6080
www.footmanjames.co.uk

Heritage Insurance
0121 248 9280
www.heritage-quote.co.uk

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

Peter Best
01621 840400
www.peterbestinsurance.co.uk

THE TSSC CLUB SHOP E-MAIL
CLUBSHOP@TSSC.ORG.UK
WWW.TSSC.ORG.UK

★ **SECURE ONLINE ORDERING**
★ **ORDER CONFIRMATION VIA E-MAIL**

PARTS WANTED

WANTED - ANTI ROLL BAR AND DASH SUPPORT ARCH BRACKET. If you can help with the above I'd be very grateful. e mail allthebraces@hotmail.co.uk or text is best, thanks Nick Bracey (Wiltshire) 07842 226032.

WANTED TAN SEAT COVERS. Tan front seats/covers for a 1360 Herald/Vitesse.

Please call/text Kev. Kevin Bradbury (UK) 07889 887876.

TOW BAR/ELECTRICS WANTED for Herald / Vitesse. Bivvyman (Bury St Edmunds) 01359 231739

YOU CAN NOW PLACE YOUR FREE ADVERT ONLINE AT www.tssc.org.uk

Free Colour Ads!
MEMBERS ONLY, can advertise **CARS & PARTS** for Sale in the Courier Classified section (with Colour CAR Photo) **FREE OF CHARGE!**
This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.** A current Membership Number must be supplied on the form which is on the **BACK** of your Courier Address Label!!! or Place advert Online at www.tssc.org.uk

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

TRIUMPH TRADE SERVICES

Office 01592 722999
PARTS DEPOT & FAX
01592 722666

131 JAMPHLARS ROAD
CARDENDEN FIFE
SCOTLAND

CHIC DOIG
SPORTSCARS

CONTACT THE EXPERTS
SCOTLAND'S LARGEST
MG & TRIUMPH
DEALER

FAST MAIL ORDER SERVICE
FROM A BOLT TO A BODY SHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU
WHATEVER THE CAR TYPE

VISA DELTA

Bristol MG Workshop

Since 1980!

Everything for your TRIUMPH!

Servicing
Repairs
MOT
Trimming
Bodywork

Contact - Bristol MG Workshop Limited
Unit B5 Badminton Centre, Station Road, (Next to Yate Station)
Yate, Bristol, BS37 5HT. Telephone - **01454 501814**
E-mail - enquiries@bristolmgworkshop.com

Shop CATALOGUE
Have You Got Yours?

TRIUMPH CLUB SHOP

PARTS ACCESSORIES & REGALIA

JEP 234D

ALL PRICES SHOWN INCLUDE VAT

2017

TRIUMPH SPORTS SIX CLUB LIMITED
THE CLUB SHOP - SUNDERLAND COURT - LUBENHAM
LEICESTERSHIRE - ENGLAND - www.tssc.org.uk

E-Mail : clubshop@tssc.org.uk and request a copy
Visit the Club Shop and Save Postage at TSSC HQ
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
or order all products Online 24/7 at

www.tssc.org.uk

Herald 13/60 50th Anniversary T Shirts



P & P
0.7kg



M,L,XL,2XL, Limited Edition, Ring.
HER 13T Herald 13/60 **£9.95**
Club Shop 01858 434424

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £49.00
Young Member (Age 17 to 25) **£24.50**

Direct Debit Worldwide Membership & Renewal
(From UK Bank Account Only) **£44.00**
Young Member **£22.00** (Age 17 to 25)

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

TSSC MEMBERSHIP INFORMATION PACK

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

TSSC INSURANCE

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

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

LANCASTER INSURANCE
Tel: 0800 013 0080

HERITAGE CLASSIC CAR INSURANCE
Tel: 0121 248 9280

PETER BEST INSURANCE SERVICES
Tel: 01621 840400 / 01376 573033

VALUATION SERVICE

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

TSSC LIBRARY

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

CLUB SHOP **e-mail: clubshop@tssc.org.uk**

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

MAGAZINE COPY DATE

All magazine material must be received
BEFORE 8th of each month prior to the month of publication.

DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.
TSSC, Sunderland Court
Main Street, Lubenhams, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS **e-mail: accounts@tssc.org.uk**

Trudi Prettyjohns
TSSC, Main Street, Lubenhams, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER **e-mail: info@tssc.org.uk**

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

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

HERALD 948/1200/1250

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

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

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG

Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: spitfires@cadley.org.

SPITFIRE Mk IV/ 1500

Steve Payne, 47 Tiverton Drive, Horeston Grange. Nuneaton. Warks. CV11 6YJ.

Tel: 07885 449609 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA

Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk
http://cook1e.blogspot.co.uk/

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: guy@bondequipe.org

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

Carl Swanson, 55 Heath Rd, Beaconsfield,
Buckinghamshire HP9 1DG.

Tel: 07788 436167 e-mail: carlswanson@btinternet.com

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@tssc.org.uk

TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA

Tel: 07766 10615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

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

Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath,
West Sussex RH17 7AQ

Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

David Chapman, **e-mail: david@amphicar.com**

Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARIES

Dave & Jo Beardsley,

4 Short Close, Warrington, Peterborough. PE8 6WG.

e-mail: international-liaison@tssc.org.uk

YOUNG MEMBERS CO-ORDINATOR

Chloe Parker TSSC HQ, Sunderland Court, Main St, Lubenhams, Leics. LE16 9TF

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

TSSC TRIUMFEST UK EVENT MANAGERS

TSSC HQ, Sunderland Court, Main Street, Lubenhams, Leics. LE16 9TF

Tel: 01858 434424 e-mail: info@tssc.org.uk

AREA LIAISON OFFICERS

Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.

Tel: 07976 163006 e-mail: nigel.hill@hotmail.co.uk

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.

Tel: 01527 894125 e-mail: pro@tssc.org

November 2017



Contents

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



**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
------	------------------	---------	--------

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	Six Bells Inn, Broadstreet Common, Peterstone CF3 2TN	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.
-------------------------	-------------------------	--	---------------

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 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Moody Mare - Seven Mile Lane, KENT. ME18 5QY	Last Tues 7.30pm
NEWBURY	Lloyd Garvey: 01635 255159	The Royal Oak, London Rd, FLIMWELL. TN5 7PJ	Last Wed at 7.30.
SOUTHERN SURREY	Mike Goolding: 01252 722432	The Cottage, Bucklebury. READING. RG7 6QJ	2nd Wed. 7.30pm
EAST SUSSEX	Clifford Darby: 07900 657176	Fox & Hounds, Donnington. NEWBURY. RG14 3AP	4th Wed. 7.30pm
WEST SUSSEX	Ian Gordon: 01273 813691	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
THAMES	Nigel Ayre: 01403253034. Mickey Hazell: 07773 623807	Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	Last Tues. 8pm.
		The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
		George & Dragon, Dragons Green - HORSHAM RH13 8GB	3rd Thurs Eves.
		Fairmile Inn, Portsmouth Rd, Cobham KT11 1BW.	1st Thurs. 8pm
		George Inn - 29 Windsor Road, WRAYSbury. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrighton: 0744 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 Nigel Kenneison: 07804 731599	Claycutters Arms, Chudleigh Knighton TQ13 0EY	3rd Wed. Eves.
NORTH DEVON	Darren Groves: 07806 351499	Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Martin Hughes: 07760 384236 Derek Giles: 01934 515376	Aviator Inn - Staverton, Gloucs Airport. GL51 6SR	3rd Mon. 8pm.
SWINDON	Guy & Suzie Singleton: 01672 514241	Puriton Inn, Puriton, BRIDGWATER, TA7 8AF	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	The Village Inn, LIDDINGTON, SN4 0HE	3rd Weds. 8pm
		Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

OVERSEAS Contacts		
COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	Randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	Stefan.vanendijk@purolator-afg.com
DENMARK	Richard Powney	richardpowney@gmail.com
GERMANY	Hans George Stumpf	hgs-systems@onlinehome.de
GREECE	Soulis Papathanasiou	Soulisshellas@gmail.com
FRANCE (Brittany)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
ITALY	Pietro Noe	pietro_noe@libero.it
JAPAN	Shinichiro Nakano	nakanoryugasaki@yahoo.co.jp
NETHERLANDS	Edward Marinus	marinuse@ziggo.nl
NEW ZEALAND	John Etheridge	Johnhetheridge@aol.com
SOUTH AFRICA	Karl Illenberger	karl@kre.co.za
SWEDEN	Odd Hedberg	Odd@triumphclub.se
SWITZERLAND	Robin La Barre	Robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221



ALO REPORT ANDOVER . . . AVON . . . SOUTH BUCKS

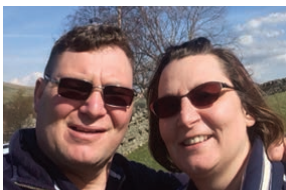
TSSC AREA NEWS

AREA LIAISON OFFICERS

email nigel.hill@hotmail.co.uk

Tel. 07976 163006

November is that part of the year that we need you guys as area organisers to have your Area Registration forms filled in, signed by two members of the Triumph Sports Six Club then either email us on



nigel.hill@hotmail.co.uk or post it to us as soon as possible. (Address in Courier and on back of Form) It is very important for all areas to be registered as you all know, or you will not be covered with TSSC public liability insurance in 2018 for you to hold your monthly meetings safely or hold events as the insurance covers yourselves and your members for any unforeseen mishaps that my occur.

We also would like to work on the new area organisers tool kit, getting it up to speed with how the club is working, so if anyone has any ideas feel free to input on the TSSC AOs website page.

Next year is already looking to be a very active camping season with new events and venues with areas, also classic Le Mans in July 2018. This is a club event and is worth the journey. Also if you're having a camping weekend don't forget you must also inform Trudi at HQ.

Any details email her.

Anyone wishing to bring AO Registration forms to the NEC we will be there or leave them with staff on the Club stand. If you have any queries please contact us on the number above. Regards

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipee.org

e-mail: spitfires@cadley.org

We had been looking forward to the Shalbourne Show this year as we have missed it the last few years due to clashes with other events so were disappointed to hear it had been cancelled due to the forecast of high winds and rain. I hope anyone who had planned to go discovered that fact before turning up. I only spotted the sign on a last run out to the Post Office in Burbage before we went to Pershore to help Guy's brother with some plumbing, however it did allow us to stay there another day getting a bit further with said plumbing.

We were joined by Robin, Ed & Kevin so a quieter evening at the Bell last month but nice that Kevin is able to drive again and could join us. The car is not yet ready for an outing but he was able to collect some door hinges from Guy to see if any were better than the one that needs replacing on his car.

Unfortunately we will not be able to get to the November meet as it's the Classic Motor Show at the NEC that weekend and we will be in Birmingham having set up ready for trading on Friday but we hope some of you may be able to get there.

We realise that the festive season is nearly among us so we need to decide where and when we would like to celebrate it as a group. As I write this we're a week away from the October meet so we will try to make a decision there and will pass the info out by email as usual. If you are not on the

Triumph South mailing list so may miss this and would like to join us then please drop us an email so that we can keep you in the loop.

Next meetings:

Sunday 5th November - Restoration Show - Stoneleigh

Thursday 9th November - Regular meet at The Bell, Weyhill, SP11 0PN

Friday 10th to Sunday 12th November - NEC, Birmingham

Guy & Suzie

AVON

Tel. 0744 3641162

email: junewrighton@gmail.com

A busy October meeting with two new members we met at Gloucester show. Good to see you and hope to see you again. Also thank you to Guy for his mention of Gloucester Retro and the accolade of TSSC constabulary! To be honest, we quickly realised that people may listen to us as we were in uniform and the police needed all the help they could get in keeping people safely out of the way while they dealt with the incident.

Staying on the constabulary theme, we were invited to attend Castle combe autumn classic event on 7 October. The day started off a bit damp but it dried up and there was some great racing including a Porsche that kept drifting off track. The marshal had a theory that green cars tend to head for the grassy zone! Bumped into Colin and Stef and a few other faces we had not seen for some time. A great classic car racing meet which is just up the road from us and getting more popular each year.

At October meeting, Dave expressed an interest in becoming AO, but final election will probably take place at the Christmas meal so if anyone else would like information about the role please get in touch or speak to the area liaison officers.

The Christmas meal is confirmed for **Tuesday 5 December** at 7.30pm at our usual meeting place - **The Wishing Well!** We voted on menu choice without knowing the location and it was a clear winner. Angie will need menu choices and full payment at the November meeting please.

See you all on **7 November**.
June

SOUTH BUCKS

Tel. 07818 052276

e-mail: varsas20@yahoo.co.uk

www.tssc.org.uk/southbucks

Hello fellow Triumphers. September saw another running of the magnificent Goodwood Revival. For only the second time ever my Stag graced the car park. As ever the run down was a real highlight, a drive I think is only rivalled by driving around the Isle of Wight in the sunshine. The hardtop did it's usual trick of turning a noisy sports car into a comfortable GT, keeping the weather and road noise out of the cabin. No where else do you see such a variety of classics actually on the road being used. The event itself was wonderful as usual, with non-racing highlights being the unveiling of the new TVR and, in the skies, the P38 Lightning. A rare aircraft I'm sure I've never seen flying before. The racing was close, hard fought and the cars were sliding about as much as they always do. My favourite race is always the St Mary's cup for saloon cars though this year's TT celebration was also fantastic, with a great battle between the fast Cobras and more nimble E-types. The surprise of the race for me was the TVR (Griffith, I think) which did very well. I'll be looking out for it next year!

The other event I attended was the Kop hill climb. This is more a demonstration run for cars and 'bikes up the hill. Timing is not allowed but it's on a public road which gives the

AREA ORGANISERS REGISTRATION FORM 2018

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

The term of office to be for one year from **1st January 2018 to 31st December 2018**, unless a duly elected substitute be registered during that time. If Areas elect **Joint** Area Organisers please **COPY** and complete a Registration Form **each**.

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

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

I Membership Number: /
as **Elected Area Organiser** wish to **REGISTER** Area
with the Triumph Sports Six Club for **2018**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

..... Postal code:

Meeting Day/Time:

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2018. Signed Date: / /

Organiser Confirmed by:

I Membership Number: / confirm that
..... has been elected by (area)
to be our Area Organiser for 2018. Signed Date: / /

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



TSSC Area Registrations.
Di Allen & Nigel Hill
32 Hollyhill Road, Selston,
Nottinghamshire. NG16 6EF
E-mail: nigel.hill@hotmail.co.uk



AREA ORGANISERS CODE OF CONDUCT 2018

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

- 1. REGISTERING YOUR AREA:** Please register your area no later than **31st JANUARY** annually to ensure you are meeting with the requisite Public Liability Insurance Cover from the TSSC (if you want a copy of this you can download the certificate from the TSSC website homepage) this is to protect the Area Organiser and the Area Members.
- 2. ELECTION:** Area Organisers duly elected by their area should have their election **CONFIRMED** by 2 separate, current TSSC members who live in the Area for which the Area Organiser has been elected.
- 3. AMBASSADOR :** Remember as an elected TSSC Officer you are an **AMBASSADOR** of the whole TSSC and should act accordingly.
- 4. POLICIES:** Support TSSC policies that will have been made and voted upon by the majority at the TSSC AGM and also in the current TSSC Rules of Association.
- 5. COMPLAINTS:** **The Area Liaison Officers** will be your first port of call if you have a complaint about the TSSC (we do not want you airing your complaint on social media or forums as this may damage your Area and your Club) most matters are easily resolved, or can be by contacting the above! The utmost will be done to resolve the issues you may have.
- 6. CONFIDENTIALITY:** As an Area Organiser anything that is sent to you via an official of the TSSC needs to be treated as confidential unless stated otherwise.
- 7. POWER FLAGS AND BANNERS:** As Area Liaison Officers we have 2 sets available for you to use at your local shows if required, to promote your Area and the TSSC.
- 8. STANDING DOWN:** If you are standing down as an Area Organiser you must hand over to the incoming Area Organiser all Area funds, bank details, flags, banners, bunting etc and anything that is significant to the Area. If there is no one to take over the area please contact the TSSC Area Liaison Officers who will advise.

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



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

TSSC Area Registrations. Di Allen & Nigel Hill
32 Hollyhill Road, Selston, Nottinghamshire.
NG16 6EF
E-mail: nigel.hill@hotmail.co.uk

SOUTH BUCKS . . . CAMBRIDGE CHESHIRE . . . CORNWALL



South Bucks Continues

event a nice feeling of being like hill climbs would have been. The cars and bikes come thick and fast, with the commentators barely able to keep up with what's going up, which is everything from the actual 1904 Darracq that starred in 'Genevieve' to the latest Aston Martin Vanquish and Ferrari's. It was nice to see a good selection of Triumphs, including a Spitfire 1500, Dolomite Sprint and Stag.

The Classic Car show at N.E.C. in Birmingham runs from the 10-12 November. This in door show is a nice chance to see some lovely cars under good lighting without getting cold. **Our next meeting will be on November 15th from 8pm at the Squirrel pub in Penn Street.** By the time you read this we will have decided the date and venue for the Christmas dinner, let me know if you would like details. Regards,

Daniel.

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

October's meeting was dry and not too chilly and saw a larger turnout, including six Triumphs. First to arrive was winner of Duxford's car of the show was new member Ron's lovely 2000mk1. Another new car to the carpark at the Plough in Fen Ditton was Stuart's Wedgwood Blue 1200 Herald Saloon which he and fellow mechanic Daniel had moonlighted over to Cambridge from their Herts and Beds area home. Toby brought his Hurricane, Andy his Spitfire, Rob his Vitesse and Mike his convertible Herald. We were saddened to hear that Tim and Martin had not come in Martin's new TR3, or Tim's TR5 but in a modern, but they were not alone as half of us had taken the easy way out to get to the meeting. Ex-Area Organiser Kevin was able to join us having just got back from Las Vegas on work and having just missed the mass shooting there by days. John had bought some more stuff to seal his petrol tank so we again crossed our fingers that he'd be able to make a start on getting it going again and I reported that by the time the next meeting happens my Herald will have been being resprayed for THREE years.

Talk was going on about the Cambridge Area repeating the success of our journey to meet up with the MG club by making the trip to Hexton to join the Herts and Beds meeting one month. We were just discovering that next month they're having their AGM so was probably best avoided when Peter Boltryk arrived to complete the party. Discussions about road trips further afield also filled the room, including the Italian Alps and the roof of the Linghott Fiat factory, the Pyrenees and a Catalan villa with a pool, car-trains and the semi-mythical Transfurgurasan road that Ceausescu built over the Romanian mountains to help move his army quickly should he need it in times of war. The general consensus was that we all wanted to do something and go somewhere but our many and various commitments as partners, employees and parents meant it looked near impossible to work out anything anyone could sign up to easily.

Ah well, we'll just have to pick up the conversation next time at the Plough from where we left off!

Next meeting is Monday the 6th of November at the Plough in Fen Ditton from 8pm as usual when we'll plan the following meeting, Monday the 4th of December, to see if we want to squeeze in some unseasonally early Christmassy-ness.

Tom

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

TSSC AREA NEWS

CHESHIRE Tel. 07779 878125
www.tssccheshire.webspace.virginmedia.com
e-mail: cheshire@tssc.org.uk

One or two folk have noticed that, from May 2018, cars over 40 years old will no longer need an MOT. In typical Government speak, 'there is nothing to stop you from taking your car for an MOT'. Equally it seems there is nothing to stop people dusting off a rusty wreck (of the right age) and just driving it. From one point of view, it's nice not to have to have an MOT by a certain date, but the other viewpoint is that you may put an unsafe car on the road, even if you (in theory) know what you're doing.

Cast Iron World will negotiate with our friendly MOT tester for a rate for a brake test at the very least. One also needs to understand the position with insurance.

Occasionally one listens to the noises the car makes and then the decision is made to have a look at the offending object. On this occasion, it was Heap the Vitesse's gearbox, which was making very slight but consistent knocking noises when the engine was idling, and maybe a little more noise than desirable when in the intermediates. So out came the gearbox (that was easy – not) and apart it came. Oh, there's a tooth missing off the layshaft (laygear?). That probably explains the knocking noise. Oh, all the needles at the back of the layshaft are in pieces. The gearbox is now reassembled with different bits and the overdrive is having a tantrum, presumably as nothing has been done to it (and it was working fine last time the car was driven!)

Once again our monthly meeting was a fairly cosy affair, but we did have a Spitfire and an Acclaim in the car park, which gave me the opportunity (much to Richard's amusement) to inspect the speedo and check how many turns per mile it indicated. We talked about the new MOT rules (see above), examined some of the bits that were destroyed in Heap the Vitesse's gearbox, tried to figure out how the Managing Director's gearbox could have the fault it has (no conclusion) and many other things that have passed through my failing memory. There is the threat of brazing in Crewe, as self-fluxing brazing rods have been acquired. Does this mean the Herald Estate project is nearing completion? Should I book Macclesfield Flying Pigs for the inaugural outing? If they were prepared to inspect progress in darkest Staffordshire I'm sure they could make it to Crewe.

The Restoration Show at Stoneleigh is on the 5th of November, and the NEC are doing something on the 10th to the 12th.

As both the Managing Director and I are seeking to increase our stock of gearbox spares (between us we only have 6 gearboxes that aren't in our cars...) we will probably be at both events, with space to spare, at least on the way south.

Our next meeting is on Thursday 2nd November at the Cock and Pheasant. 8:30 start.

Henry

CORNWALL Tel. 07979 464643
e-mail: carol.63@hotmail.co.uk
www.autos.groups.yahoo.com/group/cornwalltriumphs/

Hi all, sorry for no report last month, hope some of you got to read the email I sent out to the Cornwall members on our yahoo group. So my news for this month starts with Club Night in August! We all welcomed a new member Alan, great to see you with your lovely MK4 Red Spitfire, looking forward to you joining us all at one of our events soon. We also welcomed visitors from the Worcester Area good to see you,

Cornwall Continues

hope you had a lovely holiday in Cornwall.

Saturday 18th August saw some of heading to Carnhell Green Charity Vintage Rally, what a lovely show and yes for once the weather behaved. This one day show had lots going on with an assortment of cars, motorbikes to look at along with auto jumble, car boot, and various traders, well worth going and could feasible be a weekend event. Please lets gets a bigger turn out for next year.

News from Des who attended the first Wadebridge Classic Car Auctions and Show. Only eleven lots, but the organizers are hoping to make this an up and coming event hosting two a year. Look out for www.ccv.auctions.co.uk

Lanlivery Vintage Rally and Country Fair was unfortunately cancelled this year due to the ground conditions and the dire weather forecast, a awful weekend of rain and wind, although it did not stop Graham and Karen going to the Swanage festival of transport and camping in 45mph winds! Next year dates for Lanlivery are 9th -10th Sep 2018

Mike attended and took part in the classic and sports tour of Cornwall on Sunday 10th September and thoroughly enjoyed it. Mike is hoping more members will be taking part next year raising money for Cornwall Hospice Care.

Onto an event I did attend St Mawgan Steam and Vintage Rally 16th -17th September. Along with a few members from Cornwall and Devon, I arrived on Friday after work, tent put up in the sunshine I just enjoyed chilling out watching the sun go down over Mawgan Porth, stunning venue and view. The evening saw us all going down to the entertainment tent, a great caleigh band was preforming, thought I was back in Swanage at the Folk festival! On walking back to our camping field the heavens opened and stayed open all night. By the morning the show ground was a no



go area, they decided to cancel the show on the Saturday, but keeping all food outlets open, beer tent and the entertainment for Saturday evening. So during the day which was hideous, we went out for a drive, taking us to Cornish market world were the film crew for Poldark were staying. There I saw Demelzas brothers and lots of other cast members, two bus loads, Ian actually saw Demelza arriving in a very nice Jaguar. We all then went onto Mawgan Porth were we had a very fresh damp walk across the beach. Ending the afternoon in a very nice coffee shop to warm up. Back to the site it was not so nice, the camping field was all ok, but the entrances into the rally fields were full of mud with a river running all the way down to the sea. They did so well to kept going into the evening and oh boy the entertainment tent was full for the singer/comedian Johnny Cowling. Karen, Tony and myself had a great evening, a first for me dancing in one foot of mud, brilliant fun. Although I was not the one that participated in mud wrestling, my jeans and coat said a different thing. It was such a shame that this was another cancelled rally but I am sure they will rally round excuse the pun and get this event up and running for next year. They have put out a just giving page on Facebook,

over the thirteen years of running this events this was the first time it had to be cancelled. In 2016 over £10,000 was raised for Help Izzy Walk, Children's Hospice Southwest and Cancer Research UK and in the twelve years they have raised £60,000 for charity. On Sunday morning the sun was shining but with all the damaged done by the rain on Friday and Saturday, the rally was cancelled. We all stayed for most of the day whilst the ground dried out in the camping field, think the other fields are still drying out. It was quite entertaining watching people towing others out, all our Triumphs had no problems, oh yes made use of my local Fire Station the next day. They had a charity car wash, they did a grand job of making my car shiny once more! That's all the news I have for now
Happy and Safe Motoring Everyone



Carol

Up Coming Events

- 4th November Fireworks at my place, bring along one large firework and a plate of food to share.**
- 9th Nov Club Night at The Hawkins Arms Zelah 8pm**
Final payments and menu choices needed tonight please
- 19th Nov Des is organising a car run with Lunch out**
details have been emailed out.
- 9th December Christmas Dinner and Dance**
- 14th December Club Night Hawkins Arm Zelah 8pm**

IMPORTANT NOTE

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

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Guys, September was the last busy month of the year starting off with the Coventry Made Car & Motorcycle Run, starting from Combe Abbey, it was a nice sunny day at first and there was a good turnout for the run, unbeknown to ourselves none Cov made cars were allowed but had to park in Broadgate after the run where as the Cov made cars parked at the Museum. We enjoyed a nice run out Leamington way

before returning to the Museum to display our cars. The run was named as a memorial to Maurice Smith who died in February, his wife Ann presented a shield to the owner of the best Cov car on display which was voted for by all the other drivers and members of the public. The car with the most votes was Maurice's Armstrong Sideley Long Twenty Landaulette so Ann declined the award and



presented it to the runner up which was an immaculate Hillman Imp.

The Heart of England meet at the Griff on Sunday 10th was down in numbers a bit mainly due to the weather and Atherstone Classic Car meet on the same day, still a chance for another noggin and natter with the clan.

The Dalos Day run on Sunday 17th was another excellent run planned by Keith & Trish with an excellent venue for lunch, the Cock at Sibson, the food was great, the service excellent and it was lovely to be called Sir instead of mate by all the staff, certainly a place to be recommended. Well done Keith & Trish for another great day out in great cars and great company, there were 12 of us in 6 classic cars enjoying the event.

Sywell Piston & Props on the 23rd and 24th was once again a very good show with 3 excellent air displays on both days, Saturday was a bit chill but Sunday was a lovely sunny day.



The new event tent was just the job it held 10 people comfortably and when folded down fits behind the seats of the Spitty.

Our meeting at the Bull & Butcher on Tuesday 3rd October was reasonably well attended by 15, after a meal in the restaurant we retired to the bar for the meeting. The Club Area funds were reported on and the balance verified.

Don't forget the Heart of England meet at the Griff on Sunday 8th from 11.00am.

Next Dalos Day Run on the 15th of October is planned by Rikk & Jeanette, meeting in the car park of the Corner House Pub, Nuneaton Road, Bulkington at 12.15 ready to leave at 12.30. Must know numbers by Wednesday 11th.

November 19th Dalos day will be planned by Steve & Sharon, **December 17th** by ourselves so can we have a volunteer for **January the 21st**.

The menus for the Christmas meal at our December meeting on the 5th were distributed, we need to know your choice of menu by our next meeting on **November the 7th**. You can go on line for the menu or contact ourselves and we will email you one. Don't forget dress code is Festive.

The Heart of England annual buffet dance at Bulkington is on Saturday 2nd December, live entertainment and a great buffet for only £7.50, all proceeds to Mary Ann Evans Hospice. Tickets available from Roger Perkins on 07860 826607 or contact ourselves.

Well that's all for now folks

Phil & Lyn

Forthcoming Events:-

Tuesday 7th November our monthly meeting at Bull & Butcher, Corley Moor, 7.30pm.

If you want to join us in restaurant for a meal before the meeting be there for 6.30pm.

Sunday 12th November Heart of England meet at the Griffin Inn from 11.00am. We get there about 12 noon.

Sunday 19th November Dalos Day Run Planned by Steve & Sharon details to follow.

Saturday 2nd November Heart of England Buffett Dance, at Bulkington, live entertainment, Tickets £7.50. Contact Roger Perkins on 07860 826607 or contact ourselves.

IMPORTANT NOTE

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

CUMBRIA

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

Tel. 01229 474077

Scotland Tour
5th – 12th Sept:
Four cars met up
on Tuesday
lunch time at
Stirling services
for a week's tour
of the West
Coast of



Scotland, Anne & Roy, Spartan, Rod & Joan, Courier Van, Nigel Entwistle, Dolomite and Ray & Gill, Dolomite Sprint. After taking the scenic route through Glen Coe we arrived for our overnight stay at a very nice B&B in Kinlochleven. The next morning the destination was Mallaig via Fort William. The previous day the rain had been showery but it turned into heavy rain and remained like it for the next three days. At the Glenfinnan Viaduct it was difficult to get parked with hundreds of tourists about but a nice gentleman on the gate let us in.

For afternoon tea we stopped at the picturesque village of Arisaig which also gave time for Anne to place some flowers on her parent's grave. Arriving at Mallaig we checked into the hotel and then wandered around the harbour. The next morning a short ferry ride across to Skye and the rain became even heavier with little views of the mountains. Nigel had never been to Skye before and had hoped to see them, he is still waiting. For the next two days all we saw was waterfalls. After travelling around Skye for two days, visiting the Talisker Distillery and staying at the Lochalsh hotel it was time to move on to Ullapool.

The rain finally eased off and I could put the hood down at last. The route to Ullapool was simple, no major roads. There has been one road many of us had heard about but had never travelled and that was the Applecross mountain road. It did not disappoint and the views from the top were brilliant. It took most of the day to travel over the almost empty fast roads to Ullapool where the accommodation was a Motel on the outskirts of the town. I was a bit concerned when booking this place as it was cheap and didn't know what to expect, but it was ideal for what we wanted. You could park your car outside your room and it had a very good eatery and pub. The next day we all went our separate ways. Anne and I headed for Oban. Ray and Gill continued north to John o Groats. Rod and Joan headed for Edinburgh and Nigel to Glasgow. All the cars performed well in shocking conditions and although the Spartan lost all its electrics at one time due to the amount of water it had inhaled, it did not stop us enjoying the trip. None of us could help but notice an abundance of 17 plates on cars, had the Scots come into money? No it soon became obvious that they were all hire cars driven by foreigners and most were very courteous and let us pass. All of us covered over 1200 miles with some doing considerable more. Another Scottish trip, Island hopping, is planned for 2019 and details will follow next month. The last show of the year was the Millom Car and Bike show held on the 17th Sept which turned out to be one of the best they had held. The day was made even more pleasant with plenty of sunshine and no rain. It had taken Anne and I two days to dry out the carpets in the Spartan after the Scotland trip. There is an excellent YouTube video of the show taken by someone using a drone and can be viewed at: <https://youtu.be/nOURku2OSTo>

For more pictures of the Scotland trip and updates on our winter meetings look us up on our Facebook page TSSC Cumbria. Safe motoring.

Roy



DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

DERWENT VALLEY Tel. 07970 619149

www.derwentvalley-tssc.org.uk

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

Hi all!! There was a really good turnout for the October meet which started with a catch up and lots of lively chat as some of our group we hadn't seen for a while. Then it was straight down to business with Colin's Dog picture quiz. It was a walk in the park for the boys with a high score of 27 which made them wag their tails. The girls felt ruff after losing out by just one point.

The night went on with the usual raffle and finally Colin made some announcements of future events. We are busy planning the **New Year Run** with the help of the Notts Area and this year's theme is '**Back to School**'. The charity once again is the Phoenix Children's Trust. **Meet at Sainsburys in Ripley on 7th January 2018 from 10am to head off at 10:30am.**

We are also planning the **30th Peak Run which will be on 24th June 2018** supported by the camping weekend from **Thursday 21st until Monday 25th June 2018**. The party night theme is '**Gypsies, Tramps and Thieves**'.

More dates for your diary:

7th November - Monthly meeting and AGM from 7:30pm. Smalley Common Ex-Serviceman's Club, Stanley Common, DE7 6FY.

5th December - Monthly meeting and Christmas Buffet from 7:30pm. Smalley Common Ex-Serviceman's Club, Stanley Common, DE7 6FY.

Hope to see you all soon

Roger

DEVON

Tel. 01548 821348

www.tssc-devon.org.uk

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

or e-mail : nigelk57@gmail.com

Facebook - TSSC Devon

Congratulations and thanks to Darren for organising a really good day at the Lynton & Lynmouth Cliff Railway – his Showtime report last month covered it all. A total of 22 cars came along. From the South, we had our Stag, Allan's Vitesse, Maurice's 1500 TC and Russ with Robbie in the Vitesse. Others came from Somerset and of course loads from the North! One further than most was the Manchester SOC Deputy, Dale, on hol with his wife and his car! We met up with a couple of Stags at Blackmoor Gate and shortly after the rest of the North Devon gang arrived for an unscheduled stop on seeing us. Lovely to catch up with Steve Wilkinson who arrived with Sharon and the boys at Lynton, but no Triumph on the road yet – think he may need something bigger than the Spitfires? From there to the Valley of the Rocks for a photoshoot and on to the Cliff Railway, where we were invited by Director and club member Rob (very nice Vitesse).



Thoroughly recommend a visit here and thanks to the Lynton & Lynmouth Cliff Railway for their hospitality. All had to reverse up a narrowish lane to park and then we were able

to explore both Lynton and Lynmouth, with free trips on the historic cliff railway. A round trip of 190 miles for us but a nice drive.

Not many of our members made it to the Southwest Triumph Meet at Windy Ridge this time, but we know that several were stuck in a field at St Mawgan for the weekend. Reminded me of Pip Flegel's reasoning to join TSSC - beer & debauchery in a field – us NEVER!

Congratulations to Brenda and Shaun Beavon who tied the



knot in mid September, following with a wonderful 40's themed celebration with Brenda arriving in their 13/60.

We welcome as new members Stephen Robinson who is doing up a Vitesse and who runs the lovely little show at Collaton St Mary at the end of May, Steve Woollett with a nice 2500 PI and we were delighted to welcome back Jon Chartes after a 35 year absence who is restoring a GT6 at present.

September Club Night was wet but the pub was heaving. We were delighted to see Keith and Melissa restored to us, and to meet Tupponce the spaniel. Missing were Chloe and Sam, starting their university life in Swansea. A good meeting resulting in us changing the date of the October run as many could not make the original date.

COMING UP IN DEVON

First up on **Sunday 5th** is the annual **Observational Drive (Treasure Hunt)**. Being organised by last year's winners Roger & Maureen, we are starting at the Highwaymans Haunt at Chudleigh at 10.30am. As usual, we do need numbers beforehand. We will finish for lunch at the Phoenix in Chudleigh and we **MUST** have names and menu choices (which have been emailed) beforehand please.

Wednesday 15 November is Club Night at the Claycutters Arms – do come along if you can so we can elect our Area Organisers for the coming year and bring along your ideas for places to visit. It is YOUR Club after all.

A must-do on **Sunday 19 November is the Inter Club Skittles match and lunch at the Waie Inn at Zeal Monachorum, Crediton EX17 6DF**. It must be our turn to win this time?? And Robbie is looking forward to a return match for the Junior Cup which he lost to Mathew last year. We need numbers in advance. 11am start at the Waie Inn.

2018 Calendars, this year with generous sponsorship from local firm Players Detailing at Moretonhampstead, will be available from the Area Organisers – if you cannot get to a meeting and would like one or two for Christmas do let us know asap. Only £5 each with p&p extra.

The Christmas Evening meal on Saturday 2 December, is once again at the Dartmoor Lodge Hotel at Ashburton and we will need your menu choices and final monies by the **19th** (November Club Night) at the latest.

Still plenty to enjoy with TSSC Devon – for updates over and above the monthly Courier, please make sure we have your up to date email addresses, and you can of course check via Facebook – TSSC Devon.

DEVON DIARY

Thursdays 2 Nov & 7 Dec North Devon Meeting at the Crealock Arms, Littleham

Sunday 5 November Observational Run from Chudleigh & lunch- names / menus a must.

Wednesday 15 Nov Club Night at the Claycutters Arms

DEVON NORTH . . . ESSEX

TQ13 0EY (incl AGM)
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 5th October 2017

Venue: Crealock Arms, Littleham EX39 5HN

After a very wet start to the day, I was fearful of a low turnout of cars this month but as the day went on, the weather became increasingly bright. When I arrived at the pub, the gleaming white Spitfire Mark 3 belonging to Alan and Janet Brace was already in the car park, followed later by Malcolm Huxtable's Mark 4 Spitfire.

Darren and Michelle were sadly absent this month, so after the tears had been shed, we did our best to carry on regardless. Rumour had it that they were at a Gary Numan concert. I'm not sure I quite believe it, because I didn't think they were old enough to remember Gary Numan!

Darren's absence gave everyone the opportunity to enjoy double helpings of food, puddings and large drinks without fear of criticism. We took full advantage, and by the end of the evening the atmosphere was incredible as Malcolm entertained us with renditions of 'Are Friends Electric' and 'Cars'. I never knew he could play the kazoo so well either. Alan and Janet were mourning the loss of their yellow Spitfire 1500, which they had sold the previous Sunday. The new owner had owned the car in the eighties and is delighted with his purchase, but Alan and Janet and their sons – although pleased to see the car go to a good home – are currently feeling the loss. Alan has been thinking about his options for a while and had been contemplating whether to spend money on a respray and some engine work. Now he doesn't need to, and can spend the winter enhancing their already lovely Mark 3. Alan was also hinting at a potential Vitesse purchase!

Malcolm had a fully charged battery unlike last month and had decided to re-fit his hardtop, freshly painted and with new headlining. He last used it many years ago but now looks forward to occasional trips out in the Spitfire over winter (weather permitting). Malcolm had just taken delivery of a relay so that he can have an intermittent wiper setting. However, he has yet to work out how to connect the relay up!

We were delighted to be joined by Mike Hadley and his wife Irene. Mike is a regular attendee of our meetings despite being the furthest away.

Mike and Irene's daughter got married last month and their Spitfire was used as the wedding vehicle (see picture), performing faultlessly on the day although they did have other vehicles with them as well (well, you never know when modern cars are going to break down do you? It's always good to have a reliable Triumph as backup!).

We were also joined by Simon Whenmouth (sadly without his Stag this month). Simon was a little later than the rest of us as he had been trying to book a holiday – the Monarch crisis had meant that he was struggling to find anything suitable and he was contemplating his options. Simon's Stag already has intermittent wipers, but not by design! He has



TSSC AREA NEWS



been trying to track down the cause.

I was also able to report some progress with my TR4 this month, thanks to Darren. Darren recently visited me armed with a hydraulic ram, with which he expertly adjusted the inner wing and enabled me to fit my bonnet properly. This issue has haunted me since I bought the car, with the bonnet snagging on one side and a variable gap on the other (the company who restored the bodywork for the previous owner had obviously not fitted the bonnet). With Darren's help I now have a very acceptable panel gap and can finish the assembly of other parts of the car knowing that my bonnet will close without further damage to the paintwork.

Our next meeting will be on Thursday 2nd November. We hope you can join us! Darren should be back by then, but it's been great to have had the opportunity to step in this month.

Andy Luckhurst

	Stay at Hotel
	3 day Event
	Or join in any of the days
	Drive out through country lanes
	Passing some of the old meeting places
	Visit some of Essex History
<p>BOOKING FORMS AVAILABLE awjannaway@hotmail.com</p> <p>FRI 6TH - SUN 8TH APRIL 2018 TSSC ESSEX 40TH BIRTHDAY</p> <p><small>A WEEKEND OF ENJOYMENT ALL WELCOME TO HELP US CELEBRATE</small></p>	<p>Save the date in your diary more info to follow</p> <p>CONTACT Allan & JANET</p> <p>E mail Awjannaway@hotmail.com</p>

ESSEX Tel. 07715 449332
 01375 672072
 e-mail: awjannaway@hotmail.com
www./sites.google.com/site/tsscsexarea/

We are now coming to the end of the year, but still a lot to be getting on with club day September was a busy one well attended. The Toledo clutch was once again playing up and I had to pump the clutch all the way home. Much of the conversation was clutch related or up and coming holiobos.

Mike, Sue, Marian, Mike, Janet and myself had a trip to the campsite with a cue to it being the venue for the 40th birthday weekend and all went well. The food was excellent more to follow later on in the report.

The day after that meal Janet and I headed out to Market Harborough for a weekend stop over, a day shopping and wandering followed by Sunday's trip to HQ and the workshop. It was a good day well attended and very informative, lots of banter too. Bernie had the BBQ up and running. I lost Janet



ESSEX . . . GLOUCESTER HERTS & BEDS . . . ISLE OF WIGHT

TSSC AREA NEWS

Essex Continues

when Tina arrived with Chewey, Martin and Harry. The girls had a lot of catching up to do. They did not pay much attention after that. It was a good weekend away.

The following weekend I had earmarked for getting the gear box out of the Spitfire ready for its winter refurb. In the manual it said it would come out through the cab, this is not really true. The day started well with Janet helping we got to the part of pulling it out but the hole just wasn't big enough. So I had to eventually drop the prop and take the exhaust off and then there was just enough room. When it goes back in the engine will be coming out. It's now all drained ready for its up and coming holiday on the Isle of Wight in Graham's workshop early November. We are going for a weekend to drop off and bonus taking Jack with us, Janet very happy.

I've been up, to Colin's workshop, spent 3 or so hours up there and it's looking good Colin. Hopefully up and running. Last month at the Club meet we decided to do Christmas lunch at the garden centre. They are going to organise us a set menu with choices. Next month I will be putting in the order £5 deposit by November Club day, choices will be on Facebook page once we have them. It will be 12 for 12.30 sit down. So far I have 12 booked.

40th birthday news. The venue is agreed, 6/7/8th April 2018. Friday night meet and greet, sat run out, sat night party night with disco sun run out and goodbye. **Booking forms are now available** awjannaway@hotmail.com. We have negotiated room reductions, breakfast rate and the set meal rate for dinner, the disco too. We have 25 rooms reserved at the moment. There is also a fee for entry of £5 or £10 depending on one or two days per car.

AGM Octobers club day went well. I was re elected as AO and Sue stood as treasurer. So we are up and running for another year. Deposits taken for Christmas dinner and much chatter about next April.

Birthdays - none this month.

A big welcome to Marcus Scarff a new member for Essex.

Allan & Janet

GLOUCESTER Tel. 07802 171227
e-mail: rowley269@btinternet.com
www.tssc.org.uk/glooucester

The area news is normally delegated to Andy's interesting take on life but this month he had delegated it back to me so here goes

The Gloucester Area is a pretty active group, and we get a great turnout at our monthly meets, so if you haven't done it to a meeting yet, get your skates on, don't wait until your Triumph is purchased or finished just pop along to the Aviator Inn on the Third Monday of the month and join in the banter and find out who's giving the spares away.

I have to thank John, Denise, David & Jane for their organisational skills on our recent trip out, breakfast at the Aviator and then 13 triumphs were whizzing about the lanes even managed to stick together for the first half, then David put the kiss of death on that by saying how well we all travelled together, two miles later there were just the five of us! Well done David. Eventually we all re-grouped, Jim had been suffering another breakdown, we never did establish if it was mechanical or emotional. But finally we all arrive at the Atwell-Wilson museum in Calne. A fine display we created on their field, it is at this point that I will offer my apologies to Denise, for Jasper reducing the size of your picnic, not sure if the cling film has ever been seen again.

The museum was lovely, with lots to keep us interested in for quite some time. Afterwards we all drifted away one by one, so it was a good job we knew where we were! Andy & I had a brilliant run back Hope you got home safely Jem (we haven't seen you since)

Last weekend was the show at Malvern, a few bundled over there, there were plenty of cars but next to no auto jumble, and as that is why they had gone they weren't happy bunnies. Never mind lads save your money for the Restoration Show at Stoneleigh coming up.

There have been a number of emails circulating to organise ferry bookings for Le Mans next year, if you haven't had these please shout up & I can include you. I will be circulating details with regards to the Le Mans tickets themselves when we get the details from the club. So if you want any information with regard this please get in touch with me.

Here's a few of the dates that are coming up we hope to see you out at some of these. Thanks

Janet.

Shepton Mallet Vehicle Restoration Show is
Saturday 4th & Sunday 5th November
Stoneleigh Restoration Show is Sunday 5th November
NEC Classic Motor Show is
Friday 10th - Sunday 12th November
Filling Station Breakfast Meet Sunday 19th November
Club Night is November 20th this meeting is our AGM
- please join us & have your say.

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

Hi Folks, short and sweet this month due to a pending and well deserved Holiday.

Duxford was covered by a separate report last month but all very successful we had around 90 cars and 148 adults and 7 children. Next year will be our 25th and we need some clues about how can we can make it different or special without costing too much. Any suggestions are welcome, many thanks to the members who helped on the day with marshalling and making up the refreshments, we all appreciated the Spitfires flying around most of the day, thanks to Bern and John for bringing the club shop, a good few valuations were also completed on the day.

Robin had his nice Spitfire rammed up its tail at a roundabout and its has been written it off, he arrived at the pub with a load of accrued spares for disposal ... We had a low turn out on Monday, probably down to damp and drizzle, but 18 of us made it so plenty of nattering.

Our next meeting is on October 23rd and we hold a simple **AGM on November 27th** to inform you of what we have done, where to from here and what we have done with your area funds we manage. All are welcome and anyone wishing to join the small committee is welcome just let me know.

That's it, if you don't drive your classic over the winter blow the tyres up by an extra 10 to 15psi to keep them round shaped over the winter.

We don't have a meeting in December as it clashes with Christmas day. Regards

Pete.

Our Christmas dinner is fully booked for **December 16th** with 40 names in the frame.

ISLE OF WIGHT Tel. 07842 249591
e-mail: tsscior@hotmail.com
www.facebook.com/groups/786750551371248/

It has been a busy year so far, lots of brunch runs, trips to the mainland and a few pizzas on the beach too. With just 2 meetings left this year, why not join us. Our November brunch run is on Sunday 18th from 10am and our Christmas lunch is on Sunday 17th at - well - lunchtime really, it is like-

WEST KENT LANCASHIRE . . . LINCOLNSHIRE



TSSC AREA NEWS

ly to be at The Propeller Inn, Bembridge.

Do let us know if you would like to be added to our mailing list or keep up with us on our Facebook page.

Lots of people seem to be planning their holidays already and so that you all know the dates for the **29th Isle of Wight Triumph Weekend are 4th to 7th May 2018.**

We look forward to seeing you all soon.

Happy Motoring

Tracy & Elaine

WEST KENT Tel. Colin 07810 102525
Tel. Del 01732 743747
e-mail: colin@tssc-westkent.org
www.tssc-westkent.org

So that's about it for this year. Not one of the best, the whole scene seems a bit lethargic at the moment. Weather hasn't been that helpful, either too wet or too hot (Triumfest) but still looking forward to next season. At least we had 2 meetings in the beer garden. I think the move has been a success, and I did hear the old venue has now closed with Glyn's retirement, so all for the best. Must take this opportunity to thank our small but fun group of friends for turning out each month to support the area, but I'm always disappointed that we get a new face each month who doesn't return. If we can do anything better, always let me know, and those who read this but haven't popped over for a drink please do come. Modern cars are never an issue, my Discovery will be there most months now so it's not essential. We did have 10 bodies + 6 Triumphs this month at Moody Mare, and 4 + 1 car at the Oak, thanks Chris for setting an example. Phil was busy again doing valuations by floodlight, and the main discussion was TR4 issues for Ken. Always great to see Krystian who few in straight from work, Pete and Sonia for trying us out, it is normally a bit more busy and interesting than it was, so do try us again, and new face Ian who popped in for a valuation. Work does clash with evenings for many, but if you can get back to see us, great to see you.

Royal Oak has been most welcoming this year, but doesn't have the ambience we get at the Mare, so I'm looking around, the current favourite being the White Dog near Bodium. Still great access from the coast and good for the rest of us. There won't be any December meetings this year as they fall bang on Christmas, but I suggest a move from **the Oak to the Dog on Jan 31st**. We now have good presence on the TSSC website as well as our own, so any news or changes are there, bang up to date. Chris Tickner has offered his car for the Club Triumph 1967 stand at the NEC so worth popping up to see him. I decided the logistics of trailering my 67 Spit up was too much, so happy to stand down. So we have our next meetings on the **28th & 29th Nov**. Christmas meals are too much of an expensive faff, so my plan is, we meet up one Sunday lunchtime for a roast or carvery in Jan so more a casual daytime affair with cars, plan to follow.

Colin

LANCASHIRE Tel. 07980 604021
07951 727747
www.tssclancashire.yolasite.com/
e-mail: kev.makin@hotmail.co.uk
e-mail: jdpetty@talktalk.net
Facebook: TSSC Lancashire Triumph Sports Six

Hi All, There hasn't been much to report over the last few months. With only the monthly meetings going on. As you know the Canberra club show was cancelled way in advance due to the poor/waterlogged ground conditions, and talking to Tom (the steward) at the September meeting, they are looking to change the time of year that it will be held. This itself causes issues in that it's bound to clash with something

else!!!. Speaking of the September meeting, it was quite well attended with 10 of us having a right old natter. One of the subjects was the 2018 weekend away. The general census was to look at the Fat Lamb again, so I'll get some availability dates and email them out to everyone, and get a feel for the most popular, but remember that are only twelve room in the pub with a couple more available locally in a B&B.

Also at the meeting again was Graeme Cotton in his 'unrestored' Spitfire, he's recommenced it (brakes, hoses bushes etc) after a 30/40 year lay-up.

All original paint and never been welded, now there's a rarity.....and further more in the few short months he's had it back on the road he's done 1500 miles, most impressive. Oh and he was one of two Triumphs in the carpark at our meeting...well done that man.

As far as member's car/projects/jobs etc goes.....Pete is reportedly progressing with the TR7/8, I've just started on the estate again, both of us aiming for next year finished, John has laid up his TR7 for the winter. Debbie/Leyland are still prepping the Spitfire for hill climbs. What else are you members up too !!!

An idea discussed at the meeting was for Sunday runs, in the format of a breakfast meet-up and short run or meet-up short run and a spot of lunch. Either way it's proposed that we set a couple of dates but don't confirm until the Friday before (by email) when the weather forecast would dictate if it's on or not. So keep your eyes open for emails. That said, if you've not been receiving emails please let me know on kev.makin@hotmail.co.uk

Finally, with the year coming to an end it's that time when you (Lanc's members) are asked if you would like to take on the role of Area Organizer. As we don't hold a meeting in December we need to finalise the role by our November meeting.

That's all for now....

Kevin

LINCOLNSHIRE Tel. 07841 450715
www.lincstssc.co.uk

Apologies for the lack of Area News, life seems to take over and we always seem to just miss the deadline for submission! The meetings in Lincoln continue to be well attended and we now have a wider range of vehicles on show at the various events we attend (all of which are on our Facebook and Website Pages – search for "Lincolnshire Triumphs"). The pub has great food and beer, and a huge car park and everyone is always welcome.

As we head into the winter months, cars are being taken off the road and plans for next year are commencing. Phil's 13/60 Herald has had a new diff fitted and is currently having paintwork undertaken. Phil has also recently bought himself a Triumph Renown which is the envy of us all – currently having an engine rebuild ready for next summer. William's Spitfire MkIV is slowly being built in Phil's garage – will it make it onto the road next year? Matt has bought himself a nice Mk1 2000 saloon which represented the local area at the recent 2000 Register National in Lincolnshire; recent work includes new wheels, re-shelling the engine, new oil pump and a lot of polishing. Matt is also undertaking engine upgrades on his Mk2 GT6 over the winter. Carl's car collection continues to grow with a Morris Marina and at least two project spitfires (allegedly for his girlfriend, Katie, to use) added to the collection. These are joining his custom 13/60 herald which is waiting on winter restoration work (and a slightly forgotten about Reliant Rialto). Oh, Carl has also now got a Rover 75 estate as a daily driver! Keith's concours winning GT6 continues to be hidden away having small jobs

Lincolnshire Continues

completed – we hope to see it again soon! Fred and Mary are taking their TR7 off the road for a full restoration over the winter. Simon continues to borrow everyone else's car whilst his Mk2 2000 remains off the road (thanks Matt and Al). The 2000 is having significant upgrades including a 2.5 engine fitted over the winter with a view to undertake the 2018 "Round Britain Reliability Run" in it.

We plan on resurrecting the Camping Weekend next year following this years' absence. We'll start posting some details soon, but expect the usual disorganised chaos somewhere in Lincolnshire. This is always a fantastic event and we have all missed it not being there this year. There are some rumours about the base for the weekend being at a brewery – surely Carl can organise a p*** up there!?

Finally, a huge thank-you to everyone that has organised an event we have joined, or that has come to one of the events we have attended and said "Hello". We hope to be able to attend more events next year once the fleet of local cars are back on the road!!! Also, a huge thank-you to Mat and Sarah at S&M Triumph (based in Lincoln) that have supported us, lent us time and tools, and generally helped us all keep our cars on the road.

Simon & Carl

M25 EAST Tel.07938 526324
e-mail: herald1360@virginmedia.com
www.tsscsm25east.webs.com

Hi Guys, and Girls of course, weekends are again, or I wish it was as I sit here on a Monday doing this write up. Welcome to the November edition. No shows now till next year I'm afraid but never fear, they'll still be lots going on. A couple of days out to report on from back in September and October. The Edenbridge Show was a new one for us and we sort of had a clubstand. No room for a gazebo and yours truly forgot the flags, DER!! Never the less though, we soldiered on. Numbers were made up by a few of our mates from West Kent. There should have been two more in attendance but Dave and Karens Stag wouldn't start so they never made it out of the garage. Poor Malc and Lesley, thinking all the fuel problems with the Vitesse were behind them happily set off



to join up with the rest of us, only to break down a few miles down the road with fuel problems again (more on this later). Unfortunately the 'very very nice man' from the AA couldn't fix it and the tow truck had to be summoned. Those of us that did make it enjoyed the stalls, live music, the cars (of course) and Pie and Mash, yum!! The weather wasn't at its best and we called it a day a bit earlier than normal.

For the next couple of weeks I was in sunnier climes and so the gang was led by Brian for the big show at Battlesbridge. Thanks mate for setting the stand up and sorting it all out. By all accounts Battlesbridge was a success even though Divvy here forgot to give Brian the flags and banner etc. From all reports the autjumble was the biggest yet and Malc came

away with a complete set of carbs for a very reasonable price. For our last show of the year we were at our traditional end of season show, The Canvey Transport Museum Show. As in previous years our usual space was saved for us and we managed to get six cars out for the day. It's become a sort of custom now that after lunch we take a trip on one of the many classic buses to go down to the seafront for an ice cream. This year was no exception and we even had a play on the beach. The beachfront always seems sheltered and warm, and the whole sea wall is covered in murals which



make a really interesting read. One thing the show has changed after many many years is the show plaque. They've been the same ever since we've been going, which must be about 14 years. This year though they were a posh fridge magnet type. We found these magnets very handy for checking steel content on certain cars - Chris ha ha, yours is very good though Bazza lol.

So, that was it, cars to be packed away or stripped and worked on ready for next year. Don't worry, spring will be here before we know it and we can start all over again. Going back to Malc's problems with his car – in case you don't know he's been having probs with the car not pulling properly under load, coughing and spluttering and generally conking out. Carbs have been stripped and rebuilt, fuel pumps have been replaced etc etc. It turns out that it was all down to the fuel filter being blocked. It's the type with the removable gauze filter inside a glass housing. He had actually removed this and cleaned out, even with an airline. It looks perfectly clean to the naked eye but when you blow through it, it's definitely blocked. It will let the car run on tick-over but when there's high demand for fuel on full throttle not enough fuel can get through and that's where the problems start. The only thing we can imagine doing this is maybe petrol residue gumming up the gauze? But who knows, all we know is that with the filter removed it runs like a dream. So, if you ever have similar symptoms this might be a place to look. Think I'll have to change mine soon, it's been on the car for years, might get some extra oomph! That's all for now folks – John

November Events
Sunday 5th – Stoneleigh Restoration Show
Thursday 16th - Monday 20th - Club trip to Benidorm
Sunday – 26th – Monthly Meeting (The Wharf)

MANCHESTER Tel. 07954 784342
e-mail: markkilgallon@live.co.uk
www.tssc.org.uk
www.facebook.com/groups/tsscmanchesterarea

Hi everybody, we had one of our main yearly shows in September, the Footman James Classic car show at Event City, think we put on a good display over the weekend and had lots of positive comments and interest, we even made it into an article in Classic Car Weekly magazine as some if you may have noticed, good publicity from the TSSC. We had attendees vote for the peoples choice best car of our

NORFOLK . . . NORTH EAST



TSSC AREA NEWS

NORFOLK

Tel. 07828 103064

01502 476699

e-mail: mike.carroll01@btinternet.com

www.norfolk-tssc.co.uk

stand, so this year the Ian Hartley trophy is awarded to Ant and his dad for their restored



yellow GT6, the Ian Hartley trophy is an award we have in memory of one of our members who sadly died in an accident on route to a local car show some years back. We also discussed at our area meeting further ways in which we may improve our displays for future events.

One of our area organisers Anne celebrated her 50th birthday and actually attended our area meeting on the main day itself (there's commitment for you lol) so we gave her a cake and tiara to help her celebrate the big day.

One of our members Richard Williams has finally managed to get his restored



Vitesse 2 ltr mot'd and back on the road exactly 50 years to the day it was registered



, 1st October 1967, congratulations to him and hopefully will see it out and about soon.

One of our previous area organisers Pip Flegel who many of you know, is doing Brave The Shave for Macmillans cancer charity on 18th October, this will have happened by the time you receive the Courier magazine, however if you click on the link on our facebook page you should still be able to donate. Think she is having a photo done with her in the buff as well, so I'm sure that will make a future entry in the Courier magazine lol.

We had our vote for our area organisers running the area again and myself, Lorraine, Anne & Wayne have been voted in again for another year, so thanks for the support from whom voted for us, we're still learning and looking forward to the challenges ahead.

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

My apologies for the lack of a report last month but work initially and a holiday conspired to leave me with little time to write and then lack of an internet connection scuppered any chance of sending a report to HQ so I will try to squeeze two months worth of news into one report. For the first September for as long as I can remember Norfolk TSSC did not hold a Mile Of Triumphs or be involved in Totally Triumph. September passed and it was strange not to be heading towards the Norfolk Coast armed with a car full of Teddies or a route for a run around the Norfolk & Suffolk coastline or countryside. Although the 2016 Totally Triumph meet was a tremendous success with over 100 cars attending the costs involved were high and couple with the poor showing from TSSC members the organising committee felt that the work involved was too much of a commitment to be able to carry on year on year.

But every cloud has a silver lining and I made the most of the personal time that had been freed up and enjoyed a very pleasant trip to the continent with members of the Cambridge TSSC and Notts TSSC areas and close friends that I have met through membership of the TSSC. I suppose that it's a sign of the times that only one car that comes under the banner of TSSC cars made the trip and that was a Hurricane with a ford engine. Usually I would take the trusty TR7 but a rumbling gearbox has put it off the road whilst I sort a replacement. A task that is proving not too easy as some parts for the 5 speed gearbox are no longer produced and as I drive thousands of miles a year in the TR7 I am looking for an alternative to keep the old girl reliably on the road. Conversion to an MX5 drivetrain is currently being explored as a five or six speed gearbox is standard and they are far cheaper than a second hand Triumph unit. Hopefully when I get finally get around to fitting the Mike Papworth reconditioned overdrive and heavy duty gearbox to the reconditioned engine back in the Vitesse at least I will if I keep my fingers crossed have a few trouble free years driving in the Vitesse. Its an age old problem for the Classic car fraternity as generally the cars are not used as much as they could be therefore parts turnover is generally low and consequently some parts disappear or are of dubious quality as they have to be sourced from overseas where production costs are generally lower but unfortunately in some cases so is the quality. The club shop carries an array of quality parts so its well worth giving HQ a call initially if you need any parts or upgrades to your cars.

The next meet will be our AGM and I will be requesting additional help in the form of an Events Organiser. Its not too onerous but its a post that needs to be filled by someone with enthusiasm so that we can be kept informed of and attend the various shows, runs and meets that are on offer in the area. I will also be quite happy to pass the reigns on to someone else if they would care to offer their services as AO and take the area forward. Hoping to seeing you all soon.

Mike.

IMPORTANT NOTE

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

NORTH EAST Geoff: 07773 440201
Deryck: 07939 068976

e-mail: geoff.dent14@gmail.com

e-mail: deryck.beading@yahoo.co.uk

<http://tsscnortheast.blogspot.com/>

Well autumn arrived with a vengeance, cold and wet, not the best environment for our cars but they were built to be used



NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

North east Continues

not stuck in a garage, our run up into the Scottish borders to Flodden field and Dunns was a damp day but we still had 6 cars + 1 modern turn out, but the heavy rain held off until late afternoon when the roofs had to go up. The visit to Flodden Field was interesting, but really freezing, standing on the top of that hill, no wonder the Scott's got slaughtered, they were too busy holding onto their kilts to stop the cold wind blowing up the Trossach's. After lunch we made a visit to the Jim Clark Rooms, a small museum all about the famous F1 driver, lots of his trophy's and memorabilia on view, it was well worth the trip out, I covered 180 miles on that day with some doing a lot more,

I had a couple of issues on that day first I lost a wheel stud off a rear wheel, this is a common problem, they sheer off due to over tightening and fatigue, a simple fix but keep an eye on them, I will probably change them all during the winter. Secondly my wiper switch knob came off in my hand, again a simple fix but just another thing to fix properly not just gluing it back together like it had been done before, even though it lasted 20+ years.

The next weekend was the Whitley Bay Classic Car show, a really good turn out for this event with 15 cars on our club stand, the gazebo went up and the kettle and sausage sarnies were on the go straight away, it wasn't until later in the afternoon that the heaven's opened, and boy did it rain, at one point there was over 25 people seeking shelter under the gazebo,

Martin has fitted one of the high torque starter motors to his Vitesse he said it has made starting a lot better as the engine spins up a bit quicker, but he has had problems with his air filtration system, I am saying nothing about it, but if you need more info on his custom set up have a word with Martin. We were all impressed by Andy and Emma's central locking system on the GT6 and by the TETRIS sugar cubes

Geoff

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

Our September meeting saw a new member and a potential new member, welcome to you both. Rob hosted the quiz which turned out as dastardly as ever but fun all the same.



Sywell Classic went smooth as usual and there in lies the problem, some of us have commented on how as an event it has not moved on since it first started and has become a bit tired so we will look at it next year and see if we still want to do it. There may be other events that will be more interesting.

Tracey and I went to the MX5Owners club National rally and since quite a few Triumph owners also have MX5s we saw a few friends there. It was interesting to see the difference it makes when a club has a massive membership and a car manufacturer to support an event.

Although not a TSSC event Twinklefest was a camping weekend to end the camping season, it was simply a group of friends who enjoy camping getting together with just one stipulation, that you had to have some form of lighting on



your tent or caravan. A great time was had by all with no planned entertainment or driving and we may well do it again next year. Thanks to Jane Smart for having the idea for this and we may have found a venue for our Northants Camping weekend in the process.

Future events are the Restoration Show at Stoneleigh and the NEC Classic Car Show check this magazine for details. Also we should have some details of Silverstone Classic in this magazine so please check it out.

Our next meeting will be on 8.30 on **8th November at Overstone Manor Sywell**. Come along and see us. What else will you do on these dark nights.

We have decided that our **Christmas meal will be on Friday 8th December at Wicksteed Park**. The price is £36 which includes a three course dinner, band and disco and a Moulin Rouge theme. If you would like to join us we require a deposit of £15 and full payment by **9th of November**.

If you require further information let me know.

Hope to see you all soon

Nigel.

NORTHERN IRELAND

Tel. 07707 288233

e-mail: heatheranddouglas@gmail.com

What a run you missed!

Our Mournes Run at the end of September, in the hands of Alan and Pam (F), was truly a great one with the added bonus of fine sunny weather for the whole day. We met in the quaint village of Saintfield in the morning in the car park behind the local bank. As usual we had a little walk around just in case there was something interesting to buy. Thankfully the Hogg family "only" managed to buy a few flavoured pancakes, mainly because Simon missed breakfast. As well as the usual runners, Alan (F), Simon (H), Alan (H) and myself, we were joined, once again, by Valerie and Ernie this time in their Nissan Figaro, and Robert (T) making a welcome return in his lovely Spitfire. Sad to say that in the next few weeks Valerie and Ernie will be leaving us for sunnier climes as they return to Spain for the winter period. (Jealous or what!) After the usual quick briefing we were away along the Downpatrick Road and all the speed bumps to keep us all in check. Quite an interesting route as we made our way across the countryside via the Edendarriff and Ballywillwill areas before arriving at Annsborough. Bit of a problem here as there were roadworks at the junction with the main road but we managed fine as we had come across quite a few earlier in our run. It just goes to show that whilst you might plan and drive a route there is no accounting of what Roads Service might place in your path. A quick spurt up the hill and we were in Castlewellsan meeting the Sat morning traffic, that quickly cleared, as we made our way on to the Dublin Road. The Lough Island Reavy reservoir on our right is quite a nice sight as we headed for Kilcoo, with many flags in the area in support of the local football team. By now we were on the Castlewellsan Road (B8) to Hilltown once again meeting heavy traffic in the middle of the village. Although our final destination for the first part of the run was Rostrevor we went straight through the village towards Newry before taking a sharp left on to the Yellow Road. I had been on this road in the earlier part of the year when trying to get to the annual

TSSC AREA NEWS

Kilbroney show although my "escort" took me to Warrenpoint first! This is a great road to take as it brings you the view of Slieve Roe and the surrounding area. — well worth seeing if you are ever in the area. A quick run over the hill and we then dropped down into Rostrevor to the well-established café in the grounds of Kilbroney park. Nearly too much energy going on here for my liking as we came across quite a number of "young" mountain bikers who had also made the car park and café their destination. Suitably refreshed we made our way along the coast to Warrenpoint and then on to Newry. If we thought that the traffic was bad earlier then we were in for a shock in Newry. We crawled through the city to the Omeath Road and it was there we discovered the problem. The area had been taken over by visitors to schooners that were to be seen on the Newry Canal. There was also the Brian Boru, a magnificently-restored gaff-rigged wooden sailing sketch, which had been specifically adapted for carrying passengers on voyages of discovery of heritage and wildlife. The sketch was being used that day by the young Atlantic Youth Trust, after sailing in from Drogheda, as it, and they, were set to feature on the BBC's popular Songs of Praise religious programme to be transmitted on Sunday, October 22, on BBC One. After clearing the Newry area we headed for Omeath but shortly after leaving Northern Ireland we took a sharp right to the hills at the aptly named pub, Corna Muckly House, towards Dundalk. This brought us to the Cooley Mountains range with really fantastic views of

around the village then took place and thankfully nothing major was bought, especially after I had to treat myself to an ice cream. Three euro fifty for two scoops - Portstewart isn't so bad after all. (Photo 3 and 4 here)



Back on the road again after our allocated time and passing King John's Castle we made our way to and through Newry and back down to Warrenpoint and Rostrevor. With our intention to be at Clough for six for tea we took the scenic route through Rostrevor Forest to Spelga Dam just arriving in time to see the toilets close. Some of us nearly didn't make it to the dam as we were nearly cleaned by the very erratic driving of a male in a BMW X5. Robert had the worst experience as he was about to pass a cyclist when both of them were overtaken at the same time. From the dam we took the Slievenaman Road to Bryansford passing Fofanny Reservoir on our right that afforded excellent close views of Slieve Bearnagh and Slieve Commedagh and of course the well known Slieve Donard in the distance. We were fortunate to see these peaks as previously that had been shrouded in mist but as mentioned at the start this was a lovely warm bright day, even late in the afternoon. A quick run through the Bryansford area passing Tullymore Forest Park, Maghera (Co Down) and, with a few twists and turns, brought us to French's of Clough for our booked evening meal. We said farewell here to Robert as he had other business to attend to at home.

A good meal was had by all and the usual craic before we went our separate ways home. Alan (H) joined Simon and I as far as the M2 fork before he turned for Carrick. Had the roof down in the TR from lunchtime and even drove home to Ballymena like that. Heather was in the Spitfire with Simon and they even had the hood down, until teatime. A great run, assisted by the weather, and a well spent eleven hours. A big thank you to Pam and Alan (F) once again.

By the time you read this Peter Mann should have finished his run in Oct and I hope that for his first run it was well supported. Our next meeting at Nortel is on Wed 1st Nov so I hope to see you there.

New for November. We will have a run on Sat 18th Nov in lieu of the film night for those hardy drivers and passengers with their classics still on the road. If you have none available bring your "modern" car and support the run. Details at a later date by email.

Douglas.



Carlingford Lough, with Rostrevor, Killowen and Lisnacre in the background.

Passing through Windy Gap at the Long Woman's Grave we made our way further along some really great scenery before meeting up with, and joining, the main Dundalk to Carlingford Road. We built up a bit of speed here to clear the car systems and also because we were looking forward to a retail therapy stop at Carlingford for an hour or so. Little parking space available in the village so we took over our usual spot in the playground. Nobody objected as they probably thought that we were an official car show. While the ladies and some of the men went to town the rest of us had a discussion on, would you believe, classic cars and their upkeep. Robert was given some advice on the repair of his seats as the sides and base needed some updating. A quick walk



OXFORD

Tom Tel. 07972 039532

Nick Tel. 01869 246543

Nick e-mail: nicksmorse@hotmail.com

Tom email: impo64@yahoo.co.uk

We had 11 or 12 members attend at the Duke. (Not all were there all the time!). Some are arriving earlier to get the excellent food before the meeting starts! We were all cheered by the return of Tom's spitfire, now running after the engine problems, but still with a strange rocker gap changing. (Not as strange as my neighbour claiming the polarity of my old Citroen Visa kept changing!?) that was a few years ago and it ended up in the scrap yard. If I remember rightly a current member has a Visa and there appear to be only 30 of these

Oxford Continues

cars still on the road! To continue this theme we had a Daimler Sovereign, a new mini, a Rover, an Aprilia and a Mercedes attend. There were a few triumphs including a vitesse which had not come before.

To see the photos go to our Facebook page (TSSC oxford). It was a beautiful evening and I thought good company. The other end of the table discussed the forthcoming changes to the MOT, Tom's rocker issue and one couple had bought a 1600 vitesse estate of which only 30 were made. It seems it may have had an interesting past.

Myself and three other members attended the Oxford Motor Club run to the claydons in September in two TR7's which was an excellent event. Go to their website for photos.

We are planning to attend the October Scramble at Bicester Heritage but need 10 booked places to get a stand!

Only time will tell.

Bicester Heritage October Scramble

Oxford area managed to obtain a stand at Bicester Heritage October Scramble (after much hard work by AO Tom) and



15 members registered to attend.

On the day it was an overcast and drizzling start but did dry out. We had a good attendance and even Gloucester AO came to support us with some flags which really put our stand on the map! So many thanks for her support. Next time we need a gazebo too.

A couple from Belgium also came over especially for the event in their Stag so they get extra brownie points! I think they win on coming the furthest. Another member came from north London so they did well too. Gloucester also was a good trek. Well done all those who came.

Despite the weather the event was well attended and there was a steady stream of visitors to the site until lunchtime. Bicester Heritage is becoming a centre of excellence for classic cars and their restoration, with 50 buildings on site (about) which are gradually being renovated and filled with related firms. The more TSSC can make an impression here the better. Excellent bacon baps and coffee too.

October Meet

Oxford area group October meeting was held in our usual excellent venue. My friend JP had driven up especially from the Thames group in his new Jaguar XJ executive so I was chauffeured to the Dukes Head in some style. A magnificent beast. As usual a table



for 10 had been reserved for us. That was fine except eventually 15 members arrived so after the good food had been consumed we retired to the rear room where there was more space - see photo.

Tom did arrive in his Spitfire and we had a Vitesse and a GT6 so extra brownie points to them. As it was a dark and rainy evening we forgave those who chose more modern forms of transport.

We were joined by two local gentlemen in an excellent Austin Healey 3000 and look forward to them joining us again.

A superb evening and I trust all would agree.

Nick & Tom



PETERBOROUGH

Tel. 01778 560507 / 01780470358

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

Thanks to everyone that attended our October meeting. It was a small group of just 10 but we had an interesting time with some good chat on a variety of topics. There were also apologies sent in from several of our regular attendees, including Doug B, who was stuck at a local District Council meeting, but well done to Steph B, who managed to get finished early at her meeting, and joined us halfway through the evening.

Steve Abbott and I had a discussion about guest speakers. We have been talking about this for a few months now and feel it might add interest and focus to the meetings. Steve and I decided that we will kick things off with a joint presentation in the new year (Jan or Feb meeting). We will give more details in due course.

We now have an area calling card, kindly produced for us by Bernard at HQ and we have started to distribute these to our local members. They will really come into their own next year at shows but to be honest any time we see a Triumph we don't recognise in our area, it is worth leaving a card under the wind-screen wipers. It gives details of our meetings so hopefully will be a useful recruitment tool. Steve will bring some more along to the next meeting for distribution.

Whilst the main show season may be over there are still plenty of things going on to keep our interest. One of these was a new initiative by TSSC HQ, who recently held the first of what will be a series of practical Triumph maintenance tutorials. I did have every intention of signing up for this but somehow it passed me by. Pete Linnell did however get along and had a very good day. Here is the report he sent into us:

'Arrived for 10:30, Angie had the kettle on and kept about 18 topped up with tea/coffee. Pete Lewis (always supports on the club forum) was there to share his knowledge, with his assistant Ray.

1st casualty was a Spit with GT6 straight 6 installed, he soon had the stromberg carbs in bits showing everyone the components, and what looked wrong etc.

After resetting and the owner doing a quick test drive, the car was better, but needed a couple of new parts, which were not available.

Next was a basic lesson on how to check your tracking at home with two pieces of wood and a tape measure.

2nd car was a lovely GT6 that looked and sounded great, but the owner could hear the tappets.

Within minutes the rocker was off and the feeler gauge and spanners were at work, and the very slight tappet noise was gone.

More handy tips were shared in the process.

We then had a break for Bern's BBQ lunch, and looked around the HQ and Club Shop.

After lunch we were shown some tricks on solving wiper motor issues, trunnion maintenance, gearbox overview and synchromesh. Followed up by plenty of questions and answers in the Club Shop with another cup of tea with a biscuit.

If another one is planned, I highly recommend a visit.'

Thanks for the report Pete and I will certainly be up for the next tutorial (assuming there is one in the new year).

Looking ahead there are 2 big shows coming up. **Sunday 5th November is the Stoneleigh Park Restoration Show.**

TSSC AREA NEWS

Advance tickets are £8 per head (£10 on the gate). The following week sees the return of the **Classic Motor Show to the NEC Birmingham**. This will run from **10th to 12th November** and ticket prices vary from around £23.50 per head for a day ticket bought in advance (£26.50 on the gate). Hopefully you will read this report in time for both of these shows.

The Peterborough area also has two important forthcoming events. Our **next meeting on Monday November 13th** will be our area AGM. Please try to attend as this is your opportunity to put forward ideas for the group and to have your say on what we do and how we do it. It is your club and this is your chance to help steer it! Dare I say it, if you would like to become more involved, or even become an AO, then don't be backwards in coming forwards. Doug B and I have held the joint AO post for far too long and I think we would both welcome new blood!

Our December meeting takes place on **Monday December 11th** and this will be our Christmas party, held again at the **Golden Pheasant, Etton**. I now have the menus and I intend to email them out to as many as I have email addresses for. We would like menu choices and a £5 deposit asap but the obvious opportunity for both will be at the November meeting. Steph B has kindly offered to co-ordinate the meal again this year so please get in touch with her (via Doug B) if you have any queries/special requirements. We haven't finalised a price yet but I would expect it to be similar to last year (£20-ish per head for the 3 courses).

That is about it for this month. As mentioned do please try to get along to our next meeting. It is on **Monday 13th November at the Golden Pheasant, Etton** starting around 8pm. Everyone is very welcome and we look forward to seeing you on the there.

Cheers

Paul

SCOTLAND CENTRAL

Michael McCallum

tsscscotland@gmail.com 07725 804 602

Jacqueline Rankin

Cats26@hotmail.co.uk 07853 153 691

www.TSSC-Scotland.ORG

www.facebook.com/groups/TSSCScotland/



Living in Scotland does not always make you look forward to the dreich winter months that lay ahead of us and I am one who really does struggle through the wet times however, with the number of club activities we had it's been busy year and I'm looking forward to a wee break. As with everyone in the club I am sure we have started making a list of the things we need to do on our Triumphs over the winter and if we don't have things needing done I am sure we will create some. Brian has done a fantastic job of getting John's Molly body prepared and now it has had a shiny new paint job, it is great to see all the hard work that goes into the preparation pay off as the car looks awesome.

October's meet night seen us at Zyka in Newton Mearns, not the easiest place to find as it is a reasonably new venue but the food was excellent and we all had some good chat and it is definitely a consideration for another curry night. I would like to say a big welcome to Kyle Clark from Edinburgh, Kyle is one of TSSC Scotland's younger members well, he actually is



the youngest. Kyle has a Herald that he uses as a daily driver, hats of to you Kyle for being such an ambitious member and using your car daily, it was great to meet you at the Curry night and we hope you can become a familiar face and part of the TSSC Scotland family. There appears to be an appetite for an area meet in Edinburgh, all that is needed is some members, a location and an Area organiser, please let me know if you are interested in attending such a meet or even taking up the mantle of AO.

September saw the Bo'ness hill climb weekend event which I reported on last month where we came runners up in the best club stand. The second September event saw 14 Triumphs and 1 Rover support the Distinguished Gentleman's Ride at the Triumph Bike garage in Glasgow. The weather was easily described as absolutely disgusting on the day, the guys on the bikes who done the run were totally soaked in their gentleman apparel. As a couple walked past me when inside the girl said to her co-rider "can I take my shoes off now so I can empty the water out of them" well done to all the participants who braved the weather for 2 fantastic causes, the first being Prostate cancer awareness and the second being Suicide awareness. TSSC Scotland were well chuffed at being invited to help support this event and really appreciated the sentiment of the joint marquees being together and helping to raise a whopping £12,000 on the day. A MASSIVE thank you to everyone who helped make this event a success.

Now the important parts of day have been reported on let's have a look at the fringe items. The venue itself opened on April this year and the building is split in half, with Triumph being in one side and Ducati the other. Triumph have the dealership for Ducati so basically they share the same amenities in the building, cafe, toilets, boardroom etc. The Harley Davidson garage is in the same vicinity and only separated by a road that Triumph own which they call Pit Lane. Triumph have said they will be having a few events over the summer months that we will be invited to. The display of bikes was amazing. I know nothing about bikes apart from how fast they can go, therefore it was like casting pearl before swine. The band that played was really good and provided some fantastic entertainment, there were some niche stalls there offering various wares, one stall we did have a chuckle at was the shoe shine girl.

By the time you read this we will be about to head into the November meet and we will be in the Harvester in the fashion of an open night, no activities planned. December will see the first anniversary of the 4 Area Organisers election, it has been a very challenging year behind the scenes for everyone involved, however we firmly believe that we have provided a strong foundation for the year ahead whoever may be elected. The AO team would like to prepare a short presentation for all members that we can review what TSSC Scotland have achieved over the past year. As you know the Harvester does not lend itself to presentations, but guess what? We know a place that does and when we were at the Triumph bike garage they gave us a tour of their premises including their board room, they were very accommodating when we suggested that we could host our AGM there. The venue is excellent for this purpose and we can use the cafe which is open, what is the catch I hear you say, well the Garage is not open in the evenings but it is on a Saturday. So due to the lack of privacy and big telly's in the Harvester, the AO team have scheduled the **AGM to be on the 2nd of December at 10:30am for an hour or so at the Triumph garage Hillington.**





SCOTLAND CENTRAL SOMERSET . . . SOUTHERN

TSSC AREA NEWS

Scotland Continues

As an area this year we have all done fantastic, every member has contributed from attending shows, writing articles, designing banners, caps and T-Shirts. We have definitely put our area on the TSSC map and we should all be proud of this years achievements. Oops I mentioned a banner, OK now the cat is out the bag I would like to thank the 2 sponsors of our new sail flags, firstly one of our own members company Leeson Coachworks and one of our members employers Ogilvie Fleet. We really appreciate this support from both companies as it allows us to establish our area even more. Thank you Brian and Mark. It was also great to see the young members report in the Octobers courier, a great read Alyson and yet again it is certainly helps put TSSC Scotland on the club map. Happy winter garaging folks

Michael

November Items:

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

Breakfast Club Meet at the same venue on the 3rd Sunday of the Month 19th November 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/TSSCSScotland/>

SOMERSET

Tel. 07760 384236

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

Hi all. First off we would like to welcome 3 new members to the Somerset area. They are Jim Hamish-Wilson, Christopher Lloyd and Michael Pope. We do not know what Triumphs they have, but hopefully they will get to a meet soon and introduce themselves and their cars!

The September meet was pretty eventful! Our normal room was booked so we thought we would have to use the bar but just as we were about to start there was a power cut and the pub was plunged into darkness! As the power came back on we noticed another room was available, so we very quickly staked our claim! Then another power cut hit and this time it was permanent. We still managed to hold the meeting and run the raffle! A few members also managed to eat their meals via the torches on phones.

Apart from that we had a good and somewhat loud meeting. Amongst the 22 who attended was recent new member Terry, who we hope enjoyed it enough to come again. We were not sure if it was the weather or not but only Harry took the plunge and came in a club car!

Some of the topics discussed were as follows. **The Resto Show stand at Shepton Mallet** (martin was still in need of a couple of cars) namely a Spit Mk1 and Mk4. Hopefully these will be found in time for **Nov 3rd, 4th and 5th!**

Le Mans classic 2018: Martin is looking for anyone who would like to attend the Le Mans classic, **6th-8th July 2018**. Martin has details so if you fancy a French drive let him know! It was also reported we were looking for a new venue to hold our meetings, this was being looked at by Martin!

Since the September meet a place has been found so please make a note of the venue as we will have had our first meet there on October 8th!!!

The new Somerset area venue is The Puriton Inn junction 23 M5, Puriton, Bridgwater, SOMERSET TA7 8AF!! They apparently do a "Curry and pint night" every Tuesday! Their Xmas meal is also said to be very good??

Guess that's about all for now folks,

Cheers for now,

Martin & Derek...

SOUTHERN

Tel. 01252 722432

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

Hi all. On Saturday 12th August Mike, Karen, David, Wendy, Barbara and myself made the journey to the Retro festival at Newbury Showground. A nice sunny day but a tad windy. Much the same format as in other years, nearly all the stalls, and there was many, selling retro goods of some description. If you couldn't find it here, you wouldn't find it at all. Popped into the Star at Headley on the way home for a meal. On Sunday we met up with David and Wendy at Milford station and proceeded to the Cranleigh Show. The first time I have attended this show for some years. Lots of cars and club stands – usual stalls, and yes I found the beer stall selling Uphams – not a bad pint.

Saturday 19th saw Barb and I going to Camberley town centre show alone as the others had cried off. A very good turnout of cars and lots of interest from ordinary public which is always nice. Met up with Martin and Cynthia, Mickey and Julie and Chris from the Thames area.

August Bank holiday weekend saw me and John, a friend of mine get off to a 6.30 am start on our way to Gloucester Goes Retro show, a crossroads of four streets, Northgate, Eastgate, Southgate and Westgate, each street having a theme for the period, 40s, 50s, 60s and 70s and 80s. We were in the Southgate (thank goodness for sat nav) and parked along with cars of our period. Very well marshalled with lots of smiley faces. First we walked Southgate, 70s to modern times. When we reached the cross we wandered down Westgate 1900s – 1949. Some really splendid cars with lots of drivers and passengers in period costume and wartime and military vehicles. I happened to spot down an alley way looked to be a pub, duly noted for lunchtime. We then wandered down Northgate, 1950s themed. It was nice to have the cars of the same decade together. Well having completed tow streets it was time for a pint so back to Westgate. It turned out the pub was a 16th century coaching inn. It had a good selection of brews – pity I was driving. On leaving the pub, sitting at a roadside table were Guy and Suzie having a spot of lunch. After a chat we walked along to Eastgate, 1960s theme. Amongst the vehicles we spotted the Bond of Guy and Suzie. After finishing Eastgate we returned to Southgate and the car for a sit down. After a while I was approached by a gentleman who asked me to go to the cross. For what he didn't say. So I duly did so. After what seemed to be some confusion I was presented with a nice glass shield inscribed Winner 2017. This completed a very nice day out.

Bank holiday Sunday saw me alone on a 7.15 am start to visit the Hellingly Festival of Transport. As usual a diverse show, something for everybody. It gets larger every year. Good arena displays though the day. Weather was warm and sunny for a change.

Monday Bank Holiday saw me alone again meet up with Wendy and David at Wendy's to convoy to Wisborough Green via the A272. As we were about to leave Wendy's, the Spitfire would not cooperate due to a flat battery. So Wendy accompanied me to the show, meanwhile David was carrying Wendy's Grandson Theo, followed by Mum in her modern. Arriving at the show, Derek and Wendy were already installed. A bright sunny day with the usual village fete set up.

Mike

Sorry no reports on the roaming and regular meetings, I was absent presumed having a good time on holiday. Well I was 'til Monarch went bust.

As of this time I cannot insert a date or place for our Xmas meal. Seems that the "Stars" have hiked the price for less of a menu and are not giving us the discount that we have gratefully had in the past. That said Neil is on the case and a new venue should be announced at the next regular meet.

The Sunday lunch venues for 2018 will be in the December issue of the Courier and of course you will get updates on the Yahoo messenger if you miss them at the meetings

Up and coming events November,

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

NORTH STAFFS . . . SUFFOLK EAST SUSSEX . . . SWINDON . . . THAMES



December
5th Regular meet Seven Stars or Xmas Dinner at a place to be confirmed
That's all for this month Take care

Mark

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

The clocks have gone back and we entering winter, when it's time tackle those jobs we keep putting off on our cars, however, my list is so long I need two winters to get them all done.

The last meeting was down on numbers again but it was a wet and windy night which could be one reason, its time to think of the Christmas dinner and selecting a venue so if you have any suggestions get in touch.

A few of us went to the Lichfield & Hatherton Canal Trust boat and classic event which almost ran out of space for the cars, the weather being good boosted the numbers.

Some of us joined the Notts area Triumph & Trains at Churnet Valley Railway for the Double header weekend with some great looking Triumphs turning up.

Apart from the big classic restoration shows the season has come to an end so its time to start thing of next year, I have heard there is a possibility that one of the nicest settings that was used for shows is to be reinstated next year at Shugborough Hall which was one of our best shows of the year.

Next meeting 29th Nov
BFN

Dave

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

First let me apologise for no report last month, unfortunately I was called away for work at short notice and failed to let the rest of the group know within a decent time. Anyhow, I'm pleased to say October's meeting was well attended with ten members. The nights are drawing in, so no real time was spent in the car-park, but I'm glad to say there were a few Triumphs in attendance.

Justin brought a familiar problem to the pub table, his Stag bonnet release has become disconnected rendering his bonnet firmly shut. Various methods of getting it open were discussed, from the destructive (drill a hole in the bonnet), to the time consuming (grill off, lights out, probably radiator and try and undo the hinges from the inside). However, firm favourite was get it on a ramp, get underneath and try and push the catch with a broom handle. This may be made easier by the fact his Stag has a straight 6 in it, so no wide V8 to get round. A glance in the bay of my Rover V8 Stag, shows there should be plenty of room to do it. Hopefully by the time this is published Justin will have cracked it.

Colin, Chris and Lyndsay completed the Club Triumph 10 Countries Run in early September in Colin's Mk1 2.5pi. From all accounts, it was not without incident. Mis-fires, sooty plugs, faulty injectors, a fuel leak and a loose crank pulley all added to the fun over the 5 days, kept the 3 of them on their toes and kept their fingers greasy.

Well done for finishing chaps and good to see the camaraderie of that great event kept everyone going.

With winter drawing nearer, the projects will probably be progressing. TRGB are a few pounds richer with some members paying a visit to relieve them of some second-hand parts.

I'm hoping to crack on with my MK3 GT6 project, which hasn't moved far since coming back from the welders earlier in the year.

So the next meeting will be on the **7th November, as usual, at the Barham Sorrel Horse**. Please come, armed with your cars, adventures and project updates.

Russell

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

TSSC AREA NEWS

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

We had a good turnout at the October meet including myself there were 10 of us, not bad.

It seems Colins Dolly Sprint is back in action having had a new thicker head gasket fitted, as he has had problems with the standard head gaskets, says he has done about 300 miles so far and all is ok, so hopefully all sorted.

Simon also came along tonight, he has had problems with his 1500 Spitfire, he thought perhaps the diff had been rumbling away for quite a while now, so took it to his local garage and diagnosed the diff, he managed to get another of off E Bay, it was fitted but the problem was still there, it seems it might be a knocking N/S UJ joint, so hopefully this will be resolved soon.

Martin would like to reupholster his Stag, he says he would like to do it in leather, but thinks the cost might be prohibitive, perhaps at it may be a over winter job, he may be able to save up his pocket money.

Clive is arranging a trip up to the restoration show at Stoneleigh, myself and two others are going with Clive so looking forward to it.

Myself and a couple of mates are going to the classic car show at the NEC, the following week so lots of walking and spending still all fun though.

I have booked the **Sussex branch Christmas Dinner** we all agreed to stay at the **Laughing Fish at Isfield**, it is on **Sunday Dec 10th**, meeting at 2 p.m. so if anyone would like to come along, please contact me, or at the next meeting.

That's enough rambling from me **next meeting is Wed Nov 1st** so look forward to seeing you all then. Cheers

lan

SWINDON Tel. 01672 514241
e-mail: guy@bondequipee.org
e-mail: spitfires@cadley.org
Meetings Cover Swindon/North Wilts area

A shame the nights are drawing in. That may have been part of the reason the September meeting was so quiet, with only Tim and Helen and us in attendance. We had remembered to send out our usual email to those in the Swindon area but perhaps sending it at the beginning of the month (while we were in 'Area News' mode so that we didn't forget later) backfired if it led to the recipients forgetting about the event.

We imagine meetings over the winter months may be quiet generally, although perhaps, if people's lives are a little quieter, they may be released from duties at home to join us occasionally.

Wednesday 15th November, from 7.30pm at The Village Inn, Liddington, SN4 0HE

Guy & Suzie

THAMES Tel. 0777 362 3807
e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

Greetings all. My Vitesse is still throwing charging fits every now & then, so a new control box is on the shopping list. We are now meeting twice a month hoping that you will come and join us either at the Fairmile Inn, Cobham on the 1st Thursday of the month or at the George Inn, Wraysbury on the 3rd Thursday of the month.

SOCIAL MEETINGS 7th SEPT. OATLANDS CHASER.

This was the last of our roaming meetings this year, Julie and I arrived in our Vitesse and parked up along side George's and John's Vitesse's. Chris & Marco were in their Spitfire's. Inside the pub we joined them, as well as Bob & Wendy. We enjoyed



THAMES . . . NORTH WALES

TSSC AREA NEWS

Thames Continues

a lovely meal and conversations. Work on our Triumphs has been :- Bobs still replacing bushes on his Spitfire. Chris's Spitfire has a fresh MoT, a new rocker box gasket fitted and is getting his steel wheels repainted. John has fitted a semi-sports exhaust to his Vitesse, which put up a good fight to fit. Marco also has a fresh MoT on his Spitfire after replacing the top swivel joints, track rod ends a bit of welding and tweaked the emissions. A wonderful evening in great company.

21st SEPT. THE GEORGE INN.

Our Vitesse gets Julie and I to our meeting running well and with a big grin on my face. Tonight we are joined by Chris C, Graeme, John P, George B, Doug B, Jason & John, Martin F, John I and a big warm welcome to Richard T in his Vitesse Mk2 convertible which he has owned for the past 45 years. Triumphs in the car park were John's Vitesse Mk 1 convertible, Richard's Mk2 convertible Vitesse and our Mk2 Vitesse. Work on our Triumphs has been :- Chris has his wheels back for his Spitfire and is getting the tyres fitted, it has also had a new vertical link fitted. Doug is flushing the cooling system on his GT6. Jason has rebuilt the engine on his Spitfire 1500 but needs a starter motor to get it running. Martin's 2000 Mk2 saloon is waiting for some more welding attention and still is trying to sort out the sticking carbs on his Spitfire 1500. We also had a raffle this evening our winners were :- Doug who won the Screwdrivers, George who won the wire brushes, Richard who won window squeegee and Graeme who won a cleaning mitt. A lovely evening with great company.

SHOWS

10th SEPT, DUXFORD ALL TRIUMPH DAY.

With Julie, My Dad and I in the Herald headed off to the show. The Herald didn't miss a beat and we enjoyed the trip there. Once we parked up our first visit was to the loo's and a look through the museums hangers (which we spent most of our time there doing). We had our lunch out of the back of the Herald, sheltering from the wind a little (well it's a airfield, it going to be windy!) before enjoying looking around more of the museum. We returned for the prize draw but didn't get a look in. Read Herts & Beds report on the show for Triumph action as we were to busy enjoying the museum displays. We had a good trip home & had a firing & great day out.

17th SEPT, TILFORD RURAL LIFE CENTRE,
SCVC GATHERING.

We are in our usual spot opposite the cafe, under the trees. This year we had to share this spot with the Dolomite Club and we had a great display of Triumph's. From Thames Area we had Martin & Cynthia in their Spitfire 1500, Tony & Penny in their Stag, Mike & Jasmine in their MK2 2000 Saloon, Graeme in his TR6, George in his Mk1 Vitesse convertible, Dave in his Dolomite Sprint, Julie in her Herald 13/60 saloon, My Vitesse Mk2 convertible. From Southern Area, Mike (AO) in his Stag, David in his TR6, Wendy in her Spitfire Mk3, Mike in his Healey 3000, Mark & Vanessa in their 2.5s MK2 saloon, Peter in his Stag and another Stag. Off stand there was Jez in his Courier selling Pateons Original chutneys, pickles and preserves, Barry in his Stag, George in his Herald. Other Triumphs there were 4 Stag's, a TR6, 2 TR3's, 2 Vitesse's, an Acclaim, a 2.5Pi Mk2 saloon, a Herald, a Spitfire, 2 Renown's a Burlington, 2 Mayflowers, a 2000 Mk2 saloon, a Standard Vanguard, a 1300Fwd, 2 Dolomite's & 7 Sprints. There was a nice amount of auto jumble to rummage through, the usual refreshment stalls like Hog's Back Brewery, Giggle pig sausages, ice cream van, bakers stalls, coffee van. The railway was running but the steam engine was out of action and the diesel didn't have the same glamour. We had a wonderful day there which was topped off with Julie's Herald being picked in a random draw which won her a bottle of bubbly.

24th SEPT, KEMPTON PUMPING STATION & WATER-
WORKS RAILWAY.

I take my Vitesse to the show and meet up with George in his Vitesse already there. Other Triumphs there were Marco's Spitfire (sorry we didn't meet up) and another 1500, a TR4, 4

TR6's, 3 Stag's and a Roadster. The Triple expansion engine was steamed up & running four times through the day and is a impressive sight to see how it all works, they have a lovely refreshment area.

Outside the waterworks railway runs in a loop, but plans are set to open up the old line, to run into Hampton. It is a lovely little museum and a must for any steam fans.

Our next meetings are the **1st Thursday of the Month at THE FAIRMILE INN, COBHAM & 3rd Thursday at THE GEORGE INN, WRYSBURY**. Please come and join us for a warm welcome or phone me on 07773 623807.

Mickey & Julie

NORTH WALES Tel. 01691 600215

www.wrexhamgandtriumph.co.uk

email: helenahill@btinternet.com

Hi, everybody. September started with the Potteries Charity Road Run on Sunday 3rd, and we attended this year in our Jaguar XK8. It was a very early start, but we set off and picked M.G. Joan up, then proceeded to Gawsorth Hall where we met others of our Chester & Wrexham group for coffee or tea, and collected the route plans. The run was smashing, as usual, taking us through some spectacular countryside, and the weather, although cold, kept dry. Finishing back at Gawsorth we all settled to enjoy our picnics, although the wind had increased, so we, along with Joan, decided to have our food in the car. We finished our lunches then set off home, earlier than in previous years because it really was not a day for sitting out. Jan and Geoff led the way in their Stag, and we had a good trip home. Another lovely day, and raising money for the Donna Louise Children's Hospice, the Midlands Air Ambulance and Blood Bikers, all good causes.

Tuesday 5th September was our monthly meeting at Marford, and again this was well attended. Joyce was kept busy selling raffle tickets, then Helena and M.G. Richard covered the events that had taken place over the past month and then went over the future runs and shows. Julia and Alan announced that they were planning a run followed by a BBQ at their house. With the business side finished the draw took place for the many prizes on offer in the raffle. Yet again, another great night in great company.

On Friday 8th September we set off to meet up with Malcolm and Joan, together with Phil and Ilene, for our journey to France. It was a good holiday, although not everything went as we thought it would (no disasters, just a little bit different from the Black Forest trip last year). The French countryside was lovely, and we saw things that we never thought we would, the Pegasus Bridge and the Bayeux Tapestry to name but two. We all had a great time with lots of laughs, this being down to the fact that in the right company you really cannot go wrong! On Sunday 17th September, as mentioned earlier, Julia and Alan had arranged a run and BBQ, so a good number of our group met at the Moreton Garden Centre for refreshments before setting off with their route plans. This run and BBQ was organised not only to take advantage of the remaining time before the weather starts to turn, but in order to raise money for Dementia. This is such a good cause, because we never know if and when this will affect any of us.

There was a show at High Legh Garden Centre in Knutsford on the 24th, and quite a number of our Chester & Wrexham friends attended this, having a really enjoyable day. On the same day there was the Fordon Show, near Welshpool, and Kevin and Tony went along to this. They reported back that it had been a good show, with a great variety of cars and motorbikes on display, and having a nice friendly atmosphere. In spite of the previous day being dreadful, with rain for most of the time, the weather stayed kind for both of these events:- these are definitely two shows to keep in mind for next year.

Tuesday 26th was our monthly OFFAL run organised by M.G. Malcolm and Joan, and thirty-one of us met at the Grosvenor Garden Centre at 11.00 a.m. for teas and coffees, and to collect the directions for the run which, once again, took us through some lovely countryside. We arrived at Willington Hall, Tarporley, for our pre-booked lunches, which were thoroughly enjoyed by all. Yet again, another great day in great compa-

SOUTH WALES

ny, with much chat and laughter. Sound levels always go up whenever we all get together!

The season if about over, but we are looking forward to another year of shows, runs and trips. In the meantime, take care on the roads.

That is about all for now. Please remember, our meetings are held at **The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m.** Come along and have a good natter.

Forthcoming events:-

November

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

19th November:- Wheels Within Wem, Tilstock.

24th November:- Christmas Dinner, Chester Golf Club. There is no OFFAL in November.

December

5th December:- Monthly meeting and Presentation Night at the Trevor Arms, Marford. There is no OFFAL in December.

Regards,

Helena and Roger.

SOUTH WALES Tel. 07802 204068

www.triumphwales.moonfruit.com

e-mail: alan.gourley@hotmail.com



**New meeting venue
Six Bells Inn, Broadstreet Common,
Peterstone CF3 2TN**

**MERTHYR TYDFIL FESTIVAL OF TRANSPORT SUN
10TH SEPT 2017**

I had decided not to risk my Spit 1500 for this run as the diff had been rocking and rolling and being generally very noisy returning from Thornfalcon at M5 and M4 traffic speeds a few weeks earlier and holidays had got in the way of a permanent solution, quality sawdust being hard to come by.

I always look forward to a 1960's outing in Bern's Standard Vanguard so we set off around 8am and headed for Nantgwyn



our rendezvous for the short 30 mile run to Merthyr Tydfil. Mike and Emma had overtaken us as we refuelled and were already parked up in Mikes recently acquired Red 1300 Spitfire. It's on loan from the Welsh Museum of Transport on the understanding that it is returned the right way up and every panel free from dents. Thumper Watson was also already there in his green Toledo which is up for sale to anyone interested in a nice classic saloon which has been well looked after. The Monmouth Mafia Mike and John were already collecting the monthly contributions from the Two Arches Café for continued trading west of the Severn in their Acclaim and Triumph Cortina. We were soon on our way and Thumper insisted on leading as he was

TSSC AREA NEWS



sure he couldn't remember the way. Just as he had predicted we were soon on the alternative valleys scenic route to Merthyr which was great as you get to see parts of the country where time seems to stand still. We even passed the old Hoover factory which hasn't changed from the day the workforce left. It still has the By Appointment to HM the Queen sign on the front!

Arriving at the venue which was the large car park of the local leisure centre we were directed into place in front of a very impressive row of classic buses from every era of Welsh and West of England transport of the past. Despite the weather not being the best for a vehicle show we all had a look at the impressive array of vehicles Busses Bugatti's and Bentleys before going in search of the all-day breakfast on offer in the town which was only a short stroll away. Fully fuelled we returned to the cars and took shelter as the weather was really turning against us. It turned out that Area Navigator Ant had visited when we were breakfasting he called on his way to his intensive map reading class. We retired to the relative comfort of the Vanguard for a well-earned coffee from our recently acquired miniature 12V Italian Coffee maker we have fitted in the boot.

Then out of the mist and gloom I could make out George and Elaine coming towards us to seek shelter in the more than ample back seat of the Vanguard. George updated us on the recent sale of his Capri which will soon be wheeling and dealing its way to Paris having made one of the highest values ever paid for the mark. It had lots of marks. Mafia John and Mike arrived back having taken advantage of the bus tour to the local Brewery, arms full of free sample bottles unopened which was very impressive. On hearing about free beer George and Elaine said their swift goodbyes as they legged it down the car park to catch the next Brewery tour bus. By now a lot of the assembled exhibitors had called it a day and were winding their way home so we decided to do the same.

It had been a good but slightly damp day out but worth doing to catch up with old friends although it's always better when the blue skies and sun is about. I said to Bern "Isn't it funny that on a wet day when you are waiting for a bus, 27 all turn up at once"

BLOODWISE SHOW CHEPSTOW RACECOURSE SUN 17th Sept 2017

The sun had just crept over the horizon as I loaded my Spitfire and made my way across Cardiff to Cardiff Gate services. My heater was working fine now as the valve had stuck closed probably with being laid up for so long. The fix was easy, take the top hose off and put a blunt rod into the valve and with the valve set to open tap the top of the internal plunger until it moves, job done!

Pulling in to the Junction 30 car park to be joined by Bern in his immaculate Standard Vanguard and Graham joined us in his very immaculate white Triumph 2000. Just as we were ready to move off Mike the Cake and Emma arrived in his Red Spitfire. We had a slight delay due to Sally Sat Nav refusing to be told where we were going in order to avoid the Department for Disruption's attempt to stop us getting to Chepstow, the tunnels at Newport being closed to change the light bulbs! I had hatched a plan to use the industrial link road to the south of Newport and drive all the way through to Magor services avoiding the issue completely. The plan worked perfectly and we arrived bang on time to join the cars already waiting for us. Mikey J was there in his fresh out of the box GT6 and Thumper Watson in his still for sale green Toledo. We welcomed Ian in his immaculate red Vitesse and Sue in her Triumph mgf. Mals per hour and Stephen arrived in the Black Mystery Machine. Mike and his wife also joined us in his incredibly original two tone green Vitesse 6 complete with its sales receipt from 1964. Paul and Dotty arrived having fought their way through the traffic chaos at Newport and said that Gwyn and Barbara and Tim were running late west of Newport. In order to keep to our arrival schedule we had to get going and hope that the others would catch up. I had my money on Tim making up time in the Spit 1500 as it's really sorted and goes like a good one should.

We were soon on our way and it was a pretty uneventful journey from Magor to Chepstow Racecourse which is tucked away on the outskirts of the beautiful town of Chepstow. The



stewards were not all singing from the same song sheet as the song sheets had all blown away earlier and I was given vague directions to the section we had been allocated. We soon worked it all out and got parked up in a neat line facing the grandstand and got our flag organised. At this point in the run report I normally mention Paul and Doty getting the kettles on but due to an accounting error the Club Treasurer had forgotten to pack them. Bern had to hold Thumper back at this point as the discontent spread among the waiting queue of expectant tea and coffee customers waving their empty cups. Doty soon had a solution and diverted Mals and Stephen in the Mystery Machine to the nearest Chepstow kettle emporium as they had been stuck outside waiting to get into the public car park again due to the song sheet issue. Now that's what I call thinking outside the horse box! A brand new kettle was soon delivered and normal service was resumed thanks to Mals and Stephen and Doty's quick thinking.

Gwyn, Barbara and Tim arrived in the Dolly and well sorted 1500 Spitfire just as John and Jo arrived in their immaculate Red 13/60 Herald. Arrived just in time to sample the new kettle. Bern and I went for a wander and ended up with a tour of Pauls immaculate 1957 Bedford Bus which he drives as well as his Herald. Jim and Margaret dropped by having parked their retro SAAB in the other display section. In general the show was well organised and well supported by clubs and individual entries however it was let down by very few traders attending. On the up side we did find the best wood oven pizza take away van ever and sampled the contents enthusiastically. Time marched on as it always does and it was soon time to hedge our bets and make tracks homeward. Before moving off I heard a seasoned punter shout "Well what we lacked in horses was sure made up for by the quality of the horse power on show" We snaked our way out of the racecourse passing a bloke taking pictures of all the cars "Must be the photo finish" I said to myself "A Grand Day Out!"

AL

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

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

The Swanage Railway over three days, is organized by the BPPC at Harmons Cross. Pauline and I went on the Saturday and Jerry came along later. The weather was fine until about 3.00 pm! At one time, I was down to my shirt sleeves! (it must of been warm!), but it was straight back to body warmer and waterproofs in one operation! On the Sunday we rendezvoused at the Baker's Arms, not knowing who was coming. So imagine my surprise when arriving to be greeted by Paul, Simon & Helen, with Dave turning up a few minutes later. We decided to meet Fran & Alan at Harmons Cross only to be greeted by a closed gate saying "CANCELLED!" due to the amount of rain the previous night! - GREAT!! - Anyway, I hopped over the gate and collected the wrist bands so that we could park the cars adjacent to the show ground and still make use of the trains and the Swanage Folk Festival. While we were deciding what to do, we thought we saw Keith's left hooker TR8. So I go traipsing off only to see him disappearing into the distance! A few frantic phone calls and we finally contacted Keith, met up with him in Swanage, after all, Keith had made the journey from Hedge-End! Highly recommended as it includes railway travel for the three days and also includes the Swanage Folk festival. I mentioned last month that Keith has suggested a trip to the Mini factory later in the year. There has been good interest shown and I have said to Keith that we are up for it as soon as he gets something more definite. We are

not sure which day it will be, but we do know it is not available at weekends, so I have informed Keith that we will require reasonable notice for those of you who work, to enable you to secure the time off.

Trevor organised an "End of Season Run" for the 22nd October. Utilising the first half of one of our New Forest Runs. It started from Avon Park and it was adapted to finish at the Fish Inn at Ringwood, where Trevor had secured reservations for lunch, for this reason, it was a book in advance, the final count was 20, but as always a few late entries put it up to 24!! - As with any of these events, if it goes down well and not too much hassle to organise, perhaps we can persuade Trevor to do another!

Christmas Dinner! We all agreed that we were happy with the **Tyrrells 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 previously stated. It looks like we will have at least thirty-two 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... The sordid subject of money, everyone has given me a deposit, thank you. Full payment will be required no later than the **November meeting**, only being two weeks until the Christmas Dinner. Menus, I have emailed to all, if you could let me know your choices by the October meeting, that would be helpful.

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.

Now what has been the main topic of conversation over the last few weeks? - An ugly four letter word, which I am allowed to use, the DVLA has raised it's ugly head and their latest proposals for modified Classic Cars to be re-registered onto a "Q" plate and the re-defining of the "write-off" categories. After all the debating and surmising that has gone on, all we can do is wait and see what transpires and hope that they come to their senses with the help of the FBHVC!!

Footnote:- I have been informed about the sad news that John Snook has passed away. John was a founder member of the Wessex area of the Sports Six Club and did a lot in the early years to help make our area one of the most successful, only leaving to take up the reins of Club Triumph. We were very pleased to see John & Bridget on our last New Forest Run earlier on in the year and our thoughts are with Bridget at this difficult time.

Next meeting will be at the Tyrrells Ford, Thursday 30th November.

Martin



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