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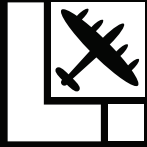
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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.368 Vol 32. FEBRUARY 2011

Price £3.50 Free to Club Members.

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

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## Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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

## COUNCIL MEMBERS 2011

Nigel Clark, Pip Flegel, Chris Gunby,  
Claire Hill, Nigel Hill, Derek Holman,  
Jane Rowley, Gary Russell, David Smith,  
Frank Spencer, Victor Thompson,  
Vivien Thompson.

For a full list of TSSC officials see page 66.

## Honorary MEMBERS

Dennis Barbet. Martin Cox. John & Pam Griffiths.  
John Macartney. Fred Nicklin. Paul Richardson.  
Bill & Jo Sunderland. Paul Swanson.  
Peter Williams.

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

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POLICE HERALD

JUNE & LES WRIGHTON  
AT GOODWOOD 2010

PIC BY

COLIN MURRELL ©

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# T.S.S.C. Events Calendar

www.tssc.org.uk/events e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2011 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.**

**e-mail: trudiprettyjohns@tssc.org.uk**

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **April 2011**

**SAT SUN 16/17 APRIL 2011**  
**AVON AREA CLUB STAND**  
**FOOTMAN JAMES BRISTOL**  
**CLASSIC CAR SHOW**  
**SHEPTON MALLET**  
**CONTACT JUNE 01454 327059**

**SUN 17 APRIL 2011**  
**WESSEX AREA**  
**NEW FOREST RUN**  
**CONTACT TREVOR 01425 475376**  
**www.triumphnewforestrun.co.uk**

**MON 25 APRIL 2011**  
**AVON & SOMERSET COMBINED**  
**STAND AT COLEFORD SHOW**  
**CONTACT JUNE 01454 327059**  
**OR PHIL 01275 340336**

**FRI SAT SUN MON APRIL 29/30**  
**1/2 MAY 2011**  
**22ND ISLE OF WIGHT AREA**  
**CAMPING WEEKEND**  
**APPULDURCOMBE GARDENS**  
**CONTACT ANGELA 0788 006 237**  
**OR 01983 281427**

### **May 2011**

**SAT SUN 7/8 MAY 2011**  
**SOUTH OF ENGLAND MEET**  
**LEATHERHEAD LEISURE**  
**CENTRE**  
**CONTACT GUY 01672 514241**

**FRI SAT SUN 13/14/15 MAY 2011**  
**TSSC NORTH YORKSHIRE**  
**CAMPING WEEKEND**  
**CONTACT RICHARD**  
**07766 354449**

### **June 2011**

**FRI SAT 10/11/12 JUNE 2011**  
**21ST DALES RUN**  
**DENT CUMBRIA**  
**CONTACT RICHARD**  
**07766 354449**

**FRI SAT 17/18 JUNE 2011**  
**MIDSUMMER MADNESS**  
**CONTACT GUY 01672 514241**

**FRI SAT SUN 17/18/19 JUNE 2011**  
**ROBIN HOOD RALLY**  
**WALESBY SCOUT CAMP NOTTS**  
**CONTACT CLAIRE 07971 017012**

**FRI SAT SUN 24/25/26 JUNE 2011**  
**DERWENT VALLEY PEAKRUN**  
**www.derwentvalley-tssc.org.uk**

### **August 2011**

**FRI SAT SUN 19/20/21 AUGUST**  
**2011**  
**TSSC INTERNATIONAL FAMILY**  
**WEEKEND**  
**SAFFORD COUNTY**  
**SHOWGROUND**

### **September 2011**

**FRI SAT SUN 23/24/25 SEPT 2011**  
**MILE OF TRIUMPHS**  
**GREAT YARMOUTH**  
**CONTACT CLAIRE 07971 017012**

## **CLASSIC CAR SHOWS (CLUB INVITED)**

### **March 2011**

**SUN 6 MARCH**  
**INTERNATIONAL TRIUMPH SPARES DAY**  
**STONELEIGH WARKS**

### **April 2011**

**SUN 17TH**  
**NATIONAL DRIVE IT DAY**

**SUN 17TH**  
**STANDARD TRIUMPH DAY**  
**CRICH TRAMWAY VILLAGE**  
**ENTRY FORM www.tssc.org.uk**

### **May 2011**

**SUN 29TH**  
**STANDARD TRIUMPH MARQUE DAY**  
**DUXFORD IMPERIAL WAR MUSEUM**  
**CONTACT ROB KING 01342 713332**

**FRI SAT SUN 27/28/29**  
**CLASSIC ENDURANCE RACING**  
**SPA FRANCORCHAMPS CIRCUIT**  
**ARDENNES BELGIUM**

### **June 2011**

**SUN 12TH**  
**THE BROMLEY PAGEANT OF MOTORING**  
**NORMAN PARK KENT**  
**www.bromleypageant.co.uk**

### **July 2011**

**FRI SAT SUN 22/23/24**  
**THE SILVERSTONE CLASSIC WEEKEND**

### **November 2011**

**FRI SAT SUN 11/12/13 NOVEMBER 2011**  
**THE FOOTMAN JAMES**  
**CLASSIC MOTOR SHOW**  
**NEC BIRMINGHAM**

**PLEASE SEND ALL 2011 EVENT  
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**e-mail: trudiprettyjohns@tssc.org.uk**



# “Comment

BY NIGEL CLARK E-MAIL: [nigel.clark@tssc.org.uk](mailto:nigel.clark@tssc.org.uk)

## The New Show Season is almost here

It's true, it's February and the 2011 show season is just about to start. As ever, the first show of the Triumph year is the International Triumph Show and Spares Day at Stoneleigh Park, which this year is on Sunday 6th March. The TSSC will put on another stunning stand display with an interesting array of Triumphs, plus there will be a strong trade presence and autojumble. If you need a few parts for that winter project, or perhaps a little inspiration to finish it off, Stoneleigh is a great day out.

I can't possibly note all the new season's events here in the Comment column but there are several that I will mention. The first is a new weekend of classic endurance racing at the famous Spa Francorchamps circuit in the beautiful Ardennes region of Belgium. The organisers of the well-known Le Mans Classic are starting a new classic event at Spa and have invited the TSSC because of our strong attendance at Le Mans. For 2011, the Spa event will be over the weekend of 27th – 29th May, which is rather short notice. Unfortunately, this will clash with the Standard Triumph Marque day, which is at the Imperial War Museum Duxford on Sunday 29th May.

For the organisers and for the TSSC, the first Spa event will be somewhat experimental in nature. We will be offering entry tickets, grandstand seats and track laps. We will also be able to offer camping, although it will be on a public campsite so not the same arrangement as the all-Triumph Tertre Rouge site at Le Mans. If the event is a success, we plan to have a TSSC exclusive camping area at Spa in future years. Please look out for more details, prices and entry forms on the TSSC website very soon. Given the speed of the internet compared to the speed of the printed word, it is likely that this will have been published on the website by the time this Courier has been delivered!

I would also like to mention the Standard Triumph Day



*The Silverstone Classic*

being organised at Crich Tramway Village near Matlock in Derbyshire on Sunday 17th April, which is the FBHVC Drive It Day. This event is now in its 5th year and is becoming more and more popular, no doubt in part to the wonderful, classic location. Several local TSSC Areas are involved in the organisation; details and booking forms can be found on the TSSC website Message Board. It's going to be a great day out.

The final event I would like to mention for 2011 is the Silverstone Classic, which runs over the weekend of 22nd – 24th July. This is always a great crowd-puller, with classic racing, retro run, live music in the evening (often with big-name artists), club displays and lots more. The TSSC has been invited to put on a stand at Silverstone this year. In the past, several TSSC Local Area groups have done this. Please could you get in touch if your Local Area is interested to put on a TSSC display at Silverstone?

It would be great to have two or three Local Areas working together to put a really spectacular display. Just let me know if you would like to help.



# NEWS REVIEW

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

### **New TSSC Area Hallamshire (Sheffield)**

This is a New Area that will be taking off in the New Year, with Julie and Adrian Hadfield as Area Organisers. The South Yorks Area have committed to supporting this area and hopefully it will be somewhere closer for people in the Sheffield Area to attend. The Area is as ever open to all members, non-members and all Triumph enthusiasts.

Julie and Adrian will welcome any support that you are willing to give. The meetings will be held on the 3rd Monday of the month and the venue to be arranged all details will be in the Area Directory on the Club Website.

**Pip & Frank**  
TSSC A.L.O.



*Julie and Adrian Hadfield New Area Organisers  
Hallamshire Area (Sheffield)*

### **Welcome From Notts Area**

Congratulations to Adrian and Julie from the new Hallamshire area in Sheffield from all in the Notts Area. We are sure that their enthusiasm and spirit of fun and adventure will ensure that the area is soon a raging success.

**Claire Hill**  
Notts AO

### **Lancaster Insurance Christmas Feast Hamper Winners**



Jim and Christine were absolutely delighted to find they had won the Lancaster Insurance Christmas Feast Hamper from the draw at the TSSC HQ Xmas Open Weekend

They support Herts and Beds really well and its nice to see someone made happy at this busy time of goodwill, so well done you deserve it .

.....now where's the corkscrew?

**Peter Lewis**  
Herts & Beds AO





# HQ OPENING TIMES

**FEBRUARY - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**



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**MARCH - OPEN AS USUAL**

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**The Club Shop will be attending the forthcoming show  
*International Triumph Show & Spares Day*  
*Stoneleigh - Sunday 6th March 2011***

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](http://www.tssc.org.uk)

## TSSC Annual General Meeting

**THE ANNUAL GENERAL MEETING WILL BE HELD ON  
SUNDAY APRIL 10<sup>TH</sup> 2011**

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

## Council of Management Meetings

**27TH MARCH 2011**

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: **Vivien Thompson**  
**TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster**  
**South Yorkshire. DN5 7LG. or email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)**

## TSSC INSURANCE PANEL

**Footman James**

**0843 357 1790**

[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**

**0121 506 6040**

[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Lancaster Insurance**

**0800 013 0080**

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## Nigel Clark

# Interior Improvements

**W**hen you consider how long we spend sitting in our cars, the pleasure of

having a smart, comfortable interior is obvious. An interior makeover is a perfect job to tackle during the winter months, so your car is in great condition for the new season. As an added bonus, a top class interior will boost the value of your car.

This month we will look at a fairly straightforward interior makeover, rather a complete re-trim which would be far more time-consuming and expensive. CBJ, my white TR6 was looking a bit tired and frayed inside with typical Triumph problems:

- Worn, frayed carpets.
- Foam crumbling out of the seats and split covers.
- Poorly fitting gearbox cover.

Improvement was certainly needed but the state of the interior did not really warrant a full re-trim.

I started the job by removing as much of the interior as possible. Almost everything was removed except the dash and door cards, which did not need replacing. Even the old gearbox cover was stripped out and earmarked for replacement. If you have a radio and/or extra instruments in the con-

sole above the gearbox, do remember to label all the wires carefully as they are disconnected; 5 minutes spent here will make the refit so much easier.



### **Floors Painted and new gearbox cover fitted**

The first step on my interior improvement plan was to clean and repaint the inside of the floor pans, inner sills and the inside of the bulkhead.

Most convertibles, even those with well-fitted hoods, are prone to getting damp inside if used regularly. Keeping a good coat of paint on the floor will keep corrosion at bay. After wire brushing and cleaning the floors, any small patches of surface rust were treated with Kurust and then a zinc-rich primer was applied all over. When the primer was dry (and this can take days in a cold garage), I finished the floors with smooth



Hammerite. Not for the purists of course, but very practical in a much-used car and it will be hidden under the carpets. As a matter of safety, do ensure that the garage is well-ventilated, to avoid any build up of paint fumes.

Once the paint had dried and hardened it was time to fit the new gearbox cover. The original type made from board is really nowhere near durable enough. Today the major parts suppliers offer replacements made from either plastic or glass fibre. Plastic has the advantage that it is flexible and so easier to fit but glass fibre is more rigid, and I expect over time will prove tougher. I chose glass fibre, accepting the drawback that the rigidity would make it harder to fit. Naturally the new cover was fitted with a new sealing kit. It really is worth spending time fettling at this stage to get the most accurate fit possible, as time spent now will prevent heat and fumes entering the car when back on the road.

To provide some additional heat insulation, the top of the new cover was insulated with the polystyrene/foil laminate sold by DIY stores to insulate under wall paper, fixed down with double-sided adhesive tape. Don't be tempted to use a solvent-based adhesive, as it will dissolve the polystyrene. Also, as a matter of safety, do not use the polystyrene insulation on the underside of the gearbox cover, as in such a hot environment it will be a significant fire risk.

We are now ready to fit the carpets, start-

ing with the sills, which need to be glued in place. Contact adhesive is recommended and I used Evostick Time Bond, which allows for repositioning if the alignment of the carpet isn't perfect first time. Coat the sill and the back of the carpet with adhesive, allow to dry until slightly tacky then press the carpet into place. There is a vinyl edging strip which folds over the body seam between in the door aperture and is held in place by the door weather strip. Next the underfelt is laid over all the main panels of the floor area and gearbox tunnel, in preparation for the carpet, and glue the felt to the heelboard behind the seats.



### ***Underfelt on the gearbox cover***

Carpet-fitting continues by gluing the horse-shoe shaped piece of carpet to the bulkhead around the edge of the gearbox cover. The rest of the carpet fitting is fairly self-evident. Lay the carpet on the rear deck and heelboard then work forwards fitting the pieces that cover the transmission tunnel and gearbox cover. Finish by laying the carpet into the floorpans and footwells on both sides. Refit any trim panels that were removed, the centre console and bolt down the seat sub-

frames. At this stage I also fitted new weather strips to the door apertures.



### ***Carpet over the transmission tunnel and gearbox***

Now we are ready for the seats. Triumph seats generally have quite hardwearing covers but the foams have a habit of crumbling with age. I had a stroke of luck finding a pair of original optional leather seats with excellent covers on Ebay, and at a reasonable price. The seats were treated to new foams (please see the articles on rebuilding GT6 seats in Courier issues 365 and 366 for the technique), and the leather was cleaned and fed.



### ***Typical wear and tear on the seats***

With the seats refitted and a good clean up of the dash, CBJ's interior was looking almost new. The improvement in comfort with new seat foams has to be experienced to be believed, and the freshened up interior of the TR6 is now a great place to travel, just as Triumph intended.

All together this project took about three weekends to complete, so a very good return on the time invested.



### ***The finished job***

Changing topics now, I have taken a look at the number of TSSC members who have registered TR's on their website profiles. The figures show that just over 5% of TSSC members run TR's. Our figures include all TR models from 2-8, so some will be wedge owners rather than chassis TR, and we must keep in mind that not all members complete website profiles.

### ***Two thoughts spring to mind:***

- This statistic shows there are literally hundreds of TR owners in the Club, so please send me your TR stories to publish. We would love to see your cars here in print in the Courier.

- For the 95% of TSSC members who don't have a TR, you really should try one and find out what you've been missing!



That's all for this month.  
Keep enjoying your TR.



**Look what can happen when you spruce up your interior!**



**TEL: 01487 842168**

Unit 1 Sycamore Ind Est Long  
Drove Somersham Huntingdon  
PE28 3HJ

**FAX: 01487 740274**

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Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
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Herald 1200/13.60 rear centre valance	£65.00
Rear quarter valences	£35.50
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Rear wing front repair panel	£13.00
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Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£37.50
Door hinges 607824	£20.00 each
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Door to glass outer weather strip	£6.00
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Accelerator pedal bracket 147655	£10.50
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Herald new alternative distributor (exchange)	£59.00
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Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£4.50

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### TR7

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Door skins YKC74/75	£48.50
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Petrol tank	£175.00
Petrol tank sender TKC3408	£27.50
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Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£265.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
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Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
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Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
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Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
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Recon w/wiper motor (exchange)	£45.00
Clutch kit TR8 Q/H	£110.00

### STAG

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Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
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### TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
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Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
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Boot lid 575787	£375.00
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Rear lamp assembly 208532/217025	£45.00
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Gearbox 4 Syncro (exchange)	£265.00
Rear leaf spring 305894	£99.50
Recon exchange brake caliper type 12	£46.00



Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

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Gearbox exchange.....	£265.00
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Recon exchange J Type O/D Mk IV.....	£255.00
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Recon exchange brake caliper type 14.....	£41.00

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## GT6

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Mk II front side/flasher lamp 216149/216150.....	£42.00
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Clutch kit.....	£80.00
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## Derek Giles

### Stub Stacks & Feedback

**I**n the middle of last year I started an experiment comparing 2 types of stub stacks on S.U. carbs (photo 1). They are designed to improve airflow when using K&N type filters. I must stress I have only tried them with the aforementioned filters and not with

definitive answer for all situations!

In January I appealed for photos and information on 'YOUR' cars and although I was not overwhelmed with material, Ben Freestone did the business with some 'prose' and photo's! (2-3-4-5). Ben wrote:

*Hi Derek,*

*As an answer to your appeal for 13/60 stories, I thought I'd write down a few things about my experiences. My name is Benjamin; I'm 21 and live near TSSC headquarters in Market Harborough. The Herald is called Aphrodite!*



other so called sports/pancake ones. I DO also, have other mods to my engine which may have influenced my results!

Both of them have worked well and seem to have done what it says on the box. After initial set up, my engine has averaged 40mpg on runs of up to 100mls covering motorways, 'A' roads and country lanes. So how do you decide which ones to use? The one difference that did show up was during the acceleration and tick-over comparisons. The large rounded stubs gave a more even idle and smoother take up when accelerating up to about 2500rpm, above this they evened themselves out and performed equally well! I personally, would go for the larger ones, but in the end I guess price will play a part in deciding the final choice. My conclusions are based on how I use my car, so will not be a



*I have owned my Herald for a year now, a 1969 British Racing Green(ish) convertible, keeping to my dad's family tradition of Herald ownership. It has twin SU carbs, minilites, a funky exhaust and an awful lot of rust, but I believe it's mostly original! I bought it, run it, mend it and insure it using my student loan - well worth the diminished living conditions!*

*It's my daily run-about in all seasons and is my pride and joy!*

*The all-important overdrive has seen it cope with 130 mile runs up to university in Huddersfield and it has seen many fun days out in the Peak District and all over the country.*

*My first really fun day out was when the fuel supply to the carbs got blocked on the outside lane of the M1 at rush hour. The engine spluttered and died but somehow I got through 3 lanes of traffic to the hard shoulder, just a few yards before it ran out! The poor Herald was towed to the service station and limped*



5.



3.

*home. My long-suffering girlfriend has seen her fair share of 'the fun' from the passenger seat. Heading home one morning down the beautiful*



4.

*country roads in the Welland Valley, the horn happily fell off its bracket and short circuited,*

*filling the car with smoke!*

*We stopped and popped the bonnet to see a little sparkling fire right next to the fuel line! I have never disconnected the battery so fast! Another time, with the girlfriend I reversed off the drive and the front vertical link snapped, pushing the front wheel through the wheel arch. She vowed never to be driven in the Herald again! Nevertheless, we both still enjoy putting*

*the roof down and cruising through the countryside in the evenings with great big grins on our faces!*

*I have learnt an awful lot from my Herald. Myself and my Dad have dismantled carburetors, replaced burnt out wiring, added spotlights and a new hood; and kept on top of its disintegrating condition to keep it on the road.*

*I hope my experiences show especially younger members that classic motoring in a Triumph can be affordable, informative and absolutely (terrifying) exciting!!*

**Thanks for that Ben!**

*It's good to hear from a young owner, especially when you consider how he has coped with the foibles of an ageing British car!*

*Now the rest of you have seen how easy it is to put pen to paper, 'please' have a go yourself and let me have some of the interesting/practical/funny experiences you would like to share!*

*Cheers for now,*

**Derek**





[www.tssc.org.uk/gt6](http://www.tssc.org.uk/gt6)  
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## Colin Lindsay

## Shiver Me Timbers & Shake the Ballast!

**I** get a few queries now and again from members wanting to upgrade or repair their ignition systems but unsure as to whether or not their cars are fitted with a ballast resistor in the ignition system. As I drive a Mk1 I know we don't have any, but both MK2 and Mk3 GT6 used a resistor on the ignition circuit.

The ballast resistor is an electrical resistor fitted to the coil circuit which alters the voltage to the ignition coil. If you take the ordinary 12 volt or non-ballast coil, when the engine is running it takes 12 volts in and puts a spark out at the plugs, so the engine fires. A ballast coil commonly runs at around 6 volts which frees up a lot of current for other things, however it was found that putting 12 volts through the coil at engine startup led to a hotter spark when cranking, which results in better ignition and easier starting – hence the need to have a switchable system, controlled by the resistor. The extra draw from the starter motor can mean that the output of the electrical system falls to well below 12v when cranking and the spark suffers – it's not strong enough to jump the gap at the plugs. As the 6 volt coil will produce an adequate spark for running when receiving the lower voltage, putting 12 volts through it effectively means overloading the coil

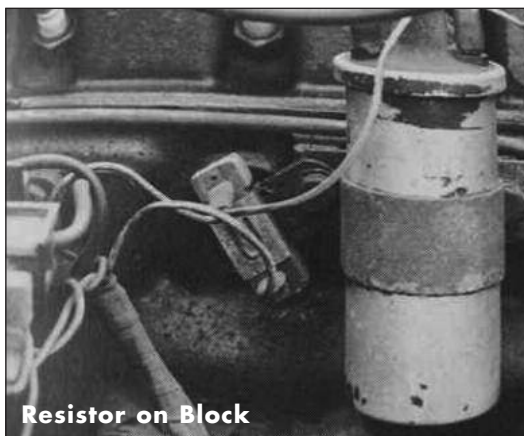
which gives a massive spark, but if run for any length of time will damage the coil or the ignition. Thus turning the ignition key to the 'start' position will bypass the resistor through a parallel circuit and give the coil the full monty, but releasing it back to the 'run' position once the engine has started will re-engage the resistor and reduce the voltage to 6 volts again for normal driving, sparing it the 14 volts or so put out by the alternator.

A new resistor, should you ever require one, costs around £7, so it's not a silicon chip motherboard type thing which will render your beloved GT6 scrap the minute it becomes uneconomic to replace it.

So: what does your GT6 have? Mk2

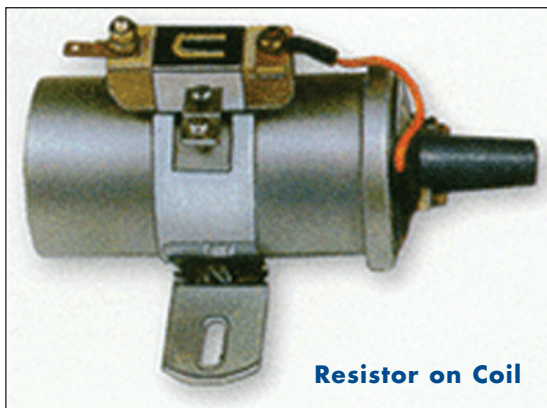


versions used a ceramic resistor, sometimes attached to the coil or else



**Resistor on Block**

attached to the block to the side of the coil. Look for a small ceramic, off-white



**Resistor on Coil**

coloured block either attached to the coil, or to the engine block beside it using one of the coil securing bolts. A yellow and white wire to the coil is often a good hint, as opposed to the plain white ignition wire of early cars. Early Mk3 cars had the visible resistor as in the MK2, but later cars used a resistor wire built into the ignition circuit. This wire is coloured white and pink and uses the actual resistance of the wire, rather than any additional resistor, to regulate the voltage.

Unfortunately some cars may have been 'modified' – botched in my vocabulary,

as opposed to 'uprated' – so may no longer be as original.

If you can't see anything which points to a ballast system, you can use a voltmeter to test the coil. Connect the red probe from your voltmeter to the ignition terminal on the coil – the one marked 'SW' or '+', the other terminal goes to the distributor and will be marked 'CB' for contact breaker or '-'.



Connect the black voltmeter probe to a good earth point. Make sure the contact points are closed, or you'll get a false reading. Turning on the ignition will either read a full 12 volts, or very close, which means a non-ballast coil,

or else you'll have a reading around 6 volts (possibly even as high as 9) which points to a ballast coil.

Back in my early days of GT6 ownership I remember having a coil so hot it had started to weep oil; it was only much later that I wondered if I had unwittingly fitted a 6 volt coil into permanent 12 volt circuit, adapted from the resistor wire found on late Mk3 by a previous owner? The original had been totally devoid of any paint, labels or other clues and was quite tatty, so I replaced it for a shiny new version based on the GT6 model. This may have been a 6 volt ballast

coil, so over a period became overheated and burned out. The second replacement coil was an uprated version and ran perfectly well, so I suspect the circuit may have been getting the full 12 volts all along.

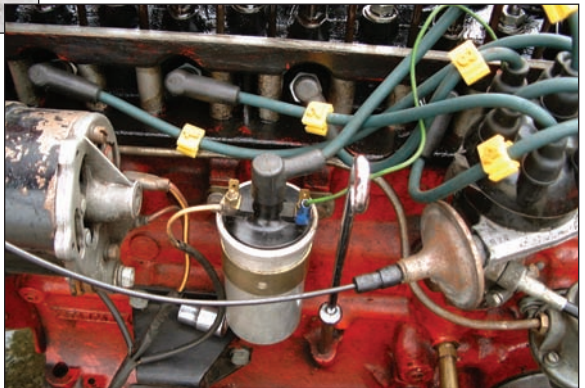


You can buy uprated 6 volt coils such as the Lucas DBL110, which will run with the ballast resistor attached and boosts the output from 25000 volts to 40000 volts. note that this coil, like so many others, has no warning of the ballast requirement shown anywhere. If you intend to run an uprated coil such as the Aldon Flamethrower, remember that you will have to run it at the full 12 volts in order to reap the benefits; running it at 6 volt will give no improvement whatsoever; at least the Super Gold has a warning sticker. This means by-passing the resistor. As in the original circuit of the early cars, a wire can be run from any ignition terminal or any connection in the white ignition circuit to the + terminal on the coil – the coil now gets a permanent 12 volt feed regardless of the resistor. If you're not sure how to do it, any autospark will oblige in two minutes, and it's handy to have someone

on whom to blame any resulting smoke and flames... make sure your ignition



leads and plugs can handle the output; a larger plug gap can now be achieved



leading to better combustion and improved performance.

That's me for this month; in fact it was nearly me for good following an attempt to walk on air without a ladder earlier in the week – the resulting patching and bandages mean I can't walk, let alone drive. Ever tried to get crutches into a GT6? Expect a few articles on eBay purchases in the next months, there's not much else I can do!

*Colin*



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**Rob Newton-Allen**

## Time for a Change

**A**s most of you will have realised over the past few months there has been a lack of Early Herald input in the 'The Courier', this is mainly due to my change in circumstances and lifestyle over the past 6 months and subsequently, the lack of spare time it gives me to devote to my position as Early Herald Secretary. So yes! You have guessed it.... It's only fair that I step aside and let someone with more time provide the membership with more input. You are all paid members and you require information, answers and articles which I am currently not in a position to be able to do.

It's been nearly 5 years, it's been fun, and it's been frustrating. Finding the 4 door Herald was one of



**Rob (left) unveils the 4 Door Prototype**

the highlights, the 50th anniversary display at Stafford was the highest and not being able to drive my 948 convertible into Bingley Hall for that

display was probably one of the lowest, but Hey Ho! Life goes on and may I wish the next Early Herald Secretary the very best of luck and if they need any help with anything... Just shout!

It's been a pleasure

**Rob**



**Rob's 948 Convertible**





**Stafford 09 Herald 50th Anniversary Display**

Well I don't need to say that Rob with his enthusiasm and knowledge of all things

and his fellow Herald owners and over the years has worked tirelessly to ensure his favoured Triumph Model, the Herald, has been kept firmly in the Spotlight.

So on behalf of the TSSC Staff, Committee and the membership, many, many, thanks Rob for all you've done.

We will I'm sure be catching up with Rob at many TSSC Events in the future.



Now respecting Rob's wishes, can I make an appeal here for someone to apply for the position of **Herald 948/1200/1250 Register Secretary**. An important position within the TSSC, as Rob's Herald 50th Anniversary display at Stafford proved, there's a lot of Herald owners out there.

I'm sure there's an enthusiast out there who wants to add to the Herald story in this rewarding position.

If you are interested in the role and want to find out more of what it entails (and the support you will be given) please contact me on 01858 434424 to discuss or applications by email. [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

**Bernard Robinson, Courier Editor - TSSC**

Herald and Triumph is going to be sorely missed by us all, do I?

Rob's highlights were indeed just that and not just for him personally but I'm sure for any Herald enthusiast and the Club and the membership owe him a huge debt of gratitude. Rob is a big supporter of the TSSC,





[www.tssc.org.uk/stag](http://www.tssc.org.uk/stag)

e-mail. [benbroadbent@btinternet.com](mailto:benbroadbent@btinternet.com)



## Ben Broadbent

# My almost Nightmare

*When it pays to complete the whole job first time around!*

**F**irst of all, a big thank you to everyone who emailed me about enjoying my first article. The encouragement is very welcome.

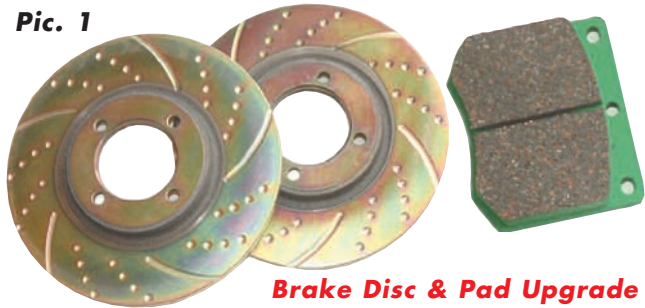
This month I would like to recall my near nightmare experience of attempting to renovate the braking system on my 1973 Mk2 Stag in the autumn of 2007.

In the summer of 2007 I finally fulfilled my dream of owning a Stag. I had spent twenty years enviously watching a neighbour drive around every summer in his bright red Mk2, now I had my own, my very own Stag. Ok, it was not the concours quality of my neighbour's Stag, but it had an MOT, was taxed and went like a rocket. In fact it was so fast it was very, very, dangerous! There was in fact, a judder in the front suspension when I braked at around 70 miles per hour. I consulted the local Triumph specialists and had the suspension and braking systems tested, there were no obvious problems discovered. The suspension was found to be completely sound and the braking system displayed no signs of malfunction, however, it was suggested that the braking system

would perhaps benefit from a new set of discs and pads.

I began talking to the members of the various Triumph clubs associated with the Stag and read a number of articles about what were the options for upgrading a Stag's braking system. One suggestion was the use of a BMW servo that would provide better braking for less effort on the brake pedal. Another suggestion was that I replaced the standard discs with vented

**Pic. 1**



discs and enhanced pads.(pic 1) This seemed to be a task within my capabilities.

When I had bought the Stag it came with a large number of boxes full of new and used spares. I'd glanced in a few, but had been more inclined to drive the car instead of looking at exactly what spares I had been given. So I was delighted when on a wet evening with nothing better to do, I discovered a full front braking kit neatly packed in the bottom of a spares box. This consisted of new standard discs, new standard pads, new flexi-hoses and recon-callipers, plus all the additional pins and extras including hub oil seals. The previous

owner had spent quite a lot of money at a local Triumph specialist.

So I had no excuse for not undertaking the renovation. However, I wanted enhanced braking, this kit was the standard components! What should I do?

Well, time was an important factor I was in the process of replacing the garage so all my numerous Triumphs had to fight for space on the new garage base. (pic 2) The evenings



were getting darker so the job would have to be done during the daylight hours, when it was warm! The decision process was simple, in fact a bit of a cop out. I referred to the Triumph Repair Operation Manual and decided I would only replace the discs and pads. From previous experience it was a straightforward job as long as the hubs could be withdrawn without too much trouble. I parked the car on the new garage base (pic 3) and loosened the front wheel nuts. I assembled the required tools and then

jacked up the front end of the car and placed the axle stands appropriately and made sure the car was stable and secure. I then referred again to the Triumph Repair Operation Manual.

I followed the steps to the letter. I removed the road wheels and inspected the brake assemblies, I discov-



ered a month's worth of surface rust. (pic 4) Then, starting on the near side, I removed the calliper from the vertical link by removing the



two bolts (example in [pic 5](#)) and securely suspended it from the suspension, ensuring that the flexi-hose was not strained. I then prised off the hubcap and removed the cotter pin, followed by the nut and washer. The near side hub was easily withdrawn with the stub-axle. I repeated the process on the off side, and found a bit more effort was required with that hub. Soon both hubs (appropriately labelled) were sitting on the bench in my shed! Each hub in turn was placed in the vice and the four bolts and spring washers removed, and the discs came free.

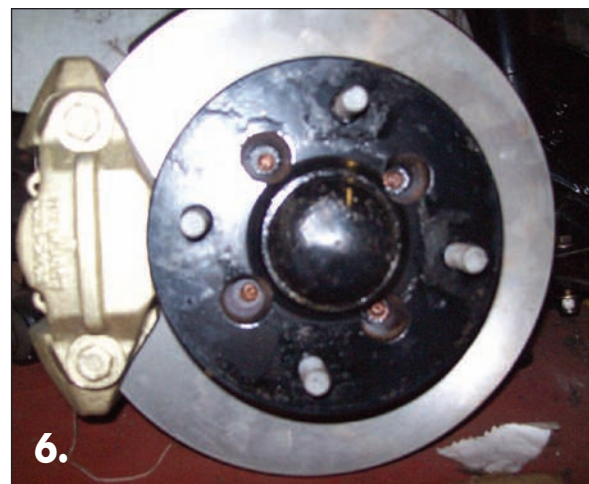
I had been told by a local Stag specialist that

tightened the bolts and spring washers to a torque of 34 lbf. The manual insisted on the fitting of new hub oil seals, so I conformed to this request. I found myself referring to the hub removal and replacement section of the manual at this point to ensure I did not damage the seals and bearings. With the appropriate steps undertaken and grease applied, I replaced the nearside hub back onto the stub-axle and gently tightened the nut until the hub end-float was eliminated and the nut tightened to a torque of 5 lbf. This was followed by checking the disc run-out using a dial gauge I had

borrowed. This was within limits (not exceeding 0.006 in). I then as directed slackened the nut to take the cotter pin, which I subsequently secured. More grease was then applied before the hubcap was refitted and the process repeated on the offside of the car. With the hubs and new discs back on the car, I set about refitting the callipers to the vertical links, before fitting new pads, (example in [pic 6](#)) replacing the road wheels and returning the car to the ground. The road test was a success with gentle braking showing that the process had worked. I indulged in very gentle braking

at seventy mph over the next couple of days without any judder to be found. Job well done??

The car was used for the next month with gentle braking being applied and the pads bedding in very well. However, on a long run into the Cheshire countryside and some heavier braking I was aware of a slight pull to the right. I turn around and began the 50 miles back home. Three hours later I arrived home on the back of an AA truck! The right front calliper completely locked up. The next morning with the car jacked up the investigation began. The advice from the phone calls made the



before fitting a new disc I had to ensure that both surfaces were immaculately clean, so I ensured this was achieved before aligning the dished side of the disc to the hub, and fitted and

previous evening suggested the calliper needed to be replaced, but on inspection the wheel now moved freely. However, pumping the brake caused the binding to reoccur. The





recon-callipers that sat in the garage were summoned and old callipers removed. Again the workshop manual was consulted. On removal of the offending calliper, no problems were encountered. The pistons moved freely. So what had caused the lockup? Again phone calls to Stag specialists provided suggestions. Then that eureka moment! Memories of rebuilding a Spitfire in the early 1980's provided the answer. Debris in an old flexi-hose had caused the Spitfire calliper to lockup, but when released, the calliper was shown to be in working order. I checked and double-checked the Stag's flexi-hoses. They were old, but had passed the MOT easily (pic 7). Well, I had a new set of hoses in the spares box. I made a few more phone calls, the challenge was now on! Ensuring the hose clamp was secure I cut the old flexi-hose and poured the residual brake fluid from the hose into a glass jar. It was as expected very dirty, cloudy and on inspection by touch found to be full of debris. The brake fluid must have been very old and effectively useless.

The rest of the afternoon was spent fitting the recon-callipers and new flexi-hoses to the car and a new set of rear wheel cylinders, rear flexi-hoses and rear brake shoes found in another previously unopened spare box, along with yet another set of front disc pads, just as a precaution. A couple of friends arrived and were recruited to help bleed the entire braking system. The road test proved a great success

and a greatly improved ability to stop the car ensued.

My laziness of not undertaking the entire job had backfired and almost been a nightmare. I was grateful to the local Triumph specialists and club friends for the phone call advice and to the previous owner for providing the boxes of plentiful spares. Anyway, my new braking system, although standard, was working very well and improved the enjoyment of the car. My descriptions above are of my experiences and not intended as a guide to undertake the replacement of

the braking system. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

Take care. Keep those V8's purring!

*Ben*

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# CLUB SHOP NEWS

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**by Garth Jupp**

**F**irstly an apology to anyone who has ordered 11" wiper blades and are still waiting for them. I have been assured by our supplier that by the time you read this we will have received supplies and I will have posted out the backorders. I am afraid it is entirely out of our hands, and we have had to wait almost 3 months for stock!

## Savings and New products

We are having a major change with the brake products we supply; to this end we are having a clearance sale on all remaining stock of **EBC Greenstuff pads and turbo groove discs.**

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26



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<b>Spitfire/Herald</b>	<b>£7.00</b>
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### Shoes

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<b>Toledo</b>	<b>£10.95</b>
<b>2000/2500/TR7 5sp</b>	<b>£14.00</b>

Again we have limited stocks at these prices, when they have gone they will

then be at the standard prices.

To cater for the requirements of a more sporting pad we will be able to shortly offer Mintex M1144 compound pads in most fitments. Pricing to follow next month.

## Nomex Club Badges



For those of you with a competitive streak and want to promote the club while you participate in your chosen motorsport, we have a stock of Nomex club logo badges. These are made to full FIA regulations and are the only type you are allowed to sew to your Nomex overalls. They come with a sewing kit containing Nomex thread and thimble, full instructions and an info/Scrutineers card. These kits are priced at £26.50 inc VAT with free P+P.

## Vitesse Bumpers

Lastly, an update on the Vitesse bumpers. After the samples were inspected, modifications to the extrusion tool have been made and the next step which should have been achieved by the time you get this is to form a bend.

Assuming that goes OK then we need to supply the manufacturer with a complete set that have not been butchered so they can get the end profiles correct and the mounting holes in the correct places. I have also found out what the correct finish is as the anodizing on the samples was too dull. Watch this space for more updates and keep sending me emails if you intend to purchase a set.

*Garth*



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# SPITFIRE I - II - III Register



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## Suzie Singleton

## Maltese Collection

**I**n case there's still snow on the ground when you read this I thought I'd start with an item which may make you think of slightly warmer climes at present.

Jeff Baker wrote to Guy last summer and sent some photos he found in a Maltese car museum.

*"All the cars are in amazing almost as new condition and talking to the owner he tells me that they are all used quite regularly. It is a must visit place if you're ever on Malta. In fact*



sent me this photo, taken on a business trip to Dongtan in South Korea. He told me *"Unfortunately*



*there were only two Hyundai and a Kia present."*

*on Malta there's a classic car being used around every corner !"* If you'd like to visit the museum yourself it's on Klamari Street in Qawra and you can find out more about them at <http://www.classiccarsmalta.com/>

Also on the travelling theme Graham Bostock

As promised last month, I've also had an update on the **Shropshire Spitfire Project** from David Embery:

*"As you know the 'Shropshire Spitfire' project is now definitely on, as the owner Karen Miller*



has agreed to let the club have the car. That's the good news.

The not so good news is that the house where the car has resided for the last 20 or so years has been sold a lot quicker than anticipated and the car was removed on Saturday 11th December, along with all the other bits and



pieces that Karen and her brother Adrian kindly agreed to let us have. Panic!!!!

In the week before that Chris Ray, Bill Bate and myself spent several hours helping clear the garage and sorting out items that could either a) be useful in the restoration of the car or b) sold to raise funds for the project, so in addition to the car we also have a shed full of parts and tools as well as a 1200cc Herald engine and a Mk 3 Spitfire Engine to shift.

It is appreciated that this is not the most ideal time of year, particularly with the weather the way it is, for people to give up time to get this project going but we desperately need all the

help our whole group can give us. The call has therefore gone out to everyone for Saturday.

Our first priority is to find somewhere suitable to store the car securely in the short term, whilst we source somewhere long term in which to work on it. Telford and Wrekin Council would only rent us a lock up at £1850 per year so that's a non-starter. Then as I have already said we need man/girl power to shift the car and move all

the other stuff that we will be taking with it. Once we've got the car and all the other stuff moved there is then a fair bit to sell to kick start the project funding off including the two engines, a Herald gearbox, assorted workshop manuals (most for lesser vehicles but someone will buy them) etc. These can go on eBay or we could wait until the next big show (likely Triumph Parts Show at Stoneleigh in March) and take the lot in one go.

I believe that we as new local area are very lucky to have this opportunity come our way. We are being given a quite rare example of a Spitfire that is very restorable along with a lot of items to raise funds and tools that we can use to work on the car. It will provide an opportunity for those of us less technically capable to learn new skills to help us maintain our own cars and above everything else, when completed, it will be used to make a positive contribution

to some very worthy causes."

In response to my J40 musing towards the end



of last year there has been a mini flurry of



Austin J40 sightings recently. Michael Burgess wrote: *"I've just read your piece on pedal cars and thought you might like to see the picture above. It shows that the traditional Austin J40 model is still in active use. I took this at the Carters steam fair in Weston Super Mare last year and there were about 8 of them still in active use on a ride and giving loads of pleasure for modern children. I bet neither they nor their parents realised how far back their history went, or what they were originally based on."*

*I was amazed how detailed the models were. The dashboard was all there, and even the Austin Winged Wheel was fully featured and perfectly recognisable. Can you imagine anything like that being made these days? No, neither can I"*

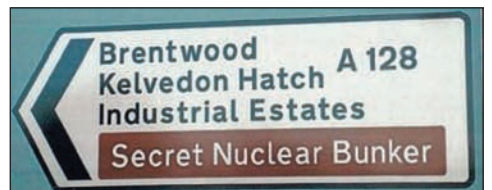
Also George Walker suggested that I *"Try [www.moderndayclassics.co.uk](http://www.moderndayclassics.co.uk) - their advert in PC has a restored J40 for £1850 and "a selection available".* I did just this in December and found 4 on their website



ranging from £700 to £2,500. George also noted that at that time there were 20+ items on ebay when he searched for J40 and that some were more expensive than Bonds!

Getting back to our Triumphs for a moment Guy & I had an enjoyable visit to TSSC HQ for their Christmas open weekend and, despite the cold, were pleased to see several club cars, 30

including early Spitfires, out and about, as well as a very pretty 1935 Triumph Gloria.



And finally, another signpost which may already be familiar to some but others may find it rather ironic!



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**Dave Rumens**

## The Vitesse Dash

**H**ello everybody, February is now with us and hopefully Spring should be just around the corner. If you have an interest in the Vitesse you probably spend time looking around them at the car shows. It's good to see the range of colours used and differences from first in 1962 to 1971 when the last rolled off the production lines at the Canley factory.

When you sit in the Vitesse one of the most obvious changes has to be the dash, as not only did the number of instruments increase but the layout of the controls changed three times. The very early UK cars 1962 to mid 1963 had a single dial as the

**Picture 2.**



Herald 1200. The dial was a Speedo which incorporated the fuel gauge and three warning lights, *Picture 1* However there was a difference with the Herald as the Vitesse Speedo was calibrated up to ambitious 115

mph and not the 95 mph of the 4 cylinder car. Most export models of the Vitesse notably the Sports Six were also fitted with a temperature gauge as standard. Like the Heralds of the same period some of the early cars also featured their recessed controls, *Picture 2*

By mid 1963 it was felt that a car with sporting tendencies should have at least a tachometer and a



**Picture 1.**

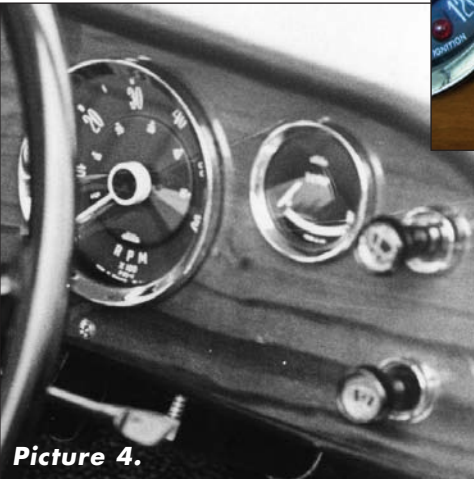


temperature gauge. Due to the lack of room a smaller speedo was fitted which still incorporated the warning lights but not the fuel gauge. The standard line up of instruments now consisted of fuel gauge, speedo, tachometer and temperature gauge, *Picture 3*.

**Picture 3.**



The small speedo was calibrated up to not quite such an ambitious figure of 110 mph. At the same time as the introduction of the four-dial dash there was also a change in the layout of the controls. The most useful change was grouping the windscreen washer control



**Picture 4.**

and wiper control together. This made it easy to simultaneously turn on the wipers and operate the washer pump with one hand, *Picture 4*. Whereas before the wiper control

was on the left (UK cars) of the driver and the washer pump was beneath the dash on the right hand side which made it a swap hands process. However, there was one disadvantage of moving the controls. The ignition key had now been moved from the closest position to the driver to the furthest. I must admit though this only applied to right hand drive cars and the reverse was true for the left hand drive export models like the Sports Six.

In October 1966 the 2 litre model replaced the 1600 and same dash lay out was carried over. The main difference was with the speedo which was now calibrated

**Picture 5.**



up to an even more ambitious 120 mph. Oddly, during the early production the red section of the tachometer was reduced. Was this to save on paint or just a change in style, either way it was carried on to the Mk2, as seen above *Picture 5*.

An element of the motoring press had deemed the original Herald/Vitesse dash layout to be untidy and difficult to use, I prefer the word character. As a result when Triumph decided that in order to maintain their sales of the Herald it should receive a make-over this also included the dash. As we all know the reworked Herald was launched in October 1967 as the 13/60. So it made good sense to





Picture 6.

apply many of the improvements to the Vitesse and as a result this was applied to the Mk2 in the following year. The Mk2 was launched in October 1968 and received the same central grouping of the controls, *Picture 6*. Also the wash/wipe control was now a single knob with dual function and the ignition was back near the driver.



Picture 7.

moved off the dash to a steering lock on the right hand side of the column, *Picture 7*. The

last *Picture, 8*, shows the general layout of the Vitesse Mk 2 dash.

As an observation the finish on all dashes was given by Triumph as walnut, which tends to be dark in

colour. Some of the 1600 and 2 Litres were indeed walnut, but a lot had a much lighter finish. All the Mk2's have the lighter coloured dash. Having seen these cars when they were new I can verify this was how they were made and colour fading hasn't taken place which has sometimes been suggested.

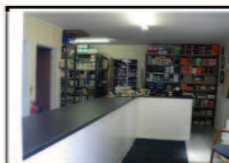
That's my stuff for now. See you all next month.

Safe Driving & Keep Running On All Six

David.



Picture 8.



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## Trevor Collett

### TM Gentry - Now Finished

**I**t would be helpful if you can remember my registers of January and February 2006? If not, I'll give you minute to go and look them up... I suppose if you weren't a member five years ago you won't remember and you won't be able to look it up, so I suppose I'll have to do a resume.

They were all about the build of a T&J Midge, in the words of the builder himself.

That builder was one Nigel John Auken, and we learned that he passed his driving test at the age of 17 in 1974 and bought his first Spitfire.

Two years later he bought Spitfire Number Two, and laid up Spitfire Number One.

After a while he rebuilt Spitfire Number One to pristine condition and drove it, proudly, on high days and holidays. That was until one day in 1987, when Nigel's pride and joy was heavily rear-ended by a taxi.

Although its body was twisted beyond repair the chassis and mechanicals were still eminently useable. A perfect platform for a kit car. And hence the build-from-plans Midge project got underway.

It took two and a half years to complete the Midge, and didn't it turn out well. Nigel loved

the finished car and drove it as much as he could over the ensuing years. Apart from a fabulous end result the Midge build gave Nigel something else – the car building bug. As soon as the Midge was finished he started to build a Gentry.

Just as he did with the Midge build Nigel wrote up his Gentry build for the enjoyment and enlightenment of Courier readers. Part 1 appeared in Specials Register in May 2007, and took us up to a fully assembled car almost



The Finished Midge



ready for MOT.

The next instalment appeared in January 2009; Nigel told us that the car had sailed

and weather gear to sort out.

Just a few weeks ago I was delighted to get another email from Nigel bringing us right up to date.

This is what he had to tell us:

*Since my last 'Almost Finished' article in January 2009, I can now present 'The Finished Article'. It was now time to finish the interior. I made cardboard templates for all the carpet shapes before cutting out and fitting. I always try to put in a lot of*

*attention to detail, so it took quite a while, but I have the result that I was aiming to achieve.*

*I was going to re-trim some original Herald*



**TM Gentry Kit laid out**

through an MOT in 2007 and had got all its proper paperwork from Swansea.

He described how he then dismantled the



**The "Finished Article"**

body panels, painted and reassembled them. The car was nearing completion; Nigel ended that instalment with just the interior trimming

*seats that I had already temporarily fitted, but ultimately I decided to opt for new 'Cobra' style seats, which I had trimmed with cream piping*



to match the body colour.

They are very good looking, appropriate and they are very comfortable.

Next, after fitting an interior light in the passenger footwell, I set to making the hood and side screen frames. A lot of cardboard was used as templates again, before I fabricated them in steel. I found a suitable auto trimming company about 20 miles away from where I live, but it was still two motorways away. This would be my first 'proper' drive out. After all the years of building in the garage, it was amazing to be driving down motorways, and at this stage, with the 'top down', as I didn't have one to put up!

The weather was fine and all went very well. It was five days later when the soft top and side screens were made, and ready to collect. When I walked into the trimmers, my car was presented in the centre of the workshop with all weather gear intact.

I was delighted with the results.

Another pleasant motorway drive, with the novelty of the new top up and sidescreens in

place, got me back home. It was brilliant. A great feeling, even though it was a very hot day in summer!

The car then needed driving for 500 miles to run the engine in, which very pleasantly took place through the autumn months. All ran run sweetly with no problems.

As every car builder knows, it is an awesome feeling to finally be able to stand back and admire the finished car, after years of thought, planning sourcing parts and building. Overcoming all the difficulties that car building presents is close to being almost overwhelming. There are vivid lessons in persistence, and in having patience, to endure, and realise the dream. But having said all of that, what is really needed, right now, are some ice free roads. As I sit writing this, it is minus four outside, and has been for weeks. Patience is still needed! Roll on spring.

So, the second Nigel John Auker-built sports car is well and truly finished.

Another great looking car you must agree.

Nigel's Gentry has that little extra something





that no other Gentry I've ever seen has had.

You've noticed it, haven't you.

It's the lack of bumpers.

Sort of startling at first, but like the very best examples of innovative design, brilliantly right.

If you can arrange to read all five instalments of Nigel's story you will certainly learn a thing or fifteen about how to build a sports car, and you will also know why the builds were so protracted. Now that the Gentry is finished and, thankfully, he is enjoying better health, Nigel

feels it's right to move on and the car is up for sale. This is not an easy step for Nigel to take as, in his words, *"so much passion and emotion went into it"*.

I think Nigel should be immensely proud that he has added two fine examples to this country's inventory of sporting motor cars, and I am immensely grateful that he has taken the trouble to share his experience with us.

I can't believe we've really heard the last from him...



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# BIG SALOON Register



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**Mark Blease**

## Tweaks & Changes

**T**he Triumph big saloon and estate range was deservedly popular throughout its 14-year lifespan, and to stay "one step ahead of the game" the range was constantly revised and tweaked - some could argue this was try and keep ahead of its arch rival; the Rover P6. What follows is a "potted" history of the range, and although there are doubtless some changes I have missed, I hope it gives an overview of how the big saloons and estates evolved.

### 1963

Developed under the internal project name of "Barb", the Mk1 Triumph 2000 makes its first public appearance at the Earl's Court Show to almost universal praise.

Good looking and well equipped, many prospective buyers are disappointed to learn that the car will not be available to buy until January 1964.

### 1964

Deliveries of the car with manual transmission (with optional overdrive) begin, with production of the automatic version featuring a three-speed Borg Warner gearbox beginning later in

the year. In this first year alone, production tops 18,000. Detail changes are made to the rear suspension after a weakness is identified which could result in detachment from the car body, ultimately resulting in a new rubber mounting design being introduced later in this year.

### 1965

An estate version is introduced. The same length as the saloon, it is actually a conversion carried out by Carbodies who then return modified bodyshells to Triumph for painting and finishing. Giving a huge loadspace, whilst retaining all the creature comforts of the saloon, the estate version is instantly popular, and gives an immediate advantage to the Triumph over the rival Rover P6 where no factory estate version exists.

### 1966

A facelift of the Mk1 is announced. Most of



1966 2000 MK1 estate

the modifications affect the inside of the



**1967 2000 MK1**

vehicle, including new interiors with leather seats and an improved ventilation system with eyeball vents added to the fascia.

Instruments are updated and the electrical system changed from positive to the more modern negative earth.

### 1968

The 2.5PI is introduced, the longer stroke engine fitted with a Lucas Mk2 petrol injection system.

Improvements to the cylinder block featuring larger main bearing journals and a new "full width" cylinder head were introduced along with duplex timing chains. Performance was excellent and the car became the pursuit vehicle of choice for many police forces.

### 1969

A substantial reworking of the Mk1 by Michelotti, developed under the internal project name of "Innsbruck", results in the Mk2 saloon & estates being introduced, previewing the look of the upcoming Stag. Initially available as 2000 and 2.5PI models, the two

engine variants being carried over from the Mk1. An estate version is available from launch, but with the rear bodywork unchanged from the Mk1 due to tooling cost constraints.

### 1970

Front anti-roll bar is standardised on all estates after some complaints are received about excessive body roll.

### 1971

Revisions are made to the engine block and cylinder heads on 2000s, rationalising the changes already made to the 2.5, in an attempt to reduce production costs.



**1971 2000 MK2**

### 1972

Laycock's improved J-type overdrive is introduced in place of the previous A-type, and is made standard on all manual 2.5PI models. Detail changes to 2.5PI camshafts and injection system are made.

There are changes to 2000 camshafts and valves, and twin SU HS4 carburettors are fitted in place of the previous Stromberg CD150s. This unfortunately results in the power output of the 2000 being reduced from 90 BHP to 84 BHP.



## 1976

The newer Borg-Warner 65 automatic gearbox is fitted in place of the older model 35.

## 1977

Production of the Triumph 2000 range ends, replaced in the British Leyland line-up by the Rover SD1. Although a development of the Triumph straight-six incorporating an overhead

camshaft was originally muted to power the six

## 1974

The model range is comprehensively overhauled, giving rise to what are now referred to as the "facelift" Mk2 models, and include a new variant - the 2500TC. All models receive new suspension settings with an increase in ride height, a new "Stag style" 5-piece radiator grille, and bumpers with rubber inserts. The 2.5PI is renamed the 2500PI.



1977 2500 PI

The newly introduced 2500TC is intended to sit between the 2000 and the 2500PI, with a de-tuned carburettor-fed version of the longer stroke 2500 engine. Production of the PI begins to be ramped down, and the estate version ceases production.

## 1975

The new 2500S model is introduced, with 14" alloy wheels borrowed from the Stag, front headrests, Sundym glass, standard power steering and front anti-roll bar. Twin SU HS6 carbs are fitted to a "long tract" TR5-type inlet manifold which helps the car produce a healthy 106 BHP and 140 lb/ft torque, giving performance figures on a par with the 2500PI, which is now discontinued.

The 2500TC receives the same engine modifications and some detail changes, whilst the 2000 is re-badged the 2000TC. 2000 and 2500TC estates are discontinued, leaving the 2500S as the only estate variant.



1978 2500 TC

However the 5-speed LT77 gearbox used in the SD1 was developed by Triumph engineers at Canley.

With many thanks to **Paul Cottrell, Pete Davies, Léon Guyot & Stephen Padley** for the photographs and/or the cars shown in them.

Next month I'll be looking at the big saloon clutch, the problems that can be encountered and, most importantly - the solutions! Until next month.

**Mark**





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## Derek Ford & Hugh Glossop



### More halfshaft UJ tales

**A**s you can see from the picture this UJ was totally worn out, the needle rollers had worn into the central spider of the universal joint to a considerable extent, the funny thing was this joint felt fine when taken off the car and did not cause any noise or vibration it was the one on the other side that looked perfect that was the problem. Just goes to prove Murphy's law.



This was on a standard 1500 Spitfire that had had both UJ's replaced less than 12 months ago, with an accumulated mileage of just over 3500 miles, I should stress that there was plenty of grease in the UJ when taken apart, so the wear must be down to poor quality metal or inadequate hardening, so once again I'm going to strongly suggest (again) you only fit the high quality UJ's from the club shop or the



## SPITFIRE MkIV/1500 Register



Freelander type - particularly on the half

shafts where the loading is considerably higher than on the prop shaft.

To quote the old adage a picture is worth a thousand words.



To finish I missed these pictures of the calliper through the wheel on last months article on rear disc brakes and for Info the overall radius from the halfshaft centre line is just under 6 inches and the wheels are 15" MGF Alloys

*Hugh*

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**Guy Singleton**

## Interesting Restorations

**J**ust before Christmas I received an email from Carlos Moreira in Portugal wishing us a Merry Christmas and enclosing some photos of his newly restored MkII 2 litre Coupe. I would like to congratulate Carlos on what looks like an excellent job.

I spotted an interesting restoration project on ebay – a 2 litre convertible with a difference – it appears from the photos to be a MkI car and I assume a home-made conversion into a convertible, keeping the original



Coupe | boot but with a flat deck above and with the hood frame being set further back in the car





with small windows behind the door glass. I would be interested to see the rear seat and

four wheel performance field in 1963 with the Equipe GT. Now we have the Equipe two litre



*"Bond are best known for their three-wheelers but they started in the four wheel performance field in 1963 with the Equipe GT. Now we have the Equipe two litre GT, still based on Standard Triumph mechanicals and using the 1998 c.c. Triumph 2000 engine. The very attractive glass fibre body gives a laden weight of only 18 cwt. and, in consequence, the 0-60 m.p.h. acceleration is a useful 11.5 seconds. The 100 m.p.h. plus top speed may be only of academic - or illegal! - interest in Britain but owners who go abroad to limit free countries*



## BOND EQUIPE GT

50

Bond are best known for their three-wheelers but they started in the four wheel performance field in 1963 with the Equipe GT. Now we have the Equipe two litre GT, still based on Standard Triumph mechanicals and using the 1998 c.c. Triumph 2000 engine. The very attractive glass fibre body gives a laden weight of only 18 cwt. and, in consequence, the 0-60 m.p.h. acceleration is a useful 11.5 seconds. The 100 m.p.h. plus top speed may be only of academic—or illegal!—interest in Britain but owners who go abroad to limit free countries with wide motorways, will have a chance to enjoy its high cruising speed. The separate bucket front seats are adjustable for rake and height as well as fore and aft, and the back seat is described as giving plenty of space for two adults. Standard equipment is not especially abundant—there's no ammeter or oil pressure gauge—but all the important things are there. Average fuel consumption is about 29 m.p.g. overall, but if you care to spend £58 for overdrive on top and third gears, you can get something like 35 m.p.g. at cruising speeds. A new idea is a radio aerial built into the roof as standard. The price is £1,095.

CAR MECHANICS



*with wide motorways, will have a chance to enjoy its high cruising speed. The separate bucket front seats are adjustable for rake and height as well as fore and aft, and the back seat is described as giving plenty of space for two adults. Standard equipment is not especially abundant—there's no ammeter or oil pressure gauge—but all the important things are there. Average fuel consumption is about 29 m.p.g. overall, but if you care to spend £58 for overdrive on top and third gears, you can get something like 35 m.p.g. at cruising speeds. A new idea is a radio aerial built into the roof as standard. The price is £1,095."*

Bristol Studio. Is there anyone who can help with this? If you can help please let me know, although it is possible by the time this is published that they might have found a car to use.

Not much more news to report on our Equipes this month although we took the Bond Estate (Below) up to the Christmas Bash and AOs meeting at HQ in December, a reasonable run but nasty salty conditions.

I am also hoping to install the correct dashboard in my 2+2 shortly - it currently has a Mkl Vitesse dash and I keep trying to use the wrong knobs. I'm waiting for some sound insu-



I have been contacted by Classics Monthly who are looking to do a Buyers Guide on Bond Equipes. They want an original car without too many modifications to use for the photo shoot which they would ideally carry out in their

lotion I've ordered to arrive, before I start the job, as this was omitted when the car was restored, and hopefully when fitted to the bulkhead the car will be a bit quieter.

**Guy**



# TSSC KIDS CLUB



## Charlotte Hill

### Back for 2011!



# H

ope you all enjoyed the new year run as much as I did even though it

was a little cold for those that had their roofs down in the convertibles, we all had the chance to have a McDonalds breakfast and to go shopping at the first stop as we had to go buy some thermal socks. Hopefully we won't need them in the summer.

For those children that attended they seemed to have enjoyed themselves eating their desserts at the end then being able to raid the sweets and Pringle machines. We could smell the sour cream and onion Pringles from the other side of the pub!

Maybe next year we could have a couple more children to enjoy the cold temperatures with as it always a good laugh watching the adults embarrass themselves with their silly costumes and hats. You get to dress the car in decorations for a theme and yourselves. This year we supported the charity of Kidney Patients Association, and we raised £260.00. That will be highly appreciated. A big thankyou to all of you that helped raise that amount of cash.

Rodger the joint AO for Derwent Valley decided to come as Doctor Kidney with a



large kidney stuck on his hard hat. I have to say he had the best outfit, do you think you could be able to top that next year as there may be a prize for the best dressed child.

Hope to see more of you soon.

*Charlotte*

# THE FIRST EVENT!

## OR HOW NOT TO START OUT IN MOTORSPORT...

by Dale Huxford

**Jan 1st 2010.**

**N**ew year's resolution time. So this year, I am going to try to get the Spitfire ready and compete in the TR Register Sprint and Hill Climb Championship. 5 events would be good. There are two ways of achieving this then:-

**1.** Add a roll-bar and few mods (see last months Courier) to a standard, well maintained Spitfire, drive it to the events and then compete.

**Or**

**2.** Buy an ex-TSSC series 1300 Spitfire race car that's ready to go... Right??

I bought the car in Feb 2009 and stored it for the 2010 season.

### **March 15th 2010**

It's now mid March and the MSA licence has been ordered, overalls, helmet gloves and boots all bought. Thanks to ebay and the Autosport show for some of the bargains.

Signed up to the championship and the first event I'm going to do is the Lydden Circuit sprint on the 5th June, should be plenty of time. So just check the car over and we're off eh?

### **April 2nd 2010.**

The weather in April started to get better, so the car was dug out of the garage. A friend's father, Jack, a retired engineer is keen to help, so we have a knowledgeable pit-crew too.

That's a result.

Checked oil/ water / fuel and tried to start the car. Good news, it runs! Bad news, it's a 650cc twin now. No end of tweaking carbs and ignition and it's still running on two. Piffle and damn. Check it properly to find there's no compression (at all!) on cylinders 3 and 4.

Off with the head then. It would have been easier to remove if the bottom rear nut wasn't too close to the manifold to fit a spanner on, and the cylinder head hadn't been glued on with silicon bath sealant! Whilst the head was off, cleaned it up, re-ground the valves and popped on a new head gasket. Easy enough eh?

Pants.... 1 week on and still no compression on cylinders 3 and 4. Ok, off with its head again. Come home from work to find the engine sitting on the bench with one piston out. That's what you get for leaving your father in the house when you go to work. That's now two retired engineers in the pit crew. Result.

One small head skim, a day spent fiddling, reassembling and refitting the engine, another new head gasket, a set of hi-tensile head studs and Austin Mini head nuts over-torqued to 60LbFt and YES, finally we have full compression on all 4 cylinders. Thanks Dad.

Let's fit the seat and go for a drive? The seat that came with it doesn't fit in the car, it's way too big. A week later and it's sold on ebay and another one bought for £50 less. Crikey a profit. That doesn't happen often.

After beating the living daylight out of the floor plan with a 5lb ball-pein hammer, the new seat fits. Not forgetting the 2" plate washers made from some off-cut 3mm steel.

Add another day to the tally.

The front tracking is out, so we ought to check the front suspension. It has Vitesse uprights, disks and callipers, new ball joints, track rod ends, and trunnions. That's the good news. Apart from missing plastic trunnion bearings, the front end was a simple rebuild. Nice, new looking fully adjustable shocks and short stiff springs too. Added another day's work to the list.

Someone said to me that the front suspension needs to be set up with the lower wishbone 20mm lower at the outer end when bearing normal weight. So it was. I have an old 'supertracker' 4-wheel alignment system (every house should have one) which made short work of getting the tracking right.

Rose-jointed tie rods on the back end were a surprise, but made light work of tracking the rear end and new brake shoes on the tiny looking drums should do for now.

Even the handbrake seems to work. Chalk up another day.

At the start of the last week in the run up to the first event, it's all ready to go... I think.

**Monday:-** MOT booked for first thing Monday, before work. It starts, it runs, it lives. All the way from Long Ditton to Thames Ditton (1 mile) before breaking the fuel connection to the rear carb, spraying petrol everywhere and spluttering to a halt. With MOT appointments being strict these days, being late means it's all over.

Emailed the Lydden Circuit organisers to let them know that without an MOT, and with a fractured fuel union and a busy week at work, I wouldn't be able to make it to the event without a small miracle. Jon Low at Rochester Motor Club is very understanding and says they'll hold the place open just in case I make it.

The trailer rental company rings to say that *"someone else wants the trailer you've reserved, so you either need to book it, or let it go"*.

**Tuesday summary:-** broken car, no trailer and no MOT. I do however think I look good in the mirror with the new overalls, helmet, gloves and Oakley boots.

Now obviously delusional.

**Wednesday:-** A phone call gets an MOT for Friday lunchtime. The boat yard I used to work in has an old flat-bed trailer that I can use. And getting home early means the fuel leak is fixed.

Wednesday summary:- Car fixed, trailer might work and might get an MOT.

Looking up eh? Email the Lydden organisers to say I might make it.

**Thursday:-** Double check MOT bits, washers yes, horn yes, lights, yes. Only have wet tyres and weather forecast is scorchio for the weekend. Manage to buy a set of dry tyres for £20 second-hand through the local car club. Collect at 10pm. Wife takes them and gets them fitted Friday.

**Friday:-** Two business meetings, then off to the MOT at lunchtime. Half a mile before the MOT station, the temperature gauge moves towards the right. Then I'm stuck in traffic. I say "piffle" and "blast-it" again. The gauge rises further and I can't risk damaging the engine so pull over and stop to let it cool. Turns out the fan fuse was loose and it stopped spinning. Half an hour late means no MOT.

No need to panic. Actually now is a perfectly good time to panic. A few more calls and one other local garage will squeeze it in at 5pm. Great. Fixed the fuse. Collected the trailer. Then went for an MOT – hey, it passed.

**Friday night summary:-** Jack's been helping and at 11:30pm we now have an MOT, all the paperwork and the trailer loaded ready to leave at 5:00am. Tired.

**Saturday:-** Find out there really are two 4:30's in a day. Still tired. Lydden is near Dover and takes most of a couple of hours to get there. Still, Jack's brought lots of coffee.

Signing on starts at 7 a.m. It's my first event, so pop into the office to ask about signing on and promptly jump the queue waiting outside. Note to self:- Don't do that again, doesn't make you popular. But the comments are in jest.

Scrutineering next. I was nervous about the MOT, but even more nervous now. A fail now and it's all over. Only one comment about the throttle cables being secured with tape. It needs fixing for next time but all ok otherwise. Stick the



scrutineer's signed sticker on the window and then await the 2 lap practice.

The start line for practice:-

The paddock tannoy calls the cars over by class and number. Lining up in the lane before the start line gives some time to warm up the engine.

Preparing for the start line sounds simple. Helmet, gloves and harness. Check.

Actually no... what really happens when you're a newbie is:-

Put the helmet on, it's easier out of the car right? Then discover that it's really quite

Can't do the belt up...

Gloves first? No. Place the gloves close by, loosen the harness and then;

**Harness -> Helmet -> Gloves.** Ok succeeded, with 10 seconds to spare.

**Green light.** (Generally followed by red mist). Mash the throttle pedal into the floor and I push the poor little 1300 to 7000 rpm in 1st, 2nd and 3rd. A deafening wine from the gearbox, a raucous exhaust note builds on the intake roar to assault the senses from all directions. This is what it's all about. At the end of the short straight, it's up to 70, and there's a huge grin



**Lydden Practice - Helmet -> Gloves -> Belt?**

difficult to get in over and under the roll-cage with it on. So take it off again.

Then get in the car and put the helmet on. Now just do up the seat belt. Panic! can't see the buckle now, the helmet's in the way. Struggle. Fumble. Hey.. managed it, buckle done up. Now just the gloves. Oh hang on... with the harness done up I can't reach the gloves, and with the helmet on I can't see the buckle. This is going really well. The cars are leaving for the practice at 30 second intervals and I'm still practicing putting on kit.

**Helmet -> Gloves -> Belt?** No.

behind the full face helmet.

At the end of the straight at Lydden there's a long, tightening 180 degree right hander. Brakes! Change down and nail the throttle. What's that noise? That'll be the return of the 650cc twin cylinder Spitfire. Piffle and damn says the face under the helmet.

To cut a long story short, I managed to achieve 37th place. (out of 37) Frustrating.

When it was running fine, it went far better than I had hoped. When it was a 650cc twin it was, well, rubbish.

About a month later, after the next event, we

## The First Event



The car ran perfectly for the last two events of the season. I have to say, Castle Combe is an absolute blast. It's a fantastic, open wide and fast circuit. Gurston Down is shorter, but technically challenging and just as much fun.

Just a gearbox rebuild and a check over for the 2011 season now. Really looking forward to it. Anyone want to join in? Just ask...  
**dale@huxford.net**

There are some pics on

did find the problem. It turned out to be float levels in the carbs. Checking over and over doesn't help when you're using the wrong settings.

the web at <http://bit.ly/g2bEfS>

Castle Combe pics are at <http://bit.ly/eh3fQq>

Some amateur Gurston Down video on youtube at <http://bit.ly/fhdEZJ>



When it was good it was very very good but when it was bad...

# Area Showtime



**e-mail.**

**[pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)**

**Pip Flegel**



## TSSC Xmas Open Weekend

**T**

he TSSC HQ Xmas Open Weekend was very well attended this year, and the Staff at Sunderland Court were really busy decorating and preparing our great Club and Museum for all TSSC Members.



*Last minute preparations for Bernie's Bargain Bazaar all proceeds are for charity.*



*No Worries!!!! Bernie did a roaring trade thanks to a fantastic turnout.*



*Serving Wenches Angie and Trudi were busy all weekend serving gruel and Mead to the Members - Hot Mulled Wine MMmmmm!!*



*Two Members reminiscing on How It Used To Be!!!! With some Museum pieces.*





*Members really enjoying the Xmas Sunderland Court Hospitality.*



*As soon as you lift the bonnet in the Car Park Well!!!! You know how it is???*



***Car of the Day (Saturday)*** chosen by our Club Manager Nigel Clark  
*a beautiful GT6 owned by Dave and Angie*



***Car of the Day (Sunday)***

*Chosen by Nigel Clark was Steve Hudson's Herald/ Vitesse bringing much colour to the Car Park.*

**Area  
Showtime  
Continues  
Over**

## South Yorkshire Area Meeting

Twenty members attended the South Yorkshire Area Meeting in January; it was a really good meeting with plenty going on. On the agenda were Quizzes and football cards to raise money for area funds, a newsletter the Triumph



Tribune published by Paula Johnson the South Yorkshire Area Organiser giving news on forthcoming events and an events calendar.

Paula has also been voted in as Area Organiser for the next 12 months.

The venue is pretty good too. The Crown Inn Barnburgh, where the landlady supplies Chips, Quiche and sandwiches.

So Members in South Yorkshire Area get yourselves over there and have yourself a good time.



**Paula Johnson** Area Organiser trying to make herself heard above the members enjoying themselves.

## New TSSC Area Hallamshire (Sheffield)

This is a New Area that will be taking off in the New Year, with Julie and Adrian Hadfield as Area Organisers.

The South Yorks Area have committed to supporting this area and hopefully it will be somewhere closer for people in the Sheffield Area to attend.

The Area is as ever open to all members, non-members and all Triumph enthusiasts.

Julie and Adrian will welcome any support that you are willing to give. The meetings will be held on the **3rd Monday of the month** and the venue to be arranged all details will be in the Area Directory on the Club Website.



**Julie and Adrian Hadfield** - New Area Organisers Hallamshire Area (Sheffield)

# SPOTLIGHT ON REGULATIONS

## DVLA & MOT REGULATION CHANGES

by Nigel Clark



Over the past few months, there have been reports in the press of changes in regulations that may well affect us as classic car enthusiasts. In last month's Courier News I promised to check on the new DVLA requirements to register an engine change. Since then, proposals have also surfaced to extend the time between MoT tests, so it's time for an update on both.

In a search for definitive information, I have checked the DVLA and VOSA websites and made an email enquiry to the DVLA. Rosy Pugh of the Federation of British Historical Vehicle Clubs and Michael Rogers of the Lutterworth MoT Centre have been very helpful in supplying information and answering questions.



### Registering Engine Changes with the DVLA

The DVLA have recently tightened up requirements when registering a change of

engine on the V5C registration document. No doubt the tightening up is intended to reduce crime but it also has an impact on us as well-meaning, law-abiding classic enthusiasts, as it will be more difficult to get your car's V5C updated in future.

#### DVLA requirements and response

The DVLA website states that for cars, the V5C must be updated if any of the following are changed:

- Colour
- Engine
- Cylinder capacity
- Fuel type
- Replacing or modifying chassis / monocoque bodyshell
- Seating capacity.

If you change the engine or cylinder capacity in your car, the DVLA website states that for the registration document to be updated with the new engine number and/or capacity, written evidence is needed. As evidence, the DVLA will accept any of the following:

- A receipt for the replacement engine
- Written evidence from the manufacturer
- An inspection report provided for insurance purposes
- Written confirmation on headed paper from a garage if the change took place before you purchased the car.

So what happens if you honestly acquired the engine some years ago but do not have a receipt and have only just decided to fit it?



I emailed the DVLA and asked for guidance, suggesting that inspection and report by a club official or a written statement from an MoT tester could be used.

The DVLA replied promptly to my enquiry but since their reply merely repeated word for word the information on their website, we are no further forward.

### **FBHVC lobbying**

The Federation of British Historic Vehicle Clubs (FBHVC) represents the interests of the classic movement and the TSSC is an affiliate. The FBHVC both raised the concern about engine changes and MoT test frequency through two channels.

They have contacted the DVLA directly but interestingly, they also met the All Party Parliamentary Historic Vehicles Group and the relevant Under Secretary of State (junior government minister). This meeting took place at the end of last November and since then the Under Secretary has responded to some of the points raised by the FBHVC but not specifically about engine changes.

He has indicated that he is "sympathetic to the old vehicle movement".

We will have to wait and see what practical form his sympathy takes!

The FBHVC is also organising a Q&A meeting with the DVLA early in 2011 and I will attend to represent the TSSC.

### **MoT tester's view**

Michael Rogers of Lutterworth MoT Centre is an experienced MoT tester, and a classic car enthusiast too. He points out that the engine number is not "a permanent identification feature" of a vehicle in the eyes of the DVLA, and so is not checked as part of the MoT test. Armed with this snippet of information, you can draw your own conclusion about the likelihood of the authorities finding an unregistered engine change...

If any customer did require verification for the DVLA, Michael would be prepared to give written confirmation of an engine change, particularly on classics where engines are generally easier to identify than with moderns. It is likely that most classic-friendly MoT testers would be prepared to give verification.

### **TSSC Test Case**

Unfortunately my research so far has not come up with a practical answer on registering engine changes if you are lacking a receipt.

We will have to wait and see what comes from the meeting with the DVLA; I will report back afterwards.

I would like to test the DVLA reaction to using a report from the TSSC as evidence of an engine change. The Club is already authorised to confirm age and identity of Triumph cars in order to reclaim registration numbers, so surely identifying an engine should not be a problem? If any TSSC member is changing the engine in their Triumph in the near future, does not have a receipt for the replacement and would like to be part of a test case, please contact me.

I will then arrange to inspect your car and produce a report for you to send to the DVLA.

## **Stop Press!**

Just as we were going to print, the phone rang at the Club Office with a real life test case on registering an engine change.

Paul Hutchings of TSSC Gloucester Area phoned to say that he had recently fitted a Spitfire 1500 engine to his Bond Equipe, and the DVLA wanted evidence of the identity and capacity of his new engine, but he had no receipt. I asked Paul to contact the DVLA and enquire if they would accept an inspection and letter on headed paper from a Club Official, and the DVLA confirmed that this is satisfactory.

Jane Rowley is the TSSC Gloucester Area Organiser and a Club Director; she will inspect Paul's car and write confirming the engine swap, after which Paul should be able to get his new V5C from the DVLA.

We will let you know how this story ends in a future Courier. For the moment, it does appear that the Club will be able to verify engine changes to satisfy the DVLA.

Meanwhile, if you have a problem giving the necessary evidence of an engine change to the DVLA, please contact us at the Club Office as we can probably help.

### **Frequency of MoT Testing**

The classic press have recently reported that a full review of the MoT testing system is underway, with a particular focus on the

frequency of testing. A period of consultation between government and interested parties is underway, although no mention of a time scale



could be found on the VOSA website. The Under Secretary of State has denied that this review is inspired by the European Union and stated that "the overwhelming concern must of course be one of road safety".

The EU minimum requirement for roadworthiness testing in member states is every 2 years, with the first test of new vehicles no later than 4 years, the so called 4-2-2 system. Currently in the UK for cars the first test is due at 3 years and every single year thereafter. The UK has been accused of gold-plating EU regulations. I offer no apology if this is beginning to sound like an episode of "Yes Minister", it is simply the way things seem to happen (or not happen) in government.

Possible changes to MoT testing are also among the topics that the FBHVC have raised with the government.

So far, the only concrete information I have been able to find is a commitment by the Under

Secretary to exempt cars built before 31st December 1920 from MoT testing. Unlikely to affect many TSSC members I feel!

As an MoT tester, Michel Rogers has seen several consultations over the years in which the 4-2-2 system was proposed, but these proposals have never been accepted and implemented. Over 50% of cars submitted for MoT fail the annual test at the first attempt, suggesting that many owners are ignoring routine maintenance and are only doing the minimum to secure an MoT certificate. If this is true, moving to a 2 yearly test would undoubtedly allow more unsafe cars on our roads.

As a classic owner, I am all in favour of keeping the present annual MoT test.

Most classics are owner maintained and owners are usually amateur mechanics; enthusiastic and very experienced no doubt, but still amateur. An annual check by a professional sounds like a good idea.

If and when there are any more developments over the frequency of MoT testing, the Club will of course bring members up to date here in the Courier.



# TECHNICALLY TALKING

by Hugh Glossop



## Parts Quality

What we have here is a tail of poor quality parts again; one of our esteemed colleagues in the West Country who wishes to remain nameless (captain pugwash!) is refurbishing his sprint engine timing chain having taken the engine out of his TR7 the LAST pic shows the old chain and tensioners to be thrown.

The three following pictures show what arrived from the suppliers, the new chain was of very poor construction with a considerable amount of sideways play in the links, in fact worse than the thrown away original chain, and what is worse it had a split link allowing the chain to be taken apart.

This was duly returned to the supplier who to give them



credit did not argue at all and replaced the chain with a rolon item

bought in specially without argument  
So to all of you out there check carefully what



you get in the box it may not be what you expect, if you are not happy send it back!







# Readers *Write*

## Great Offer for TSSC & its Members

I organise the Liège-Brescia-Liège rally - a new venture since 2008 based on a historic event but run to an entirely new format which I devised to appeal to both novices and experts, tourers and competitors, but designed to keep the price exceptionally low while still offering a top quality event, staying in the best hotels, going through the best scenery on roads redolent with rallying history....

To give the rally a unique camaraderie, and in recognition of its original 1958 edition for microcars, the 2011 Liège-Brescia-Liège is open only to cars under 1500cc - which of course includes Heralds, Spitfires, many Bonds and Specials. I have devised the attached promotion, offering a discount to all Club members who enter the rally and in addition giving £100 cash back to the Club for every member who enters - with the possibility of a £200 cash bonus if three members enter a Club team and win the team prize!

I look forward to sending some cheques to the TSSC in the next few months!

Very best regards for 2011

**Malcolm McKay**

## Liège-Brescia-Liège

The most Historic rally routes, run to an exciting new format praised by experts and novices alike

**£100 to your Club for every Member who enters, AND £100 off for Club Member entries**

**Plus £200 to the Club that enters the winning team!**

**July 15-24, 2011: for cars up to 1500cc**

**Get your entries in NOW!**

**"Enormous fun!"**

**"Incredible value for money"**

**"Great hotels and amazing roads!"**

For full details of this unique special offer for Clubs and Club Members, contact Malcolm McKay on [LBLrally@aol.com](mailto:LBLrally@aol.com) or tel 07711 901811 [www.classicrallypress.co.uk](http://www.classicrallypress.co.uk)

# ASHTRAY-TASTIC!

## iPod INTERFACE FOR TRIUMPHS

by Tom Hartley



**T**he mellifluous rumble of my exhaust (TSSC stainless steel sports exhaust, of course) is often music enough for my ears but I occasionally feel the need for something to while away a few minutes to. I thought I'd share how I fitted some 21st century music to my car but without spoiling its Sixties simplistic-chic looks.



You see, I've put my name down for a little jaunt come this autumn that goes by the moniker of 10CR. It's two thousand plus miles through some of Europe's best driving roads alongside five dozen other classic Triumphs. A fair part of the miles will be simple boring straight motorway blasting to get down to the fabulous twisty ones in the Alps. In readiness for the boring bits I thought I'd sort out some music.

I've had a tape player in my car for ages (see below for its invisible fitting). These days I find it just too much slog to get the tracks I want onto a cassette for the player in my car, and storing enough tapes for a five day trip is going to take valuable boot space away from spares, tools and fuel cans. Modern technology suggested an obvious solution: take an iPod. I needed an iPod interface for my Herald.

My car has an ashtray in the middle of the black vinyl top of the dashboard (it's

a recycled dash top, possibly a Vitesse one?). I've never used it, and the days when I'd pick up girls that might be just a distant memory now. It occurred to me I could use the ashtray as an iPod dock. The beauty of this solution is that the iPod sits at perfect eye level when in use, and when you take it out, the closable ashtray lid



**The Parts Required**

## Ashtray-tastic!

hides the iPod dock, returning my car to its classic beauty.

**Parts:** a car charger (I chose one with an audio out socket), a tape adapter (an aux-in on your radio is better), a salvaged ashtray from e-Bay (because I worried I might just end up with a broken ashtray), some expoxy adhesive and a cigarette lighter socket, plus I already had an iPod (mine's a Nano – see warning below about charging).



I started by working out roughly where the dock needed to be on the bottom of the ashtray and marked it up with a felt-tip. With my trusty Dremmel I cut a small hole so I could see the bottom of the iPod through and



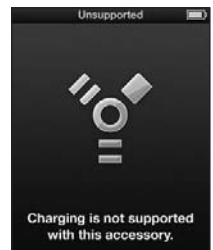
used that to adjust exactly where I needed to cut the whole ..erm.. hole. I left it tight so the sides grip the iPod connector. I found later that I needed to push the connector up in the hole because it comes close to fouling on the back of the headlight switch in my car, so I'm glad I didn't do the epoxying straight away.



The charger/adapter I chose was the Belkin Auto Kit for iPod, which was on Amazon for an amazing price of £4. I chose it because it has a nifty 3.5mm socket on the base into which I could plug the lead from the tape adapter, rather than try to align that plug next to the dock connector in the ashtray so it would slot into the headphone socket, something I reckoned my Heath Robinson skill level wouldn't let me achieve. It also has a volume wheel so you can set the level to match the radio.

I cut the plug off a dual cigarette lighter extension lead and wired it in after the fuses on the accessory power line to give me somewhere to plug in the charger, plus a Sat Nav if I'm ever to need one. The cassette adapter plugs into the 3.5mm socket on the charger and the adapter slots into the tape player. **Plug the iPod into its 12ft9 x 5ft Triumph Docking Station on wheels and hit Play!**

**A note of warning:** despite the 'Compatible with the new iPod' line against this charger on Amazon it turns out that 4th generation and later Nano iPods **DO NOT CHARGE** from most car adapters. Apparently they no longer support what's





called Firewire charging. The newer iPods don't have the electronics in them to drop the variable Firewire voltage (12v in car chargers) down to the 5V (or 3.3V) they need as these voltages are now so ubiquitous in USB. To get round the charging issue I plan to try a USB+3.5mm to iPod lead instead as my cigarette lighter socket has a USB output, but I'm happy for the moment

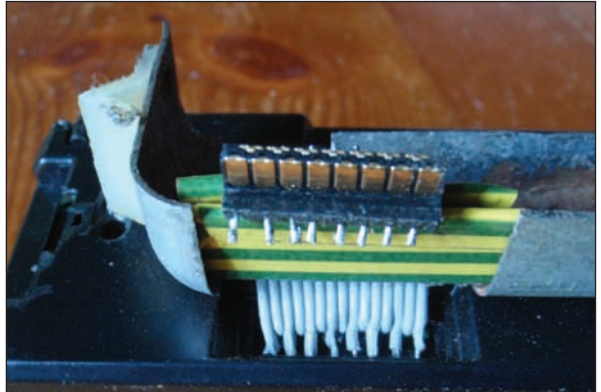
All I need now for my 10CR trip music is the Matt Munro track On Days Like These from the opening credits of The Italian Job and I'll be away up those hairpin alpine passes with a grin to match any Top Gear episode

Oh, I nearly forgot: I said I'd share my invisible tape player fitting.

By taking a modern in-car radio/tape unit with a security-removable face plate and extending the connector with a bit of ribbon cable I was able to mount my radio behind the dash and fit the buttons in front, right between the heat adjuster knobs. It looks very natural there and feels like this is where Michelotti would have put it.

so wider than a CD so you don't have much manoeuvring room.

Soldering the connector onto a bit of ribbon cable (Maplin.co.uk sells this, plus small



soldering irons and desolder pumps or braid) to extend it was a little bit fiddly. First I opened the front panel to get at the connector and the desoldered it with a fine soldering iron and solder pump. Then I soldered 30mm of ribbon cable (20mm length plus a little for the connections at either end) onto the solder pads on the front panel and soldered the other end



My Kenwood KRC-158R radio has a completely removable front panel with the connector placed just below the tape slot. Because they're close together I realised I could slot both of them through the ashtray hole in the dash if I could just extend the connector a little. I imagine you could use the same principle for a CD player if you can find one with the slot in the right position relative to the front panel connector, although the ashtray slot in the dash is only five millimetres or

onto the corresponding point on the connector. I cut the back off the ashtray slide rails that are



## Ashtray-tastic!

mounted in the dash and fitted the main unit behind the dash. By cutting the back

into its own from a security perspective.



**Now you see it...**

20mm off the ashtray I used this to mount the radio front panel on to with a couple of small nuts and bolts. The nylon runners on the side are helpfully rivetted just far enough in that you get to keep these, so the front panel is held firmly in place. Electrical tape around the nearby ashtray carcass helps avoid shorts on the connector.

Cutting the front end of the ashtray down to 20mm too means I can put the ashtray back in the hole, hiding the



**... Now you don't!**

radio entirely. This is great from an aesthetic point of view but really comes

My car's locks were never its strong point. Anyone looking into my car in the carpark sees a simple dash with nothing to steal.



**Paul Richardson©**



## Quality Engineering at Standard Triumph

**D**uring interviews with company staff, from both the sales and engineering departments of The Standard Motor Company, a general overview of the company's policy on quality engineering was usually highlighted, and mention was also made of how quality engineering was further influenced by the company's involvement with building aircraft during war years. Export Sales Director John Warren's view of the company when he joined after the war as an area sales representative summed this up when I asked him to enlighten me on the company's post war sales policy. But, as usual with John, he always imparted his sense of humour during interviews.

*"My initial reaction to starting work with the company after the war was one of excitement with a measure of pride with the new beginning as I remember it because, after the war ended, there was a feeling of great relief because throughout the war years we were constantly captive to thoughts of defending our country from the onward march of the jack boot. This reminds me that Sir John Black maintained that*

*one of the reasons we won the war was because Hitler's army had worn itself out through high stepping it everywhere across Europe to the stomping march of the goose step before battles commenced. "*

*"To return to company policy, I soon became aware that our car production had been discussed and organised well before war's*



**The Banner Lane Factory  
in full production after the war**

*end and it centred on the Vanguard which was our new car designed for Sir John Black's one car production policy specifically aimed at export. My boss when I joined the company, Ted Martin, who was our sales director at the time, availed all the details of the immediate post war production, and this initially entailed resuming production of selected Standard*



*models produced before war was declared until the Vanguard went into production in 1947. Our post war car production was managed very ably by our head of production Harold Weale and his team, and this prompts me to mention that the company had the backing of extremely advanced production methods. Although I was not with the company when post war policy on car production was instigated, I soon became fully aware of how the company's production engineering had been enhanced by what the company had learnt through manufacturing aircraft and the engines that powered them throughout the war."*

*"The engineering staff and production workers had displayed remarkable skills throughout the war years and as I was well experienced in dealing with requirements for our Bomber squadrons, I was astounded when I found out that the company's engineers and workforce had produced tens of thousands of aircraft engines and, in particular, over a thousand complete Mosquito fighter bombers*

Headquarters for the war years where he became a Senior Staff Officer in the Equipment Section.)

John's mention of company staff being involved with work on aircraft during the war reminds me that company engineering staff were conscripted by M.A.P. (The Ministry of Aircraft Production) to oversee aircraft production in the company's factories at Banner Lane, Canley and Ansty. Those I know about include Ted Grinham (Engineering Director) who spent most of the war years managing production of the Mosquito at the De Havilland factory in Hatfield. Lewis Dawtrey (Chief Technical Engineer) remained at Standard to manage the technical aspects of aircraft production and test procedures as well as designing bomb release mechanisms and bomb sight equipment. Arthur Ballard (Chief body engineer) designed the production jigs for the Beaufighter Bomber fuselage produced at Canley. Vic Hammond (Company stylist) designed production jigs for the Hercules aircraft engine production initially at Banner

Lane until 1943 when he moved to an associate facility in Worcester.

As for the company workforce, over ten thousand workers manned the company's aircraft factories throughout the war and the Banner Lane plant alone had over six thousand machinists and assembly workers manufacturing and building Hercules radial aircraft engines. The Banner Lane facility also had a row of



**The Mosquito fighter bomber**

*in the company factories throughout the war. The Mosquito, with endless capability besides high and low level bombing and submarine attack, played an absolutely vital roll as pathfinder for our bomber squadrons and indeed their air defence as well."* (N.B. John was posted to Bomber Command

test houses at its rear where twenty two Hercules engines could be tested at the same time within the test block.

Returning to John Warren's overview.

*"Ted Martin, I believe, joined the company before the first world war, because he often related accounts of Standard's car production*



### **The Ferguson assembly line featured robotic installations**

in the company's early days and he had an impressive photo album of the aircraft the company produced during the 1914/18 war which was held in our records office. Ted was made head of the company's sales department sometime after Sir John Black joined the company in the early thirties and his appraisal of how Sir John's ability turned the company's fortunes from near bankruptcy to the enviable position it was in at the outbreak of war in 1939 was extremely reassuring. You see on joining a new company you're never quite sure how it's being run or how staff are treated but after I'd been accepted into the sales department I was encouraged to wander round the factories during my first week of employment to meet people and gain a working knowledge of the company."

"I remember Ted Martin taking me on my new boy tour of the company and the machine shops were quite remarkable places that were full of the very latest production equipment to speed up manufacture of parts. In fact our machine shops and assembly lines, particularly those for the complete production of the Ferguson tractor, were so efficient they became the subject of guided tours for groups of industrialists from all over the world, and I remember taking directors of our overseas assembly

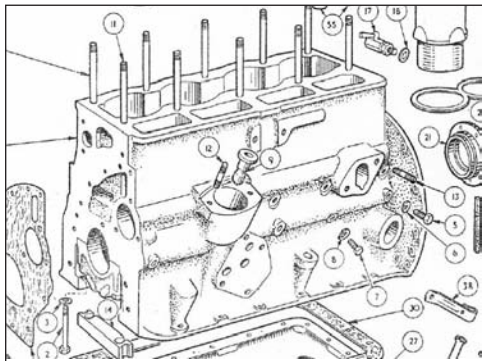
plants on such factory tours because they were in fact a show piece of efficiency. These tours were a valuable part of our sales portfolio when I think about it because impressing customers, including government officials, with our production efficiencies, many of which had been developed from aircraft production, breeds confidence and therefore sales right down the line to the customer."

During interviews with experimental engineer Ray Henderson he also made a point of highlighting the production efficiencies of the company. "The Fergy plant was recognised as the most advanced in Europe and I suppose the mainstay of this was the study of time and motion related to the machining processes coupled with using the latest machine tools. A lot of this was learnt when they produced the Hercules aero engine there during the war because production was constantly being accelerated to get more planes in the air..."

Kit Heathcote who worked in the technical office before joining my father's competition department as Ken's P.A. and rally navigator also exemplified the advanced production methods used in the Ferguson machine shops at Banner lane etc. He related. "There were several robotic installations in the Ferguson machine shops including one I remember on the differential gear machining section. Gear blanks were fed into machining chucks automatically by robotic arms and then moved through several machining processes until finished. Apparently, the unions insisted that a machine operator was in attendance with such machine tools purely in an observational capacity due to the concerns about loss of jobs due to the onset of automation."

During my own research I came across details of engine production and found out one of the most impressive examples of production engi-

## Quality Engineering



neering for both the Ferguson and Vanguard engine. Apparently, The Standard Motor Company had installed the largest broaching machine in the world in the immediate post war era to complement engine production. This broaching machine could face up the four main faces of either a Vanguard or Ferguson cylinder block in about three minutes.

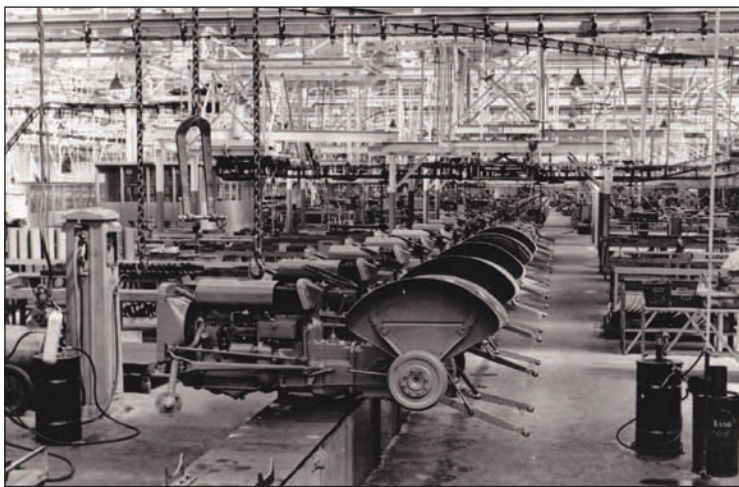
In conclusion, to add a bit of cheer to the New Year after such depressingly cold grey weather lately (as I write at 8am on January 7th heavy snow is falling yet again – and my wife's in bed with Flu), I couldn't resist including John Warren's reply when I asked him about his career before he joined the Standard Motor Company after the war. His reply was one of many that typified his self effacing and thoroughly delightful sense of humour.

*"Well, I was a failed fighter pilot."* He retorted with a smile, - taxed further he replied.

*"On Chamberlain's return from meeting Hitler and his subsequent assurance that there will be peace in our time, I applied forthwith to the RAF for training to become a fighter pilot. I was accepted for week end instruction at London*

*Air Park, which was an unusual aerodrome in the centre of a highly built up London suburb. The aerodrome had all facilities including, I remember, a cemetery, which was conveniently placed alongside the main runway. Inevitably, on completion of twelve hours dual, a much experienced instructor from RAF Hendon arrived to conduct the vital test. To be or not to be. A most unfortunate change in wind direction during the lunch hour made my carefully rehearsed morning circuit of no value as my turning landmarks, the gasometer and the bus station were no longer applicable."*

*"My landing had plenty of bounce but apparently not much else as the instructor said with considerable feeling it was only by the grace of God that we ever got back to the airstrip. I deduced from his remark that he had failed to discern my latent potential as an ace fighter*



**The Ferguson machine shops and assembly lines at Banner Lane were recognised as the most advanced in Europe according to Ray Henderson.**

*pilot. I made no excuses, but I thought it unfortunate that the instructor selected to carry out my test was on the point of a nervous breakdown. I was subsequently selected for the Equipment Section, and duly posted to Bomber Command Headquarters, where I became a Staff Officer and remained there until demobbed."*



# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spitfire

**1500** 1977. Delft Blue. Overdrive.. MOT 12 Mths. Used daily. Garaged. Hardtop/Soft top. Unleaded. Taxed for 6 months. Good runner. £1,400. John (Coventry, Warks) 02476 461806.

**1500** 1979, Hard/Soft Top MOT till Feb 2011, Heavy coats of Wax Oil to Inner sills and Floor - Offers around £1500 Dale (Birmingham) Day 07866 480952 or 0121 4271553.

**MKIV** 1300 1973. Magenta. Brilliant. 11 months MOT. 33,000 miles, custom exhaust, lot of spares (4 Brand new sports exhausts, 5 wire wheels.). Good interior, small paint bubbling on 1 wheelarch. Whole bottom of car Professionally welded. £1750. Open to offers. Henry (Canterbury) 01227 709364.

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**Chassis, Spitfire IV/1500 or GT6 Mk III.** Chassis wanted to borrow for a few months or buy. Doesn't matter if it needs some work. Preferably not too far from South East Wales. Stephen Please eMail: s.attenborough@yahoo.co.uk

**Wanted - Mk 2 Rotoflex Vitesse Parts -** Vitesse Mk 2 Rotoflex rear spring in good order - Vitesse Mk 2 Rotoflex rear adjustable radius arm assemblies for both sides. Many Thanks. Tim 01825 762964.

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**VITESSE engine** wanted. Good 2 litre engine, either early 2 litre MK 1 (HC or KC below 5000 engine number), or Mk 2 engine. Alex 07966 847471.

**MK IV SPITFIRE.** RH door shell any colour with or without attachments. Rear bumper in reasonable condition. Internal top horizontal dashboard. Rear window chrome screen surround. Chromed finials. John (London) eMail: jst.john@tesco.net

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February 2011



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- AREA NEWS
- EVENT ADS



## TSSC Trip to the Spa Francorchamps Classic 27 - 29th May 2011

Did you enjoy Le Mans Classic in 2010?  
Are you feeling withdrawal with no  
Le Mans in 2011?

Or perhaps you were unlucky and missed out on  
Le Mans tickets in 2010?

Here is some great news.

### ***There is a new Continental Classic Racing experience in 2011!***

The TSSC has been approached by the organisers of Le Mans Classic, because they have recently decided to put on a brand new classic endurance racing event at the famous Spa Francorchamps circuit in the beautiful Ardennes region of Belgium.

**The event will be held from  
27 - 29th May 2011,**

and will have similar grids of competitors to Le Mans Classic, plus historic F1 racing. The TSSC is offering Triumph enthusiasts the chance to book tickets (entry to the event, grandstand and track laps) plus camping through the Club. As this issue of the Courier goes to press, we are waiting for confirmation from the organisers of pricing etc.

**We expect to be open for bookings from late January.**

**For more information and booking forms, look for announcements  
on the TSSC website or phone the Club Office on 01858 434424.**







# 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.

**IF AREA DIRECTORY ENTRY  
IS IN GREY THEN PLEASE  
REGISTER OFFICIALLY!!!  
YOU ARE MEETING  
WITHOUT TSSC  
INSURANCE COVER!**

## SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	T.B.A	3rd Mon. 8pm
MANCHESTER	Frank Spencer: 01524 791607	BARTON Aerodrome ECCLES.	1st Tues. 8pm.
	Pip Flegel: 01524 791607	M30 7SA. Just off A57	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- Witton Gilbert	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

COVENTRY		The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580		
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
	Simon Oliver: 07841 450715		
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embury: 07701 049881	AFC Telford Utd Learning Centre - WELLINGTON TF1 2TU	3rd Thurs Eves.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
	From May to September	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm

## WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
	Bob Whiting: 01492 516479	Smithy Pub RHUALLT Nr St Asapm	3rd Wed 8pm.
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

## EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	John Barleycorn - DUXFORD CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 01603 426539	CHECK AREA NEWS FOR VENUE	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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## SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Andy Cook: 01252 810828	The Crooked Billet - (A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

## SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
DORSET SOUTH	Steve Sherlock: 01305 267408	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Flander: 01722 332552	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	St Leonards Hotel - St LEONARDS	3rd Thurs. 8pm
WYEDEAN	Clive Speaks: 01531 650035 or 0757 829 3283	3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

## OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LIMBERG.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76		R.R.I. Picton Ontario - KOK 2TO.
CANADA	David Stock:		Moselundvej No 8 8600 - SILKEBORG. DENMARK.
DENMARK	Jens Konrad: 0045 86 85 19 98		Le Bourg 23800 Lafat - FRANCE
FRANCE	Ray Lomax: 0033 555 899 750		Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552		ATHENS
GREECE	Nassos Sarris: 00 30 6937095200.		ATHENS
	Soulis Papatathanasiou 00 30 6977280215		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
INDIA	Shyam.K.Chary(91) 40 7171173		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795		MILAN.
			lucabellinello@tiscinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47		53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797		Emmstraat 206862 GT - OOSTERBEEK.
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	Philip Bellamy: 0041 79 347 1221		Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198		Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408		Revere Court Lacey, Olympia - WASHINGTON 98503.



## ALO REPORT . . . ANDOVER AVON . . . BERKS EAST

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: [pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)



With all the celebrations over it is now that time when we are looking forward and planning events for the New Year. If 2011 is half as good as last year we are in for a very exciting and busy time.

We have started a New Article Series (Area Showtime) in the Courier this month and it's all about Your Area. If anyone has pictures and a few words to add on an event you have organised or attended with your area or indeed attended with other areas, send them in.

I have noticed when reading other Area's news your pictures are in black and white, well, send them in to us with a few words describing what and where you have been, and we can put this in the Colour section in the Courier. It could be a good recruiting tool too!!!! Many of you work tirelessly throughout the year organising shows and events publicise your Area you deserve it!!!!

Xmas open weekend was brilliant and very busy; we met so many Friends, Area Organisers, and New Members that had not been to Sunderland Court before. (piccies in Area Showtime article) it was good to see you all. We would like to say a Big Thanks to our very own serving wenches who provided us with nibbles and fine mulled wine Trudi & Angie.

We would also like to thank Adam Easton for his 'Creating a Blog' training.

The Informal Area Organisers Road Show was well attended although it was a little cosy and certainly made for a good bonding session unless you were hard to love!

Topics up for discussion were The Shropshire Rally **21st May** see David Embery Shropshire Area. S.E.M **7/9TH May** see Suzy/Guy Singleton Andover Area.

There are still a few Areas that need to register - remember you are not insured with the TSSC Public Liability Insurance if you are not registered, and don't forget to get you're A/O Surveys in by the end of **February** so we can discuss the results at the AGM/Area Organiser Road Show **10th April**.

Frank and I attended South Yorkshire January meeting and we had a brilliant night. Paula Johnson has brought this Area on in leaps and bounds since she took over with her News Letter (Triumph Tribune) Quizzes and football cards to raise monies for Area funds. We were made very welcome and had a great night.

Thank You South Yorkshire.

Breaking News.....

New Area Hallamshire (Sheffield) is being formed, the venue to be decided and the Area Meetings will be held **3rd Monday** of the month. Congratulations to Julie and Adrian Hadfield who have volunteered to run this new Area so please go along and give them your support!!!!

Thank You South Yorkshire.

Breaking News.....

New Area Hallamshire (Sheffield) is being formed, the venue to be decided and the Area Meetings will be held **3rd Monday** of the month. Congratulations to Julie and Adrian Hadfield who have volunteered to run this new Area so please go along and give them your support!!!!

Congratulations to **Wessex** Area you have won £50 Club Shop Voucher. **North London** £25 Club Shop Voucher please

get in touch with Angie at Sunderland Court to claim your vouchers. Cheers.

*Pip & Frank*

### ANDOVER

Tel. 01672 514241

e-mail: [guy.singleton@virgin.net](mailto:guy.singleton@virgin.net)

Well 2010 went out with a bang - fortunately our Christmas meal dropped into a lull between the two big snowfalls so almost everyone was able to attend - except John's sister-in-law who unfortunately had slipped on the ice and broke her elbow. Hope she recovers soon.

It was good to see most of the 'other halves' out and also good to see Chas and Mike. As they know, having had a few more vehicle shuffles in the last year, there is no requirement to have a Triumph to come to our meetings and you are all welcome to come along regardless.

We did manage to take our 2000 Estate to the Boxing Day meet at Romsey, although, due to the weather (-12 C when we left home) it took longer to get ready than planned and we got there about 11.00am, just in time to see a nice Mk1 Spitfire drive out - but not in time to get a photo as the cold had killed the camera batteries! However, we did see 2 nice late Spitfires and a GT6 as well as various other cars including a TR4.

Come along and join us at the White Lion at Wherwell on **Thursday 10th February**.

*Guy*

### AVON

Tel. 01454 327059

First a big thank you to Mary for organising the Christmas meal, a good time was had by all and even our car decided it would work for the evening! A quiet meeting in January, but some interest for Coleford show on Easter Monday. Surprise, surprise no-one else wanted to be AO so you have me again for another year. By the time you read this, we will have been to the panto and be preparing for the first show of the year which is Bristol Classic Car show in April. I have started to look at other local shows to attend, but if there is anything you would like to go to, please get the details to bring to a meeting.

Don't forget we are still planning an auction for the **March** meeting, I already have a few things for it but any unwanted Christmas presents or other items will be gladly received!

That's about all for now. See you at the **February** meeting on the **7th**

*Jane*

### BERKS EAST

Tel. 0775 3333500

[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)

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

Hi All. Already a couple of weeks into the New Year! It's flying along already...! Our January meeting brought along a new face, John Palmer, who owns a Vitesse Mk 1 2ltr convertible in Wedgewood Blue. He is carrying out a rolling restoration and we hope to see it at a pub night soon. Good to see Mark Bren & Colin in their Spitfires. Francesca is tucked up in the garage at the moment and now surrounded by some storage items. Need to get some more miles on her this year, so do encourage me to get her out and about!

Mark S has kindly put together an events listing for the year, which includes some road runs, rolling road outing and on the



## BUCKS SOUTH CAMBRIDGE . . . CANTERBURY



**26th Feb**, Pie Night at Sweeney Todd's in Reading. Our **February** Meeting will be held on **8th** at the Shire Horse Pub on the A4 by Thicket Roundabout, Maidenhead.

Start digesting those car books too, as May will bring one of Mark's famous quizzes! Email me at [eastberks@tssc.org.uk](mailto:eastberks@tssc.org.uk) if you would like a copy of the events calendar.

Please do support your local group.

With kind regards

*Helen*

## TSSC AREA NEWS

be even better. More details to be published next month.

Date of next meeting - **Monday 7th Feb**, 8pm onwards

Dates for **2011**. **1st Monday of the month**, 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP. Future meetings - **7th Feb**, **7th March**, **4th April**, **2nd May (BH)**, **6th June**, **4th July**, **1st August**, **5th September**, **3rd October**, **7th November** and **5th December**.

*Kevin*

**BUCKS SOUTH** Tel. 07818 052276  
[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [southbucks@tssc.org.uk](mailto:southbucks@tssc.org.uk)

Hello All. The recent, and on-going poor weather has hampered repair efforts on my Stag. As I write this a few stubborn studs are still preventing the heads from coming off. The specialist who is doing the work for me says it's the most difficult Stag engine he's ever seen. At least I know I made the right choice when I decided to not attempt the work myself! At least it gives me more time to work on the Land Rover...

**February** events include the Ace Cafe classic cars night on the **8th February**.

The 22nd Isle of Wight camping weekend is from **Friday 29th April to Monday 2nd May**. This is a favourite event of mine, and I am hoping to go again this year (assuming my car is fixed by then!). I'm sure others from South Bucks will also be there. It's worth remembering that this year the **Friday** is a bank holiday due to the Royal wedding.

At the Christmas dinner we had our annual votes for Member of the year and Car of the year. The result of the vote for car of the year was a tie, so I have decided to award it to Phil for his Hurricane. A lovely car which attends almost all of our meetings and lots of shows besides. It's even been to Le Mans a few times. We have decided to engrave the member of the year trophy in honour of Len.

Our monthly club meeting will be on **Wednesday 19th February** from 8pm onward at the Squirrel pub in Penn Street. Regards

*Daniel*

**CAMBRIDGE** Tel. 01223 836535  
e-mail: [tssc-cambridge@rochfort.org](mailto:tssc-cambridge@rochfort.org)

I hope that all the Cambridge Area had a great Christmas / New Year break and managed spend lots of time to get their cars in tip top condition for 2011.

The January meeting on the 3rd Jan was a low key meeting, with Tom turning up with the Coupe roof fitted to his Vitesse, rather than topless like he did for the Christmas meal - much more civilised. He was also able to show off his new iPod dock fitted into the ashtray, and the ingenious way that he modified the modern radio to hide it in the glove box, very ingenious.

A big welcome to Laurie, a potential new TSSC member, who has just acquired a TR6 - from the photos it looks like a very nice car, lets hope the weather is good enough in **February** to start bringing it along to the meetings. A date to pencil into the diary - "**Drive-it Day**", **Sunday 17th April**.

Toby and I are planning a late morning drive through the tight twisting lanes of South Cambridgeshire, Essex and Hertfordshire. We plan for the route to be 2-3 hours of spirited driving, to end up at a pub for a late lunch. The drive we organised last year was well received, expect this one to

**CANTERBURY** Tel. 07810 438074  
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[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

There was no meeting in December due to the bad weather. I took the executive decision to cancel and let as many people know as possible. Some hardy souls were disappointed. Mike wanted to know where my sense of adventure had gone and Ray's response when I told him I was cancelling because of the snow was, "So?"

January's meet, however, was a back to normal affair. Eddie announced that he would like to stand down as Treasurer in the near future and we welcomed two new people, Adrian and Vicky from Wye. They have a GT6 and I look forward to seeing it when the weather improves.

There are a number of things we need to discuss as we start a new season including the vacancy for Treasurer, so I've booked the Cumberland room for the next meet, restaurant bookings permitting. So if you want your view heard in a proper meeting, be at the **February** meet.

Invitations to shows are trickling in and are being posted in the "Events" section as soon as Bob and I can get them on. Talking of events, Reg is researching a club run to a museum down Chichester way, and several of us are going to the Isle of Wight event in **May**. Let's hope it doesn't snow like last year. We will host a Treasure Hunt and barbeque in **June**; Mark and Steve are doing something for "Drive it Day" in **April** and Paul and Diane have a club run to the Dering Arms organised for **May**. Please don't keep good ideas to yourself: the more events we have the better our Triumph year will be.

The 2000 Register National event is being held St. Martins Mill this year and Charles is the "Main Man" organising it. He has asked for assistance in preparation and during the event as marshals etc. I will be preparing a Treasure Hunt for him and I'm confident others will chip in and volunteer for duty.

See Charles at the Christmas dinner or at **February's** meet if you're interested.

Don't forget that in our unique, odd-ball, left of centre way that Christmas dinner is the 15th. January, 7.30pm at the Clifton hotel, Folkestone. Thanks to Charles for setting it up. I'm sure there is still time to grab a place, but not if you're reading this in "The Courier" because it's already happened!

The meet was the first opportunity to show everyone our new club banner and I'm pleased to say that it met with general approval from those who saw it.

I had the AO registration form so that it could be seconded and Dell did that. As soon as TSSC gets that we'll be registered again with the club and therefore can benefit from their insurance cover. I had the form before the cancelled December meet, but had no opportunity to get it countersigned before last Thursday.

One of the things to discuss at February's meet is renaming



## TSSC AREA NEWS

### Canterbury Continues

the club to include the word "Stag"! Derek, having sold his 1500 Spitfire last year, has only gone out and bought a tax exempt model to join those cherished by others in the club. Well done Derek. Talking of Stags, I'm really looking forward to seeing Ray's rebuild later this year. I have a great respect for the man, but I thought even he had taken on too much when I saw it in its "as bought" state. The photos, however, are looking good and I can't wait to see it.

Did you know that car tax/SORN and insurance regulations have been tightened up? If you tax a vehicle and then decide to take it off the road for whatever reason and cancel the insurance, you now have to send the tax disc back to DVLA and declare it SORN.

This is to stop people taxing vehicles and then cancelling the insurance to save a bit of money.

Probably won't apply to anyone in the club but it's as well to know as it's one of those things which can catch you out. That's all for this month.

*Phil R*

### CHESHIRE

Tel. 01625 425845

[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)

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

Reading last January's report, it seems the weather is actually quite a bit warmer than it was at this time last year. Adrian had to unfreeze the fuel filler lock on his car on the way to the meeting last year, and there wasn't even ice around on the evening of the meeting. There was some ice on Oak Road, Mottram, in the morning though – Blitzen the Vectra slid all over the place on it (but kept within the confines of the road). Reminder to the driver, the white stuff on the road when the temperature is around freezing is probably slippery.

Anyway, it was nice to see a number of familiar faces in the Cock and Thingy. Roger even showed us all up by shaking everyone's hand (in turn, not simultaneously) to wish us all a Happy New Year. I quite like the habit in most foreign lands of shaking the hand of all the people in the office on arrival in the morning, and it never happens in the office here.

Thankyou to Paul for the donation of a pair of hinges to try and hold Hark's passenger door on. Hark hasn't progressed much since before Christmas, and has been used as a vegetable storage shelf (and a dead cardboard box storage area) over the holiday period. So there's some tidying up to do before work can start. There seems to be a little progress on the Spitfires in Appleton Thorn, including the acquisition of 2 MkIV doors at what sounded like a bargain price.

Paul also admitted to an Accuspark electronic ignition for one of his stable of Triumphs. This got me (and Paul) going on the subject of electronic ignition. There is a Sparkrite system on Heap the Vitesse, which makes a buzzing noise, suggesting it may be capacitor discharge. I pointed out that it's hard to tell what technology it uses without either taking it apart (and we're not doing that!) or putting an oscilloscope on the coil and seeing whether it looks the same with and without the unit in place. At which point Jonathon suggested his employers were likely to be disposing of a number of such instruments. We shall see!

The organiser also prepared a year planner (usually this takes until February or March to appear) and Jackie suggested we

## CANTERBURY CHESHIRE . . . CORNWALL

should also look at Harewood House in darkest Yorkshire, which is an interesting drive from Macclesfield, and offers a Porsche Day on the **5th of June** (hmm), a Father's Day Classic Car Rally on the **18th & 19th of June**, a Rolls Royce Rally and Vintage Fair on the **7th of August**, and a VW thing on the **13th of August**. The **18/19th of June** looks promising, anyone fancy a bit of a drive? My passport is good for entry to Yorkshire, as I regularly visit Halifax, and it's England's highest motorway on the way as well.

Our next meeting is on **Thursday 3rd February** at the Cock and Pheasant. My employers seem to have me in Vilnius on that date, so I hope to see you all in **March**.

*Henry*

### CORNWALL

Tel. 01726 851687

Here's hoping that you all had a wonderful Christmas and a good New Year. It seems that we saw the old year off in style at our Christmas Dinner Dance. Twenty eight of us turned up, including several friends from over the border. Everyone seemed to enjoy the evening, the food was good, the disco was very good (once he got our name right) and the company was great fun. Dinner itself was punctuated with the usual frivolities; bendy balloons, party poppers, Graham's famous party cannons and this year with the addition of Pea Shooters. Many was the call, "Cover me, I'm going to the toilet!" We shared the venue with Probos School, so a balloon war soon erupted, but I'm not sure who won.

Crantock Bay Hotel looked after us very well and all too soon it was breakfast and home time. There were several calls for returning next year, but there will no doubt be a discussion at meetings, come and give your view.

As I type, it's lashing down outside, but quite warm; the snow has completely gone, which is good news for the six of us competing in the Exeter Trial this weekend. Simon and his son Lawrence are hoping that their car will be ready at the eleventh hour, whilst Jane and John, Anthony and I are ready for the off tonight. To start with we have to drive to Sparkford Motor Museum, which amazingly, most of the team have never been too, so we'll have a quick look around - quite spooky in the dark! At 2 am we're off on the 200 mile, 12 Section route to end up in Torquay late afternoon. I'll let you know how we all got on.

Helen and Tony have organised the Country Skittles at Townshend for Sunday 30th January from 12 noon. If you want to go, please give Helen a ring. It was great fun last year. **Drive It Day** has now been arranged, we are driving to Morwellham Quay for lunch (restaurant on site), group entry of £7.50 (plus lunch) which includes the mine train and access all areas and is about half price. If you're interested, please let Mike know.

In the meantime more will be being organised at meeting, so why not set your New Year's Resolution to pop along and join us, we're quite a fun bunch when you get to know us (well that's what we think, anyway!).

**February & March meets:**

**Thurs 10th** The Hawkins Arms, Zelah from around 8 pm.

Get your cars ready, the season is about to start!

*Mike*

### IMPORTANT NOTE

**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By the 8th of Month please**

## COVENTRY DERWENT VALLEY . . . DEVON



### COVENTRY

I was unable to attend our January meeting, due to a family get-together. Paul Jones tells me the usual regulars were there at The Bull and Butcher huddled around the open log fire.

I hope to get along to our next noggin on **Tuesday 1st Feb.** Not much to report at this time of the year, as our cherished Triumphs tend to be in hibernation. My Dolomite 1500 was reluctant to wake-up as I attempted to start it up to 'clear the cobwebs' from its mechanicals, but eventually kicked into life - and ran smoothly once started.

Mind you it has been a harsh winter.

Regards,

*Kevin*

**DERWENT VALLEY** Tel. 01623 487323  
www.derwentvalley-tssc.org.uk  
e-mail: roger@derwentvalley-tssc.org.uk

Our first meeting in the New Year was not the biggest I have ever been to, but it did not stop us having a good laugh. Helped by old stories from loveable Stuart, Kim's constant tormenting of Paul and some crazy ideas for activities at the Peak Run in June from the rest of the mad bunch especially Kim and Paul our new Peak Run secretaries.

We are planning to go techno with the help of Colin, by Derwent Valley opening a Twitter account, which will constantly up date all members by text of any new events, last minute changes or cancellations. The good news it's free. Just register for your own account on Twitter, ask to follow DerwentValley, (it's all one word) and you are all set.

You will also see some changes to the Derwent Valley website, which has been upgraded so that we are now mobile web friendly and so you can access the website by smart phone or by computer and browse without any difficulty.

Many thanks to Colin for his hard work, over the holidays in putting it together.

Many of our members are looking forward to attending many future events this coming year like the Triumph Spares day at Stoneleigh, The Silverstone Classic and a host of other areas camping weekends, but most of all they are excited about the 23rd Peak Run and camping weekend in **June**.

Back to the Tuesday night's meeting - to take our minds off the cold, but still leaving our coats on, we decided to play a game of Family Fortunes. Two teams battled it out against each other and the buzzer until team 'A' comprising of Kim, Julie, John and Richard were the eventual winners. However, they got no prize as I forgot to give them the usual chocolates...sorry.

Some dates for your diaries:

**1st February** - Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. All Welcome.

**15th February** - Peak Run committee meeting. Smalley Common Ex-Serviceman's Club from 8:00pm. All those interested in helping with this years event are most welcome.

**1st March** - Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. All welcome.

**6th** - The International Triumph Show and Spares Day, NAC, Stoneleigh.

**23rd to 26th June** - The Peak Run weekend

That's all for now and I hope to see you all at the next meeting on the **1st of February** from around 7:30pm at Smalley,

### TSSC AREA NEWS

with maybe a few more classics in the car park.

*Roger*

**DEVON** Tel. 01548 821348  
www.northcotts.clara.net/tssc/devon  
e-mail devon2005@tssc.org.uk

We hope you all found your 2011 Club windscreen stickers when you received your January Courier and did not do what we did. Although it was partly at the request of Devon Area that the Club produced smaller windscreen stickers, we did not realise the little rectangle enclosed was the new look sticker - cue telephone call to Angie and egg on the face! If you missed yours, get in touch with us and we will let you have another, and this also applies if you have multiple cars for which you need stickers.

Looking back to December now, although not originally in the calendar, we decided to hold our usual Club Night at the Star Inn in December and a good number of members came along. There were 4 Triumphs in the car park, Dan's Spitfire, Colin's 2000, Steve's TR7 and Rich A brought along his nice 13/60 convertible. This must have been one of the last, being registered in 1972. The pub was quieter than usual, but we more than made up for that, with our usual convivial gathering! Much laughter and planning for our 2011 events. There will be something for everyone, from drives all around our vast county. We will be meeting up with Cornwall Area for **Drive It Day** when we will be going down to Morwellham Quay which has been featured on TV's Edwardian Farm. Our annual visit to the Isle of Wight for the early **May Bank Holiday** promises to be our biggest yet, and we are thinking of a trip to Beaulieu Motor Museum in the summer. John and I enjoyed our foray into Cornwall where we joined Cornwall Area for their Christmas party at the Crantock Bay Hotel - a really good weekend which we look forward to repeating in **2011** - why not join us?

Steve Wilkinson reported a fantastic North Devon December meeting between the snowfalls at Steve T's, with his wife Jo in attendance too. Steve K provided a huge tureen of curry which was carried very carefully by Steve K in Sharon's Puma - gentle accelerating, braking and cornering was required! A great turn out with John & Joan, Glenn & Trish, Dave & Kay, Edith, Callum and Steve W. John and Joan W have sold their Toledo and are now just a 2 Triumph family again. John now has a towbar for the Vitesse and is even thinking of using it with a caravan in his retirement!

The December snow receded in time for our January outing on the 2nd. Ten Triumphs were out. Ann's Herald would have joined us but her MOT was postponed because of the weather, and we had two moderns, but Russell expects to have his Vitesse back on the road very soon. Allan & Jackie organised this one, with the usual brilliant carvery at the Smugglers - where else do you get a choice of rare or medium beef? Missing were the Treleavens, suffering from the lurgy. The Chudleigh family were in force, with Dan's Herald, Steve's Stag, Jasmine's Vitesse and Mum Louise in her XJS. Torquay Mat made a welcome appearance with his 1969 Spitfire and Maurice brought the 1500 Spit. Making up the numbers were Brian's 12/50 Herald, Allan's Vitesse, our Stag 'Frugal', Colin's 2000 and Ian's 'purple people eater' Herald. Allan led us through Haldon Forest where we had a touch of sleet in the





## TSSC AREA NEWS

## DEVON ESSEX . . . GATWICK

### Devon Continues

rain, and there were heaps of snow still lying around. Almost at our final venue, the House of Marbles at Bovey Tracey, we came across Ian's Herald - trying to run on hot air, he needed a little petrol. Maurice had some to hand, and at the House of Marbles some of us even managed a cream tea - how do we do it you ask? We were stunned when our lovely members presented us with a poster sized montage of cars and events and some naughty chocs too - thank you all.

#### COMING UP

On **Sunday 6 February**, we will meet at 11am at Exeter Services, when Brian & Anita are arranging a drive around the East Devon area, with lunch at a venue to be decided. As always, if you intend to join us, please let us know at least a week beforehand. North Devon will meet on **Thursday 10th**, ring Steve for details (07968 702611) and Club Night at the Star Inn, Liverton will be on **Wednesday 16th**.

Looking forward to **March 6th**, we will again meet at Exeter Services, but this time at 10am, when Colin will lead us on a scenic drive to Yeovilton in Somerset, when we will visit the Fleet Air Arm Museum. Again we will need numbers for lunch beforehand. We even have some discount vouchers for entry to the museum and we are hoping that Somerset Area may join us at the Museum.

#### DEVON DIARY

**Sunday 6 February** Meet 11am Exeter Services -  
East Devon drive

**Thursday 10 February** North Devon meeting

**Wednesday 16 February** Club Night at the Star Inn, Liverton

**Sunday 6 March** Meet 10 am Exeter Services -  
Fleet Air Arm Museum

*Sue & John*

### ESSEX

Tel. 01375 672072

[www.freewebs.com/essexstssc](http://www.freewebs.com/essexstssc)

I start this month with an apology I have been laid up with man flu, it has been that bad I haven't even been in the garage to Tallulah for 6 days so it must be proper man flu, so I have borrowed some of the bits for this report from the Essex club web site [www.freewebs.com/essexstssc](http://www.freewebs.com/essexstssc) thanks John, so this report may be a short one.

My Office - with the snow and Christmas and now having man flu the work on the car port for Theodore has ground to a halt. But I did get out once and it was to get another car but to my shame it was a Mini, Joe bought him self a Mini I suppose it could be a distant cousin to the Triumphs but it means I need to acquire some new skills and knowledge to help Joe with his Mini it is just eligible for classic insurances and I had forgotten how much fun they were to drive but I will still try and educate him in the Triumph way, one day he may see the light.

Out and about - A much needed trip out after all the excesses of Christmas. 9 of us in total meeting at a chilly Halfway House car park. No Triumphs today. Everyone had a decent excuse with their cars being in various states of repair, mine was that it was too bloody cold. The gang today was John, Donna and Lucy, Ian and Cheryl, Graeme and Pauline and Joe and I (no Janet as she was under the weather with 'Lady Flu' which I have been informed is a much worse strain than 'Man Flu'), anyway hope you're up and about soon. It didn't take

long to get to White webs and after parking up we were ready to rummage. First things first though, coffee and bacon rolls in the cafe. It was then time to go tooting and we all split up and went our separate ways, all with lists of things to get. It wasn't as cold as previous years and so it wasn't too bad looking at the stalls outside. After much browsing we met by the exit with our accumulated goodies. Ian bought yet more cleaning stuff for the Spit (this is going to be the shiniest car ever) and a couple of models. Joe got some bits and a manual for his new Mini and John got a couple of diaries, a sink unblocker (which doesn't work, aarrghh!!) and a radio surround, at long last. It needs a bit of adapting but as it was only £2 it's worth a go. It was then over to the garden centres for a mooch. This was Donna's territory and she was the last of us to come out, clutching a big bag of 1/2 price Christmas decs for next year. After all the spending it was time for lunch and we went to our usual pub, The Plough. We all had a nice lunch and a couple



of drinks. It was at this time that Ian noticed and then was actually brave enough to tell the rest of us that he had been wearing odd boots all day. He should have kept quiet as no-one had noticed until he pointed it out. One had a thicker heel than the other, we finally left for home at 3 ish. The first event of the year, 2011 here we come.

#### Up and coming

**Saturday 19th** (evening) INTER CLUB QUIZ NIGHT.

Location. The Shepherd and Dog, Crays Hill, Billericay, Essex. Organised by our mates at Club Triumph Eastern. We are invited as well as The TR Register and The Chelmer

Valley Club, proceeds to Essex Air Ambulance

**Sunday 20th** MONTHLY MEETING Location.

The Halfway House

**Friday 25th/Saturday 26th** RALLYE SUNSEEKER

INTERNATIONAL Location. Bournemouth, Dorset.

First round of the 2011 British Rally Championship.

An overnight stay in a local hotel followed by attending a stage the following day.

Birthdays - Only two this month: Graham on the 3rd and Alice on the 27th (Paul daughter makes nice cakes)

*Allan*

### GATWICK

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e-mail: [pac@cottinham.wanadoo.co.uk](mailto:pac@cottinham.wanadoo.co.uk)

Apologies for missing the write up for the January magazine, there was so much happening before Christmas is my excuse!

We hope you had a fun festive season and even managed to take your classic car out for a run on New Year's Day. As December was the coldest December we have had for the last 100 years I think it was safe to say only a few managed to take the cars out to the December meet, a few of us got there to the White Hart in Ardingly as the snow had abated for a few days. Well for the time being the snow has gone and the New Year is here and we are planning the calendar for 2011.

Some activities we are looking to run this year are a walk

## GLOUCESTER . . . HALLAMSHIRE



### TSSC AREA NEWS

around the Bluebell railway, a variety of shows including a repeat event to the Silverstone Classic as well as ten pin bowling, Sunday Lunch runs etc. All ideas are welcome so if you are happy to help plan and run an event please get in touch with Paul or Sue.

We can send you an e-mail of events and news so please get in touch on [pac@cottinham.wanadoo.co.uk](mailto:pac@cottinham.wanadoo.co.uk).

We meet at the White Hart in Ardingly every **second Thursday** and usually have another event each month so all members in the Gatwick, Horsham, East Grinstead, Horley and Crawley (or anywhere else!!) area are welcome to join in the fun and laughter of the Gatwick area TSSC.

Looking forward to seeing you and your cars throughout 2011.

*Sue & Paul*

**GLOUCESTER** Tel. 01452 790126  
[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

Well December came and even with twelve months notice Christmas still caught me out yet again. I like many others though do have the snow to lay some of the blame on but being totally disorganise probably had more to do with it. We hope you all had a good time.

The area meeting was cancelled as the access drive into the pub is used to test mountain goats in good weather so a blizzard makes it a definite no go.

Once the fluffy freezing stuff had turned to slush and washed away we rang round and held an impromptu gathering on the 30th. With great results lots of stir crazy members were only too glad to come out and enjoy some banter for the evening.

Jane distributed the area calendars and an excellent annual review flier from last years fun and frolics, if you don't get to the meetings but would like a copy of the end of year flyer or the monthly one then get in touch with Jane and she will be only too glad to get a copy to you.

The Cotswold Classic car club held their New Years day gathering at the Frogmill and Paul suggested he and I buddy up and go in the Bond because the forecast wasn't too good and everyone knows that apparently I don't have a hood on my Herald. So off we went. We arrived to find an empty car park which was rather odd considering there's usually a good turnout. The fact that we were an hour early probably had something to do with that and bearing in mind I make my living (if that's what you call it) taking inebriated people home and extra hour in bed after working late new years eve would have been lovely.

The Hotel was open and a large pot of coffee helped me get over it and by this time people and cars had started to arrive.

As usual there was a nice selection of cars to look round. A nice way to spend a couple of hours at the start of the year. It was also the first time that we had seen David Turners latest toy and very nice it looked too, well done David, Enjoy.

Sunday the 2nd was the autojumble at the Three Counties, Malvern. Paul and I took a drive out to see what was on offer and by the time we had bought a coffee and drank it we had been round the whole show. Not the best attraction. I suppose it can only get better.

Keep an eye on the events list and we look forward to seeing you out and about soon.

*Andy*

Events.

**Sunday February 6th** Bacon butties at Tibberton Towers.

Jane is hosting with coffee too. If you want to bring some

walking shoes for a wander round to walk off the bacon.

**Saturday February 12th** The area annual dinner at the Swan Inn, Coombe Hill. Raffle in aid of Send a Cow Charity.

**Monday February 21st** Area meeting at The Swan Inn, Coombe hill 7.30 onwards. Bring a friend.

**Sunday February 27th** The 8th drive in Classic car & bike autojumble at The Three Counties showground, Malvern.

**Sunday March 6th** The Triumph show and spares day at NAC Stonleigh, Warks.

**Sunday March 13th** Bacon butties and beverages at Vicky & Johns, Redditch.

**HALLAMSHIRE** Tel 07837 110325  
or 07809 655308  
e-mail: [ade@adrianhadfield.wanadoo.co.uk](mailto:ade@adrianhadfield.wanadoo.co.uk)

Hi all. We would like to introduce ourselves, we are Adrian & Julie from Dinnington South Yorkshire. We would like to let old and new members know that we are in the process of forming a new Area for South Yorkshire adjacent to the one run at Barnburgh. This will be known as Hallamshire, hoping to serve Sheffield, Rotherham, Worksop and surrounding Areas. We hope that the members who have attended some area meetings before will come and join us, and hope to encourage new members. A meeting will take place on the **3rd Monday** every month, we have yet to establish a venue, but when it is sorted within the next week or so we will contact all interested parties.

We have been members of TSSC for three years and have thoroughly enjoyed attending events run by the club or different areas ( runs, shows, & camping weekends etc., ) We have made many good friends and the support has been immense, if you feel like any of these things may be of interest please come to our meetings or just phone us for a chat, we'd love to see or hear from you. We have some events already planned to attend and hope they will be of interest to our members, We will let you all know of these events / dates in due course.

If any body as any ideas they are welcome to put them forward and we will discuss them at our monthly meetings. Again we are genuine Triumph enthusiasts and hope to share some great times ahead.

We will fit some runs and camping weekends this year, also hopefully in between have some fun and quiz nights. The first area meeting will also be attended by several other area members and would be a good opportunity to meet other people from the club and hear what happens at their meetings and see what your missing - Come along what have you got to lose.

Children are involved as well. We would like our boys to introduce themselves:-

Hi our names are Ayrton and Jordan Hadfield. We are 14yrs and 11yrs old, we have enjoyed going to the meetings at Notts over the last year are so. Our dad has a Saffron Yellow Vitesse. (Mum's 2500s soon to be on the road.) which we enjoy polishing and keeping the car in top condition. We enjoy going on the camping weekends and mixing with other children/adults from other areas. We enjoy the fun games and the runs on the weekends that we are away and the runs during the summer. My (Ayrton) interests are Classic Cars and the Xbox, I play rugby for my local club Dinnington. I also do Martial Arts. My (Jordan) interests are football Chelsea F.C., I do Martial Arts and I like playing on my Xbox. We have made some new friends within the club from other areas and hope to make many more..



## HALLAMSHIRE . . . HANTS & BERKS . . . ISLE OF WIGHT LANCASHIRE . . . LEICS & RUTLAND

### TSSC AREA NEWS

#### Hallamshire Continues

Well that's it for now, we look forward to writing some more next month.

PLEASE FEEL FREE TO CONTACT US ON :-

ADRIAN 07837110325 After 17:30 or weekends daytime.

JULIE 07809 655388 ( works shifts so leave message & no. )

our E-Mail address is ade@adrianhadfield.wanadoo.co.uk

*Julie & Adrian*

#### HANTS & BERKS

Tel. 01252 810828/07822 801275

www.freewebs.com/hantsandberkstssc

e-mail: hantsandberks@tssc.org.uk

A couple of Christmas items that missed last month's news due to the early deadline....

We had a very successful area Christmas do back in December, 21 of us enjoyed a nice meal at the Crooked Billet, everyone seemed to enjoy themselves so maybe we'll have the do there next Christmas.

Another Christmas item worthy of note was that Paul was on "Blue Peter" just before Christmas in the group of carol singers in their Christmas special. Apparently this is the 4th time he's done this and now has 4 Blue Peter Badges!!

The only other thing worthy of note this month is that you are stuck with me as your Area Organiser for another 12 months, well no-one else wants to do it!!

That's all for this month.

*Andy*

#### ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk

www.triumph-iw.co.uk

Happy New Year! Hopefully by the time you read this all the snow will be gone, we even had lots here on the Island which was quite unusual.

The perfect time to take a Herald out I am told.

Following a great evening at the Woodmans for the Christmas meal despite the snow, the December meeting was fairly quiet, just our hardy organisers this time. On Boxing Day a few of us met up on Brading Downs for a hot sausage roll or three, mince pies and chocolates, it was a bit breezy up there, but good to get some fresh air. The first area meeting of 2011 has been and gone and already we are looking forward to February and the lighter evenings to come. The pub have kindly been making sandwiches and chips on the meeting nights so do come along and say hello and you may even get a snack at the same time!

I know Angela and Graham are keen to get as much help as possible this year for the camping weekend as we are expecting record numbers due to the extra Bank Holiday. If you have any ideas, suggestions or spare time please let us know as soon as possible, your input will be most appreciated.

#### FEBRUARY DATES:

Mon 21st Area Meeting - at the Woodman Arms,  
Wootton from 8pm

#### MARCH DATES:

Sun 6th International Triumph Show - Stoneleigh Park. Tel 01568 797228 or visit www.classiccarshows.org.uk

for more information

Mon 21st Area Meeting - at the Woodman Arms,  
Wootton from 8pm

See you soon.

*Tracy*

#### LANCASHIRE

Tel. 01282 449099

e-mail: kev.makin@hotmail.co.uk

As we don't have a December meeting in the Lancs area due to it clashing with the small event of Christmas there isn't much to report on really other than thoughts of a novice AO.

On New Years Eve I sent out a short email to members in the Lancashire area and I aim to mail out updates throughout the year giving information before meetings/events. However, I had assembled the mailing list from information held at TSSC HQ and Kevin Ollerton, but there are quite a few of you who didn't have email addresses on your membership details and some whose addresses have changed. So if you didn't receive that email from me on the 31st December and would like to be added to the mailing list please get in touch with me and let me have your details.

Those of you who are coming along to Llandudno (March 18th) you should have given Pam Coward your hotel deposits by now, with the balance required at the February meeting. I'm looking forward to this trip as the road around the Great Orme is still listed in the top five Great Rally Roads in Europe. Here's an extract from 'Automobile' publication to whet your appetite.

'The road that follows the jutting Great Orme peninsula is sinuous and serpentine, punctuated with blind crests, tightening corners, and challenging cambers. Drive up this cliff-hugging route, and there's nothing but a small rock wall to separate you from the churning sea hundreds of feet below. It's a four-mile, white-knuckle ride on which the slightest misjudgement could end in disaster.'

Excellent, book me in for a go...except for the last bit!!!. I must remember to act my age (Yeh right)

That's all for now. Cheers.

*Kev*

#### LEICS & RUTLAND Tel. 07774 276564

Forty eight members, guests and a large bag of Brussels sprouts squeezed into the skittle alley at the Red Lion, Huncote on Saturday 11th December for the area Christmas Dinner. Chris Gunby was unable to join us due to another function. As always, the food was superb and the company magnificent. I have already booked a date for the 2011 Christmas bash for Saturday 10th December. Sad or what!! After the meal, the area awards were presented together with some special area awards for services rendered during the year. John Edwards for his bare cheek and Andy Muschialli for lawnmower sales, both at Stafford International weekend in August. The annual area awards were as follows: The Golden Sparkplug award to Steve Goddard, for his GT6 complete with satellite dish. Club member to Graham Roach for editorial duties. Club car award to Chris Bates for his many attendances at shows, and Car of the Year to Wendy Spencer for her award winning Stag. Well done to you all and keep polishing the trophies ready for next year. The annual Christmas Raffle had a Formula





## TSSC AREA NEWS

1 theme and after some hectic swapping of drivers names, the winner of the top prize was Ade Roach with Michael Schumacher. Other members with championship winning drivers received prizes, but those members with drivers not on the podium, a Brussels sprout. Hence the big bag. The area calendar was also distributed to all members present and a few hectic moments ensued whilst they scanned the photos to ensure that all embarrassing shots had been edited out. I think I succeeded.

Due to my work commitments, and an error with the delete button on my computer, the Quiz set for our January meeting did not take place.

Despite the poor weather, some twenty-six members still turned up at the Brant and we welcomed to our area Mike Mayfield who has escaped from the Derwent Valley area.

Forthcoming events were discussed, and so far, a Tenpin bowling night is set for **February**, attendance at the Triumph Spares Day in **March** and in **April** we plan to go as an area to the Crich Tramway Museum on **Sunday 17th** as part of the National Drive a Classic day. **Sunday May 15th** will see us at the Snibston museum as classic cars have once again been promised a prime spot on the grounds. **June** will see us at the Northampton area show and also at the Derwent Valley Peak Run to admire the Derbyshire scenery and also the back end of the Triumph car you are following at a leisurely pace around the circuit.

*Dave*

## LINCOLN

Tel. 01529 307302

www.lincstssc.co.uk

e-mail: garth@lincstssc.co.uk

Apologies for a lack of news recently from the Lincs Area! We are currently compiling the list of events/activities that we are planning to attend in 2011, and in anticipation of sun and working cars (we hope!), would ask that other areas send us their events calendars and we'll share ours back. If any members would like a copy of our planned events, please get in touch and we'll send you a copy - unfortunately, most of the local events/shows haven't finalised their dates yet so it might not be until March that we can send something out.

We're planning to go on a bit of a recruitment drive next year, so if you're a Triumph enthusiast and haven't joined in at our monthly meetings or one of our events, please get in touch. We are a family friendly group with a wide range of cars (from two concours winning cars to a parts bin disaster) and technical experience. Our events include road runs, family fun events, local static shows and camping weekends.

We believe that car jobs are easier and events more fun if you're with friends.

We're planning to run the rescheduled Scaletrix Racing on the **27th February**. We would welcome any other areas to join in and I will open the invitation to the other local Triumph Clubs. If you'd like to join in, please get in touch ASAP so that we can see if there's enough interest.

Several area's organisers have contacted us about our ever more popular Lincolnshire Area Camping Weekend. All I can say at the moment is that it is planned to go ahead on the **3rd - 4th September** at Jubilee Park, Woodhall Spa. The campsite has been 'sold' from the council to a volunteer group who aren't quite up and running yet. We have been assured that the facilities are being improved and a new swimming pool is being built as part of the ownership transfer deal. Now it's not

being run by the council there's a chance that our 'exclusive' field will actually be all ours this year!

We're trying to post more messages on the TSSC website, so please check the Area Blog pages if you don't see any news in the Courier. Cheers,

*Simon & Garth*

## MANCHESTER

Tel. 01524 791607

www.tssc-manchester.org.uk

The December Area meeting was quite low as members were either snowed in full of flu or work commitments, but we still managed to have a lively and mostly well behaved meeting. Welcome to a new member Ray Fry with his very nice Bond Equipe, the very first one to actively join our area I think that now gives us a full range of all Triumph Marques.

After spending 10 days in Belfast for Xmas in 3 foot of Snow minus 18 and no water on tap, we were glad to get back to our weather and pipe problems back home.

We have a fantastic and very busy Triumph year ahead with some regular events and some new ones to try. It's up to you which ones you want to take part in or not just enjoy yourselves and your Triumphs.

Please remember to bring your deposits to the **February** meeting for the Cider Press £20 per head (£40 per couple) Thanks. I will be collecting the final balance at the **June** meeting.

There are one or two events you might be interested in this year and if there is enough interest we may research, Isle of White, Coventry Airport, Goodwood Festival of Speed, Duxford, Area BBQ to name but a few.

There are quite a few members throughout the TSSC who have been enquiring about How is Louise doing? She has gone through 2 operations over the past few months one to remove the tumour between her tummy and her chest and the second operation to remove several smaller tumours on her lungs (bless) she is now receiving more Chemotherapy and radiotherapy and although it is going to be a long slog for her to get back to full health she is certainly on her way and it is a long way for a very brave little 4 year old. Janet and Pete would like to thank all our members that have Louise in their thoughts and prayers.

We had to hold our 1st Area Meeting of the New Year at Jez & Deb's Barn in January as Barton Aerodrome is closed for the first 2 weeks in January (this is a one off, back to Barton in **February**) I must admit when I envisaged having our meeting in a barn, I was prepared to be sitting amongst the animal feed on bales of hay and as you do, I and many others were dressed in thermal underwear, thermal trousers socks and boots, but not a bit of it? It was more like the village hall with radiators and loos and running hot water and carpet and views and Space! Space! Space!

There were 25 of us (without Neil Sue & Holly) who are still driving around somewhere in Kettleshulme. Debs put on a fantastic feast of hot soup, pasta and chilli with garlic bread and warm rolls and Jez kept the tea, coffee and wine flowing. Jez and Debs have a wonderful home brilliant for our meeting Thank you so much!!!!!! And Guess what Jez and Debs have invited us to hold our Area BBQ with them. **1/3rd July** there is room for camping and there is B/B available for those who require it in the village.

Les & Ler have kindly offered to organise a run on **Saturday**. Gary (with Janet's help) will be organising a punch night.



## MANCHESTER . . . NEWBURY NORFOLK . . . NORTH EAST

### TSSC AREA NEWS

#### Manchester Continues

Tatton Park will be **3/5th June** this year please get your requests for passes to us as soon as possible please, this year's theme for Friday night will be 'Drinks & Nibbles From Around The World' Which will be drawn from a hat, Janet has volunteered to organise.

We will be posting a full calendar of events on our website soon if you can't make a meeting and want to join in any of our events please get in touch with us by phone or email.

Thanks for voting us in again as Area Organisers we would like to say thanks for all your help, support and loyalty throughout the year and here's looking at a very busy and Triumph full New Year!!

Dates to remember in **February**

Area Meeting **1st February** Barton Aerodrome 8pm

*Pip n Frank*

#### NEWBURY

Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

Just a short piece this month as the only event to report on was the Christmas meal. There were several country-dressed people who looked the part, especially by dropping straw over the floor! The meal was very good and we really did only need 2 courses, so with the club subsidy it was good value for money. Everyone was pleased with Ian's new Christmas hat, as it was a silent model. Long may it last! Tina and Toney from the TR Register joined us this year. Unfortunately numbers were down this year due to illness and cruises.

The meeting at the Spotted Dog just before Christmas was attended by Sean, Roy and Dave & me.

Just a select little group.

The first big Triumph event of the season is Stoneleigh on **Sunday 6th March**, so don't forget to put that on your calendar. You can buy advance tickets this year saving yourself a few pounds. Also, don't forget to let us know of any events in our area or any other activities that might be worth looking into.

Next meetings

**9th and 23rd February** Starting about 7.30 at the Spotted Dog, Cold Ash

Keep 'em flying

*Mary and Dave R.*

#### NORFOLK

Tel. 01603 426539

www.norfolk-tssc.co.uk

We have a very sad piece of news to report. **Mo Galloway** passed away on the second of January, losing her battle against cancer.

Our thoughts go to her husband Bill, and their family.

Andy's recovery is progressing, following his stroke. He has been transferred to a nursing home nearer to his home. We all hope that his recovery will continue.

Our monthly meeting venue has finally moved from Caister Hall following their decision to charge for the use of their rooms. This month's meeting took place at the Worlds End Pub on Mulbarton, and it was a surprisingly warm and friendly place.

We had quite a few members turn up - the highest number for the last 4 months or so.

What we will be doing is that we will be trying a different venue each month to find one most suited to our group. We will be at the Worlds End pub again for the **February** meeting. A short list of future pubs include The Countryman at Tasburgh, The Kings Head at Trowse and the Racecourse at Salhouse Road in Norwich.

We had the annual election of officers. Mark was returned as A.O. and Laurie was returned as Treasurer and Webmaster. The Events Organiser and Tools holder posts are potentially up for grabs should anyone be inclined to take up these roles.

We have two outings planned for the near future. Firstly, there is a repeat of the last year's run to Walberswick ending up at a pub there for lunch. This will take place on **6th March**.

Secondly, is the St. Georges Day Run on **April 24th**, going round the North Norfolk coast. Full details of both these events including starting rendezvous and times will be given at the **February** meet.

Hope to see you all soon. The **February** meeting is at The Worlds End pub on the seventh.

*Laurie*

#### NORTH EAST

Tel. 07917 738091

e-mail: northeast@tssc.org.uk

Hi Triumpheros,

First meet of the year was really well attended for a change, 20 people AND three club cars outside. Only because the weather was quite reasonable, nice and dry and not too cold, though I felt it quite a bit trying to start my car which has been sat for three months, worth it though.

Nice to meet Antony Perkins, son of Dennis, they actually own the GT6 together in a 2/3 - 1/3 split with Dennis having the lions share of fun and any expense!

The proposed curry night has moved from Jan to late **February** so you haven't missed it, other commitments getting in the way. Date and venue will be confirmed at the **Feb** meeting.

We're also going on a Steve Overall organised supper run in **March**, date TBA. Our informal camping trip is either Allensford or Bamburgh sometime in the summer, again TBC.

A quick look at the Holy Island tide times gives the following possible dates for our annual trip up, all Sundays, **Apr 10 & 24, May 8 & 22, Jun 19, Jul 24, Aug 21, Sep 4 & 18**. We'll try and decide next month.

I also need some more photos for possible calendar inclusion, please send these to mark.astley@talktalk.net as I don't want to crash my works email inbox. If I can have them by the **25th Feb** to select a shortlist for choosing at the Feb meeting that'd be great.

Bibble and Bobble would like to thank all those who donated tubes, they are having a great time hurtling round the subsequent adventure playground construction and also the many nibbling opportunities as well.

Graeme Howarth has managed to gain a keen volunteer to help with his GT6 assembling, might be back earlier than predicted then.

Good luck to all the others who are planning various repair/rebuild and vehicle changes. We have in the area currently a Toledo for sale and shortly, once a suspension rebuild completed and MOT gained, a nice Spitfire 1500.

Going to close off now, please send pictures in soon, the calendars should be ready for collection at the **March** meeting, price hopefully as last year. Let me know at the **Feb** meet how

## NORTHERN IRELAND . . . NOTTINGHAM



### TSSC AREA NEWS

many you'd like, also if you can't make it up either send me a text or email.

All the best,

*Mark*

### NORTHERN IRELAND

Tel. 028 2587 9189

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

Happy New Year to everyone and I hope that you all had an enjoyable festive period.

As Douglas mentioned in the last Courier, he has taken the decision step down from the AO role. After a little persuasion, I have decided to take on the role and I will be looking to continue the excellent work that he has done with the club during his tenure!

As Douglas mentioned in the last Courier, Paul R has produced an excellent TSSC themed calendar that includes all 2011 events, if anyone is interested in purchasing one of these, please contact either Paul or myself.

We had an entertaining meeting in January with Paul R updating us on his plans to get his Spitfire ready for the Hill climb season, sounds as if there is a fair bit of work to do to get the car and driver ready for the Production Class.

We also discussed the idea of introducing an "official" Concours event at Totally Triumph this year in an attempt to lure all those vehicles to the show that we know are out there, but never see! If anyone has any thoughts on this please let me know!

The next event is the Annual Dinner, this year it is being held at the TT Bistro in Comber on **Sat 19th Feb**, Paul R brought a menu to the last meeting and I will forward this on via email asap. There are no set menus this year but you must let them have your choices in advance, ideally by the next meeting. We will also require a refundable deposit of £5/person to secure a place. I would urge everyone to attend as this is always an entertaining evening and a great chance to meet all your fellow club members whilst enjoying excellent food!!

Our annual spanner wielding event, the Trunnion Oiling, is due to take place on **26th March** at Carrickfergus Castle grounds. This is a great opportunity to get those small niggles sorted or to get some advice from the combined knowledge within the club (someone has always had the same problem at some point!), not to mention getting those all important trunnions oiled (not greased!!). And as everyone knows, there is nothing that we like better than getting the bonnet up!

The next meeting is on **Wednesday 2nd Feb** and I look forward to seeing everyone there.

Well that is my first article as AO and I am looking forward to an enjoyable 2011 and getting out and about in the 2000!

*Mark*

**NOTTINGHAM** Tel. 07971 017012  
[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk)

Hi all. Well, the New Year is off to a definite gallop!

The New Year Run in January was once again a very well attended event. We had 38 cars on the run and 67 eating a carvery lunch with us. Many thanks to Derwent Valley for the excellent route and pit stops. We raised about £260 for their chosen charity - Kidney Patients Association. Right, Notts area, we have about 10 months to choose a charity for next years

event. Any suggestions to us please at an area meeting or by email to the usual contact details.

**February** sees our first ever karting night. About 30 of us are going to be taking to the indoor track at huthwaite on **Thursday Feb 17th**. All spectators welcome. It's on the Industrial estate where Birchwood boats used to be if that helps..

Plans for the Robin Hood Rally are well under way. Booking forms will be available on the web site and in the Courier too (if Bern has room!). If the karting night is a success we may well incorporate it into the weekend. We are desperate for any offers of help for our special weekend, even if it is just to help put up and take down the marquees we use. We are at Walesby Scout Camp again on the usual field.

I am trying to organise another Scalextric night for our **March** meeting. We will again invite other areas to join us if it works out. I will try to organise a buffet too for the evening.

Another trip out soon is to the extremely new area of the TSSC....welcome to Hallamshire and its new AO's Adrian and Julie who most of you should know by now from their attendance at our meetings. We are going to have a few visits to their new meetings (third Mondays in the month) to help support them and give them some encouragement. Please join us if you can, it is a hard job being an AO and support is always needed.

Cheers for now

*Claire*

Well, we have drunk the remains from Christmas bottles, digested the last of the icing covered fruit cake & turkey and hopefully, the bin men will have removed all the wrapping paper! No doubt that all those new presents for your prized Triumph, whether on the road or still a work in progress, will have been fitted. Sadly, I had to order my own after Christmas and am awaiting a delivery of a new soft top for Sybil.

As I write my part of our area news, we are half way through the Derwent Valley and Notts area New Year run and with a turn out of over 35 Triumph or Triumph based vehicles it was a great look in the wing mirror. We're currently sat in the tea



rooms after setting off from Sainsburys in Ripley, heading via Belper to Wirksworth, Via Gellia, Bakewell, Chatsworth House







### Nottingham Continues

(the home of the duke and duchess of Devonshire) before our break at Rowsley shopping centre.

After a quick hot chocolate we continued on to Matlock (nice wrong turn over the Derwent there somebody!), Clay Cross, edge of Hardwick Hall estate, Shirebrook, Warsop, Ollerton and then on to the carvery at the Sandhills tavern. Great turnout and good 90 mile run. Hopefully there will be some photos to go with this news letter.

Well, we'll be Go-karting in Huthwaite next in **February** and then it will be Stoneleigh not long after.  
All the best now.

*Andy*

### PETERBOROUGH

Tel. 01778 560507/01780470358

A Healthy and Happy 2011 to all our readers – Peterborough Area and Nationwide

Well then boys and girls, thats the festive season over for another year. Its amazing how my tummy is fatter but my wallet is slimmer. I have put on less pounds than I spent though!

It was good to see so many bodies at the December bash. We had a superb Christmas Meal and Party at the Bertie Arms on the 10th of December. It made poor (probably not so poor now though!) Peter Birch scratch his head when he realised he had over thirty people sitting down for dinner. The raffle was well supported and as usual from this event we will give the proceeds to the Sue Ryder Care. Thanks to you all for the generosity this year as the raffle made £61.00. Well done. Paul Lumsdon was doing his bit as a 'roadie' for his son who was playing in a gig somewhere in Peterborough. Paul discovered on the way across he still had a drum in the back of his car. Can you imagine a teenager in a youth rock band just playing a triangle! Paul was flying here, there and everywhere over this weekend and felt a bit like one of Santa's elves. People had put themselves out for this event. Mervyn had just come back from a dinner for 1000 people at the Billington Fish Market and Graham had flown in from Spain late that afternoon. Many thanks to you all for making the event a good one and we all hope that Sav soon recovers from his vertigo.

On phoning one or two people before the Christmas do, I spoke to Alex Martin to invite him to the dinner, but he informed me that he had a couple of strokes in September and the first one had caused him to fall and break his collar bone and consequently had spent some time in Doncaster hospital.

He is getting fed up sat at home and looking at his car, and is looking forward to getting out and about in his car again in September.

A bright and very crisp Sunday morning of the 12th saw an intrepid bunch of 7 cars set off from Warmington Service Station, led by 'Squadron Leader' Watson in his Spitfire for Lubenham to grab a mince pie and buy some goodies. Richard Bass a new member from the NEC Classic event, recently phoned up to see if he could join us on the run. Hopefully you enjoyed it Richard and we look forward to seeing you again soon and that nice Mk1 2000. Richard, is like Andy, and works a lot of night shifts so don't expect to see him too often, but we welcome you aboard Richard. See you at a club night soon.

Both Paul and myself were both unable to make Lubenham on either day, but we understand that it was a very good event with a lot going on. (Same as my school reports of a few years ago – must try harder next year!) It's a shame that the server was down on the Saturday as Gary wanted to familiarise himself with the website workings. We also sadly missed the Area Organisers meeting but Brian 'W' brought a survey back for the AO's to complete. Our December Club night at the Bertie was sat round the fire discussing this survey as we felt that members ought to be aware of it and to which degree will try to put the notes I took down and put in a legible form over the Christmas period for our hard working Area Liaison Officers, Pip and Frank. This was a weekend for the Triumphs for the Club afficianados with so much going on, and even then we had a dozen members on the Club Monday night meeting, even with Steve sending in his apologies for being ill and Andy for being on a night shift rota. There were 3 club cars in the car park, well done lads.

Events for 2011 will be discussed in earnest in January, and Brian 'W' is interested in doing Spa in the Spring!

My thanks to David and Chell who donated a box of raffle prizes to use during the coming year. Raffle prizes are always welcome and an integral part of our area fundraising.

Make it the resolution of the year to 'Triumph over all adversities' and get to the club nights. Our trusted venue is the Olde Bertie Arms at Uffington, near Stamford, PE9 4SZ. Come around 8.00pm for a natter and a noggin. There is always a bite to eat which is subsidised by the inescapable raffle (hence the need for prizes).

Don't forget to forward those unique photo's of your cars for Pauls Calendar, covered in snow, frost or travel stained.

Last, but certainly not least, many thanks from both Paul and myself for your loyal support over the last year and here's hoping we can all continue to build on the strong base we now have.

*Doug*

A slightly belated Happy New Year to you all. By the time you get to read this Christmas will be long gone, the freezing temperatures of December will hopefully be a distant memory and the first signs of spring will be but a few weeks away – says he optimistically!!

Our January gathering saw another really good turnout for a rather gloomy wet and windy evening with close on 20 hardy souls present (but alas only 2 Triumphs outside). Inside however, Sav was enthusiastically showing photos of his latest toy – a 1969 Triumph TR6 in Old English white. It looks very nice and is reportedly the 2nd oldest surviving TR6 in the UK, and is largely un-restored. Can't wait to see it in the flesh when the weather improves.

The other big news of the night came from Andy Bramwell. He became engaged to Yan on Christmas day and by the time you read this he will be married! Our congratulations go out to you both and good luck for January 29th.

We look forward to welcoming Mr and Mrs Bramwell to our meetings in the near future.

Looking ahead and a few of our group have mentioned that they think we should organise a run some time soon. Perhaps something along the lines of last year's Bubble Car Museum outing – not too far and not too onerous in terms of organisation. So far we are thinking that sometime around the Easter weekend or the Royal wedding weekend (they are consecutive bank holiday weekends) would be good at the end of April. One suggestion for a venue is the Coventry Transport Museum. They offer secure parking, entrance is free and we could take

## SCOTLAND CENTRAL WEST . . . SOUTHERN



### TSSC AREA NEWS

in the cathedral at the same time. It's probably about 1½ hours drive for most of us so not too bad at all. Speaking from personal experience I would thoroughly recommend the museum. It is a really great day out. We'll make some enquiries and post more info asap.

Next month is going to be pretty much the final deadline for our 2011 calendar. I already have some very nice photographs for some months but I could still do with some more. Did no-one take any photos of their cars in the snow? Please if you have piccies of you and your car and you would like to be included either email them to me or bring them along on a disk next month. Also if you have any favourite events that you think we should include in the calendar please let me know the date, title and location asap.

That's about it for this month. I do hope the weather continues to improve for our **February** meeting – I've had enough of winter! The date will be **Monday 14th Feb**, the location as always is The Bertie Arms, Uffington near Stamford. We meet from around 8pm and samies are served at around 9pm. Please do come and join us for a natter and a noggin – you will be most welcome! Cheers.

*Paul*

### SCOTLAND CENTRAL WEST

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I did mean to say Happy New Year last month, but I'm sure you realised that. The first meeting of 2011 was very well attended for the first day back at work after the New Year break. We had seven persons and two Triumphs present. Well done John, Gareth in the Triumphs. Lochinch was all lit up, open and warm. Normal service is assured for the future too. So things were off to a good start. The temperature was still low so were inside all evening. At least the snow has melted. We welcomed Jacqueline, a new member with a Spitfire 1500. We hope you will become a regular member, and come to some of the events, the cars will come out in the spring, honest. David supplied a triple decker box of mince pies and I was supplying the chocolates for the evening. We did try to sell them to the bingo goers but, no sale. Dave had an exotic menu from a recent business trip to China, with more bits of animals than a pepperami. John has tendered his resignation as deputy but secretly wants the job, so is retained.

We managed to contact the Monte Carlo Rally Start organiser during the meeting and got details of the event and an invitation to a night time rally to mark the event. The organiser was a Triumph enthusiast but rally based, the course car from Glasgow to Monte Carlo is a Triumph with both Heralds and Spitfires popular. More on this next month, as we wanted to spectate/ support, not compete. The invitation was unexpected but appreciated and highlights the Club and the area members are always well received and highly thought of.

We also received an invitation to attend hillclimb events staged at Forrestburn, Kirk O' Shotts, possibly in **June or August** depending on other events. Apparently there are no Triumphs competing now. I think this may change as I know there are cars being prepared out there. I am ashamed to say my Vitesse(s) are still gathering dust having not turned a wheel in competition for years. Hmm? Tented village would fit in the Vitesse and towbar is on but sports exhaust melted electric socket. We will see. Oh, no brakes, mot and incontinent gearbox! might take a while.

There are no events to list yet just these so far?

**Sunday 06th March** Stoneleigh

**Sunday 17th April** is Drive It Day destination undecided.

**May** should have the Dean Castle show.

The rest will be published when I get the info from the SVVF (usually **February/ March**).

The Area is going to be permanently recognised at the New Riverside Transport Museum in Glasgow, as a brick has been purchased and dedicated to the Area.

Nothing for sale or wanted at present but an addition to this (and I hate to do this as I know the standard to expect) we need suggestions for a run or weekend away as well as the shows. Border control at Stafford at the tented village entrance will need to be staffed though. (You think I'm kidding??? It is on the list for 2011). The general feeling is that we miss the auto-jumbles and Callander/ Culzean weekend of previous years, any ideas?? As we have to go for miles now. I have said we would support the return of these events but various factors seem to be making things difficult at present.

We were suggesting a **Sunday** run when the show calendar has a slow month, again details to come, probably for a lunch. Next Meeting is **Wednesday 2nd February** at Lochinch. Martin is expecting an addition to the family so congratulations, the Vitesse will now need a baby seat as well as a diff.

He said he would check the iso fixings anyway, or can you use the bootrack?

What with new members and larger families, I think we're going to need a bigger gazebo? here we go again? We do seem to have collected quite a lot of equipment, but if you do have any donations, especially odd gazebo poles, junction pieces, let me know. Similarly if there is anything small you are desperately looking for that may be at Stoneleigh, please let me know and I will try to find it.

Remember Next Meeting is **Wednesday 2nd February** at Lochinch. It would be good to see everyone, let's try for more new members or why not come to your first meeting.

*Gregor G*

### SOUTHERN

Tel. 01252 722432

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

Hi All, and to go back to December first, and our Christmas dinner at the Seven Stars. The pub saw 29 of us turn up for this bash and what a relief to see Alan looking fit after his operation. It was also nice to see Suzie and Guy and Jane and Penny. The pub had made an excellent improvement on the seating arrangements and had the heating on as well. The food in general was an improvement on last year as well. After dinner was the usual secret Santa raffle, lots of wonderful and silly prizes there. The best prize of all was taken by Mike G, he gets to be our A.O for another year (you lucky lucky boy)

With our area bash out of the way it was then time for Jackie and myself and friends Steve and Lynne to hightail it down to Cornwall for their Christmas dinner and dance at the Crantock Bay Hotel near Newquay. After we had booked in and had got ourselves settled we opted for a visit to the local pub The Bowgie, 50 yards away which served and excellent steak and even better beer.

We had a walk into Nequay on Saturday to have a look round and a taxi back to The Bowgie for a couple of beers before



## SOUTHERN . . . SUFFOLK SUSSEX

### TSSC AREA NEWS

## Southern Continues

getting ready for the evening bash.

We had an excellent meal and some good fun with all the party gimmicks the hotel had put on the table. As always these wonderful trips we have down to Cornwall are over far too quickly and after breakfast we said our goodbyes and set off home.

Many thanks to all concerned for organising and getting us booked in for a great weekend.

The first meeting of the year is normally a quiet affair, but not this year, 17 of us had bothered to turn up (no club cars tho). Reports that the Wickham Rally on Boxing Day was a bit subdued but that could be put down to the very cold weather. Peter reported that the Elsted Meet on New Year's day was a good run out with some very rare cars. Paul, Carol, Neil and Maxeen had gone to Hartley Whitney to a classic car meet there on New Year's Day. They said there was an awesome amount of car there of all shapes and sizes to go along with the awesome price of 2 coffees, £5!!!!

For those not able to attend the 1st meeting, we have the new calendar, do not panic I will be bringing them again to the February meeting.

#### 2011 Dates

**Feb 1st** Regular meet Seven Stars Stroud GU32 3PG

**Feb 20th** Sunday Lunch will be at the Hunters Inn  
Swanmore SO32

**March 1st** Regular meet Seven Stars Stroud GU32 3PG

**March 20th** Sunday Lunch The French Horn, Alton,  
GU34 1RT

**April 5th** Regular Meet, Seven Stars, Stroud GU32 3 PG

**April 17th** Sunday Lunch, The Hinton Arms, Cheriton,  
SO24 0NH

**April 25th** (Easter Bank Holiday Monday) Wyke Down  
Show, Wyke Down, Andover SP11 6XL

**The Roaming Meets for 2011 will be**

**MAY 19th** The Jolly Drover, Liss, GU33 7QL

**JUNE 16th** The Hampshire Hog (use to be The Hogs Lodge)  
Clanfield, PO8 0QD

**JULY 21st** The Pub with No Name, Froxfield, GU32 1 DA

**AUGUST 18th** The Bush, Ovington, SO24 0RE

Well that's just about for this month, only to say that Vanessa was again not at the meeting.

Take care

*Mark*

P.S. Big congratulations to Adrian and Sam Morgan on the birth of their son Lucas.

## SUFFOLK

Tel. 01206 250360

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I didn't make it to January's meeting – I was recovering from the flu. Presumably it was a quiet one anyway as January's meeting so often seems to be, and what with all the colds and flu around...

Consequently these will be very short notes. I know that at the time of writing, Chris is hoping to start his Stag engine but so far had been dogged by a lack of spark. Some new bits had been ordered and so by the time of February's meeting it should have burst into life.

Lindsay is now the proud owner of a Vitesse. Look forward to seeing that running around Felixstowe.

Our area has won the £50 prize in the area draw; see page 78 of January's Courier. I think it is the first time we have won this draw! So, this means more and bigger prizes for the "Fill the car park event" held in...

Don't think Colin's yet announcing which month that will be so as to keep the rain gods confused.

Well, that's all the news I have this month. Let me know what you are doing Triumph-wise at February's meeting.

The next meeting is **1st February** followed by the **1st March** and **5th April**. So, see you at the Sorrel Horse, Barham on **1st February** at 8pm.

*Peter*

## SUSSEX

Tel. 01273 566593

Welcome to 2011. We have had 2 meetings already as I write, and it is only 5th Jan. We had Doug's Birthday party/New Years Day bash at our house as usual, with a special visitor (Abby) from Canada. Delightful young lady who was staying with grandparents Pete and Gill over Christmas. It turns out her Dad has just returned to Triumph ownership with a TR6 in Canada after selling his GT6 convertible 11 years ago when he went over there. On another note, I was disappointed by the lack of "Christmas Jumpers" on display, more effort next year please. A brisk walk round Hove Park, followed by a selection of eats and drinks started the year off well. And then we had the first meeting of the year at The Anchor.

In fact I should also mention the Christmas meal, held at the pub. The staff were welcoming and friendly, the food rather good and the bill very digestible! Plus we had a choice of good beers to drink, something I miss when we go to restaurants. I am hoping we will do a repeat next year, I guess that will be sorted in September.

Back to the meeting. The advance party missed our usual sofas by the fireplace, but as the turnout was down on normal we squeezed into a window area and settled down to sort out important matters. I confirmed the Stoneleigh Spares Day has been booked, we have 2 stalls and a hotel room, so that's sorted. We then got into discussion about Hugh Glossop's rear disc conversion. Martin is very interested, especially as I have some MGF stuff in the garage for a rear CV conversion.

I think he will be down at some point to measure up and have a good look. That got onto my Spitfire build which has stalled because of the weather.

However, I am not sure how, but plans have been made to get a working party to my house over the last weekend in January, to lift the repaired tub off the chassis, jetwash/scrape/brush the underside, and get it all painted.

That means I need to get on with the sill repairs pronto. Which means I need to clear space on the driveway that has filled up with all sorts of stuff over the past 6 weeks.

I am going to be busy! So I will report on progress next month. We will see.

Doug is planning to get busy with his fleet too. I helped do a bit of welding to his Herald 1200 a few weeks ago, but there is more to do. More pressing is to get his saloon sorted, I think Pete is going to look at the carbs and get those sorted, get the clutch working, then brakes, interior and odds and ends. I believe the plan is to get it all done for the beginning of May. That is do-able. My target to get the Spitfire done by the end of May is rather more flying pig!

So, next meeting is **Feb 1st**, see you all there!

*Clive*





## THAMES

Tel. 0777 362 3807

e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

## TSSC AREA NEWS

## NORTH WALES Tel. 01492 516479

Hello to you all. We are recovering from the excess of Xmas and the New Year and hope you are bearing up as well. With another year to look forward to, no doubt it will be a busy and hectic show season looming up soon. Already we have show dates coming through. We had a great time at the HQ Xmas open weekend where we met up with old friends and brought home some goodies. My Vitesse finally got to the MoT station and passed, only to break down the next day on the way to the New Years meet at Brooklands. The clutch master cylinder seized up. When we finally got the piston inside out the return spring had broke & jammed up the insides. New seals have been ordered and it's all waiting to go back together, along with new seals for the slave cylinder as well.

Social meeting at the Fox & Castle 2nd December This meeting was cancelled due to the appalling weather conditions... So we are sorry if you made it there that evening.

16th December Sitting inside the warm and cosy pub Julie and I have the pleasure of John C, Mike H, Rob W, Andy K, Dave L, Bob, Tony H, Ollie & Nikki, Chris C, Mark M, George B for company. Triumph's braving the cold and ice in the car park were Dave's Mk2 2.5Pi saloon, Tony's TR8 coupe, Ollie & Nikki's Mk1 2000 saloon, in which they have fitted a new radiator and replaced the hoses.

NEW YEARS DAY 2011. Blurry eyed and only just recovered Julie, Shane and I head off to Brooklands New Years meeting in the Vitesse. But as we get into Chobham the clutch pedal goes solid and the locks down to the floor. We manage to release the pressure holding the clutch down and limp back home in second gear. Great start to the year! But not to fear as Andy & Paul did make it and here's their report:-

We are in our Stag following Ollie & Nikki in their Mk1 2000 saloon & Rob W in his Mk1 2000 saloon with Dave L in his Mk2 2.5Pi saloon. It was a cold and damp day and we arrived about 12:15. There was a small discount on the entrance fee which was a pleasant surprise. There was lots of interesting stuff to see and still coming in as we parked up. After a sobering coffee in the newly extended café, we walked around the old banked race track which was very busy with amazing collection of everything from Rat Rods and a couple of very good show type Rods, plus classic's of every shape and size. A Rover P6 Cabriolet took my eye, according to the owner it was a factory original, very rare 1 of 1! It was great to see so many varied cars on a cold New Years Day and quite a few with their hoods down and a few with NO hoods ever fitted. The entire museum was open all the hangers and sheds as usual, but we didn't find the time as it was great to see, hear and smell some of the great cars on show. If I had to pick one to take home it would have been a nice black Jaguar Mk 8, with a patina only use and age can bring.

It started to rain around 2pm so still feeling delicate we head back home. It was a Fantastic day. If you have not been then make sure that the 1st of January 2012 is spent at Brooklands.

Our next meetings at the FOX & CASTLE are from 8 pm in **February on the 3rd & 17th** & in **March on the 3rd, 17th & 31st**. Please come and join us for a warm welcome or call me on 07773623807. coming events are :- **April / March** a visit to Museum of Berkshire Aviation dates to be finalised

*Mickey & Julie*

After the big freeze and all the festivities came the temptation to shut the doors and turn up the heating. That brings the biggest problems at this time of year – the risk of hibernation and inertia... the lure of the comfort zone.

Circumstances forced me to keep my club cars going. My old shopping trolley Peugeot threw a couple of wobblers, breaking a clutch cable, then chewing up its distributor, forcing me to expose the MG and the GT6 to the elements at their worst.

At least it reminded me of my preference for rear wheel drive when it comes to the white stuff and the need to charge hilly terrain.

Derrick calls it the Horseshoe Pass spirit, but even that technique was useless on December 17th, the night he and I had been invited to join Wirral Triumph Appreciation Society at their annual dinner. I was totally snowbound after the worst storm to hit Colwyn Bay in the 30 years I have lived there.

If I had moved a car that night I would never have got it back up my hill. Cometh the hour, cometh the man, Derrick, with old fashioned technology – snowchains! He ploughed up the hill and we waltzed through the drifts to enjoy the evening with Dave Evenett, Andy, Ray and the rest of the Wirral crowd. They gave us a great welcome and the bond we have created with the adjacent area has been strengthened.

We joined them again for a run on January 17 and now look forward to the joint gathering with the Liverpool, Wirral and Cheshire Areas later in the year.

Looking ahead our first club event, after the **February** meeting, seems to be the Skittles night at the Bickerton Poacher, on **March 12th**. Then comes a visit our friend Sam has arranged to an open day at RAF Shawbury, where Prices William and Harry did their initial helicopter training. That's on **April 1st** – and I'm not fooling.

The next event, a show at the Tweedmill, St Asaph, on **April 17th**, creates an unfortunate clash. That's Drive-it Day. It seems there's been some planning or decision taking, within the group, on which neither Derrick or myself was consulted. Seems the intention is to have a Drive-it run out into Staffordshire, somewhere in the Uttoxeter area.

Far be it from me to raise objections, even though such an event would swallow about ten percent of my agreed valued mileage. But, as I see it, if someone goes to the trouble of organising a show in North Wales then the club should back them. The show was a very successful event last year, when we mustered sixteen cars – and the girls enjoyed the chance of a little retail therapy at the mill.

Therefore Derrick and I will be supporting the Tweedmill show and intend to have our own Drive-it tour along the coast at the end of the event. We hope that other members will support us.

Looking back, I was really rather flattered to receive the shield from Mick – and thank you all for your votes. When it comes to service, I've got a mere ten years with the club, whereas Mick has 28 and young Derrick 23. What pleased me most was the number of members who thought I had tried to make new members feel welcome. Seems I must be doing something right, although a certain lady at the Wirral dinner suggested I should put myself about more.

What could she possibly mean?

Happy New Year

*Bob*



## SOUTH WALES WESSEX . . . WEST MIDLANDS

### TSSC AREA NEWS

## SOUTH WALES Tel. 02920 868203

The S.Wales district held its annual Christmas dinner at the "The Park Golf Club" Coedkernew on the 19th of December with a total of 18 members and guests all of whom enjoyed the excellent Christmas fayre which we have always been used to at this venue. After the 4 course meal there was ample opportunity to work off the excesses by dancing the night away to the disco in the company of a large number of nurses on their Christmas party! What energy they have!

During the festivities there was a request from the group to the M.C. to make an announcement and play a song for Gwyn & Barbara who are to retire after the Christmas Holidays, so it looks as if a Spitfire and a Dolomite are going to have a lot of attention in the New Year! Another bit of news was that a couple of busy members are off to warmer climes for 6 weeks lucky them because as I type this report I am looking at a foot of snow with even more falling! It was good to see so many members enjoying the evening as we do not get much opportunity to meet up in the winter months.

Our thanks for the Christmas Party and for everything else that is organised in the area must be given to our A.O. partnership of Howard & Carol Jayne, they have given their time



and effort for the S.Wales area so that members can have the rewards of being part of a very sociable group as well as the enjoyment of owning and continually working on our beloved "Triumphs". Howard & Carol are standing down as A.O.s in the new year and as they have been founder members of the S.Wales area and A.O.'s for the last six years I feel that I must take this opportunity to thank them for efforts in maintaining the area meets and activities and for being a source of contact, information, for also being the local face of the "T.S.S.C.". To take this responsibility on for six years shows a high level of commitment and love of the classic "Triumph" ethos, all done on a purely voluntary basis that by its nature has cost them finance, time and effort which I am sure they will dispute, however as someone who has done similar work for another sport I know what it costs you in time, money and effort. They have done the job without fail even though they have not always enjoyed the best of health during the last few years. So from all your fellow members I would like to say a BIG thank you to you both for looking after the shop for six years and for doing such a good job. I am sure you are going to continue to support the group and that we will see you often.

On the 29th of December 7 of us met up for a holiday walk and chat which was very enjoyable even though the normally easy walk was made more technical by the remaining ice and

snow, however the winter landscape and the half frozen waterfalls provided us with breathtaking views that made the effort worthwhile. On return to the "Angel Inn" we had an excellent lunch and enjoyed an afternoon of seasonal ambience in very pleasant company. Thanks for your interest.

*Gwyn & Barbara.*

## WESSEX

Tel. 01425 475376

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Despite the present dismal weather we are looking forward to improvements in temperature and clear skies to come. So much so, planning for this year's New Forest Run is well under way – see our website [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk) for more details. The Run will start from Avon Heath Country Park around 10am. There will be the normal halfway stop and we will eventually end up at the Compasses Inn at Damerham. This has proved to be a very popular location to finish the Run and hopefully will prove to be so again this year.

This Run is always very well supported by the local Triumph Clubs. This event is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads". This year's event will be held on **Sunday 17th April**. If you would like to join in, either as an entrant, or to help out on the day please do not hesitate to let me know – or come along to the monthly meeting.

The first event of the year for us will be the annual pilgrimage to Stoneleigh for the Triumph Show and Spares Day. This year this will be on **Sunday 6th March**. If you would like to come and like to avoid the queues on the day we can obtain advance tickets which are usually also slightly cheaper than paying on the day. If this is of interest to you please let me know.

Hope to see you at the monthly meetings which are held at the St Leonards Hotel on the **third Thursday** of the month.

Look forward to seeing you.

*Trevor*

## WEST MIDLANDS Tel. 07969 024999

As our first meeting of the year was on Tuesday 4th January 2011, I must be quite honest in that I did not expect a very good turn out of members with our first meeting being so close to the New Year festivities. Oh! how wrong I was and I certainly must have more faith in my fellow West Midlands area members. 32 hardy souls turned out for the first meeting of the New Year and there were a number of our cherished classics on the pub car park just to show the pub regulars how devoted we are to our charges. Well done everyone, you are a credit to the area and to your selves.

It was nice to have a car park free of snow, and personally speaking I will be very glad when we have had a good downpour of rain to wash the roads clear of all that salt they spread over the last couple of weeks, salt is the dreaded enemy of classic cars, and the sooner it has gone the better. During the recent snow storms I drove my Triumph Acclaim nearly every day and I must say I was quite impressed with its performance on the snow covered icy roads. It was great to steadily drive along the roads and pass the modern pieces of mass produced rubbish, skidding and sliding all over the road, even though they have the benefit of ABS, etc. Then after giving my Acclaim all this praise what happened on Saturday 8th January, the day before the New Year run, it shed its exhaust system, and being unable to repair it before Sunday I had to switch to the good

## WIRRAL NORTH YORKS . . . SOUTH YORKS



### TSSC AREA NEWS

old faithful Dolomite.

At 9.0am on Sunday 10th January 2011, 9 West Midlands cars and crews met at good old McDonalds site, Bassetts Pole (I'm loving it) and we drove in convoy to Ripley in Derbyshire to take part in the New Year run organised by the Derwent Valley area assisted by the Notts area. The run which was 90 miles long in 3 stages was over a beautiful scenic route through some of the nicest areas of Derbyshires peak district. Taking about 4 hours we finished up at the Sandhills Tavern in Mansfield Road, Nottinghamshire, the pub at which the Nottingham area hold their regular monthly meeting, to be welcomed by a very tasty carvery lunch. Well, done Derwent Valley and Notts area, in particular, Roger, Colin, Claire and Nigel for a great start to the New Year. I am sure everyone enjoyed the run and it gave us another chance to see some beautiful Countryside.

Our next meeting is on the **1st February** at the Drakes Drum, so if you missed the first meeting in January, make sure you come to the **February** meeting there are a lot of your West Midlands area colleagues dying to see you to wish you all the best for 2011. See you soon

*Roger*  
the Dodger.

### WIRRAL

Tel. 0151 339 4150

With my lawn actually looking green again and not white, here I go with my first monthly report of 2011.

Andy had to get into print for the January copy prior to our Christmas meal which was held on Friday 17th December at the "Cottage Loaf" pub and was a great success. A total of forty one bodies in attendance, the best turnout for several years in spite of the cold weather and we also welcomed two intrepid travellers from the North Wales Area which was particularly heavily snowed up, or under, take your pick. Yes, the Area Organisers, Derrick Binning and Bob Whiting. Bob rang me at 5.30 p.m. on that day to enquire about the snow conditions, I told him the Wirral was snow free, would you believe, by 7.00pm we were enveloped in a blizzard, however they made it, Derrick had put the chains on his vehicle, not his "Spitfire" I hasten to add. They also got back home that night although I had offered B & B at maison Fields at no extra charge.

Our final run of 2010 was held on 21st November, only three cars attended but nevertheless I understand they ended up in the "Bickerton Poacher" pub near to Cholmondeley Castle for an excellent meal. Bettine and I could not go as we had to attend a Grandson in Law's 32 Birthday party in a local hostelry, attendance was compulsory as they had driven up to the Wirral from High Wycombe.

After the Christmas meal Dave departed for Canada to spend the festive season with his daughter in Vancouver. Prior to his departure he reminded us of our "Bleak mid-Winter" run on the 16th January. I hope Andy will report on this event in the **March** report. Also on **Wednesday 16th February** we have an extra meeting at the "Tudor Rose pub at 7.30 p.m. to arrange our programme for 2011.

All are welcome to attend with their suggestions.

In October Steve Hill viewed a "Spitfire 1500" which had languished in a garage/barn for the last six years with a view to restoring it for his daughter. Outwardly it looked quite presentable but close examination of the underside, wheel arches, and boot floor panels revealed a severe attack of the dreaded tin worm, so purchase and restoration project abandoned.

Keep hunting Steve.

No reports of any dire mechanical troubles from any of our group so let's hope we have a good turnout for our January run.

That it for now folks I will resurface for the April report, meanwhile work in the winter - wax oyl. Cheers.

*Rag*

### NORTH YORKS

Tel. 07766 354449

Hi everybody. Still not been able to get up and sort the camping weekend out! It seems I am fated to have snow following me every time I set off! Maybe January will have some snow/ice free weather??

The Christmas meal was a nice evening out, I was as usual half asleep but did actually remember to go! There were 10 members in attendance and the food was up to the usual high standards. Numbers were unfortunately marred by an unforeseen number of emigres this year!

Everything else is coming together for the events calendar this year so watch this space.

NB Please note **Februarys** meeting is on **Tuesday 15th February** to avoid the Valentines "rush" in the pub.

Events / club nights

**Tuesday 15th February** - Club night

**Monday 14th March** - Club night

**Monday 11th April** - Club night

**Fri 13th to Sunday 15th May 2011** - North Yorkshire TSSC camping weekend, Looks like a site just North at Levisham - Bed and breakfasts a plenty!

**Monday 30th May** (Bank Holiday) Sherburn Vintage and Veterans day

**Tuesday 21st June 2011** - Solstice run up to the N. York Moors

**Saturday 2nd of July** - Longmans Hill School Fête, it's a nice relaxing couple of hours and it's in Selby.

**July 9th / 10th 2011** - NYMR railway Vintage Steam Weekend at Levisham. I will be sending the block booking in as usual, (Don't forget George needs engine volunteers!)

It would be good if the area had a trip to the TR Register weekend at Harrogate, it is on our doorstep so would be good to support the event as everyone knows the big Triumph shows are always in the South and clash with local events, dates are **29th - 31st July**. Camping and B&B are available.

**Sun 24th July?** No data for this, might be week after! Huby and Sutton Show - Their website is down so no confirmation of dates.

**Saturday 27th August 2011** Cawood Craft Festival

That's all this month

*Rich*

### SOUTH YORKS

Tel. 07980 010741

[www.southyorkshire-tssc.org.uk](http://www.southyorkshire-tssc.org.uk)

Ok, I know I said last edition I would be stepping down as SY Area Organiser, and here I am again! Following the unprecedented messages of support and offers to stand in as deputy, I had a change of heart and decided to throw my hat into the ring again.

January's meeting was a sight indeed to behold- even on a cold winter's night, 26 of us turned out to discuss the future of the area. It was also nice to welcome Adrian and Julie Hadfield,





### South Yorks Continues

Lisa and Carl and Pip n Frank who trekked some 3 hours to join us. The meeting turned out to be a very successful discussion on ways to reach out to the many South Yorkshire members, who for one reason or another, don't come along to the meetings.

Whilst I was elected AO for the SY area, Adrian and Julie received our full backing to establish another group in the South Yorkshire area, near Sheffield, to be called the Hallamshire Area. It is likely their meetings will be on the third Monday of the month. We foresee the two groups will be mutually beneficial and we look forward to a grand collaboration.

We'll keep you posted on events as they unfold.

Reviewing last year's events has got me thinking – how do we top that?! Well we're starting off with a run to the coast to blow away the cobwebs on the 23rd Jan, and to warm up again, Maggie and John's Spice night is on for the **19th Feb**. Then there's Stoneleigh on **6th March** and a run out to Scarborough with a pub meal at the Providence in Yedingham on **Sunday 13th March**. Later in the year, plans are afoot to get involved with lots of other activities from rallies and classic car displays at some of our region's beautiful landmarks, to camping weekends. As ever there'll be plenty of food and loads of fun. So why not come along and see what you're missing out on?

See you soon

*Paula*

x

ps Remember if you live in the DN or S Postcode regions and would like to receive SY TSSC's e-newsletter (Tribune), please ensure you've submitted your email address to Club HQ, as it's now distributed from there.

**WEST YORKS** Tel. 01274 781814  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all, and a Happy New Year to you!

Just two more car club Christmas dos to go to, this will put a few more pounds on me. Our Christmas meal didn't start off well with us being double booked for the party room, I think it was a very good job that Jenny and I were the first to arrive! - I was not a happy bunny and with no manager on site to talk to, it was left to staff to sort it out. As we were the first to book early in September and as I had called them a week before the event with a update on the numbers in the end we did have the party room, where 26 members enjoyed the night out.

The club night was most enjoyable with only 18 present. February's meeting will be a short film and talk by Tony Doveston from the Yorkshire Air Ambulance which will kick start our charity for this year so will probably be glad to hear there will not be a quiz!

**Drive it Day - Sunday 17th April.** I have been contacted some of the car clubs that joined us last year to see if we are doing a run as they had a very good day out last time with over 100 cars.

We will be celebrating this again by going to The National Railway Museum at York. I have arranged a big discount on the parking for the full day starting at 10.00 am. The fee will be £5 per car Pay on the gate and a £1 to me for our charity

Yorkshire Air Ambulance for your parking ticket.

We have 3 starting off points (1) Steeton Hall, Nr Keighley, BD20 6RY meeting from 8.00 am leaving at 9.00. Note tea and coffee will be available at the bar for a charge

(2) The Old Red Lion, Seacroft, York Road, Leeds, LS14 1DW, meeting at 8.00 am leaving at 9.00 am tea and coffee from the bar at a charge

(3) Tesco supermarket, Tadcaster Road, Askham Bar, York YO24 1LW, meeting at 8.00 am leaving at 9.45. Café opens at 10am so no refreshments.

If you want any more information contact me 01274 781814 or 07944909823.

The Dalesrun Weekend is on **10th to 12th June** at Dent. arrangements are all booked now see advert in the Courier Keep your Triumph wheels turning

*Alan*

### NOTE to ALL:

**If I don't reply to your email  
I Haven't received It!!**

**Bernard Ed.**

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

**IF AREA DIRECTORY ENTRY  
IS IN GREY THEN PLEASE  
REGISTER OFFICIALLY!!!  
YOU ARE MEETING  
WITHOUT TSSC  
INSURANCE COVER!**

# Looking for a Great Day Out?

We would like to invite you to come along to our 'Standard Triumph Day' on 17th April 2010 which is National Drive a Classic Day.

Crich Tramway village offers a unique venue for classic vehicle events with its vintage street with working trams, shops, tea rooms, and even a Red Lion pub offering bar meals and fast food. A highlight to the event is the street 'parade' where vehicles line up to drive in convoy down the cobbled street with headlights flashing and horns blowing!

The event plays host to all Standard Triumph cars and derived vehicles.

So if this sounds like your ideal early season day out go to the Triumph Sports Six website at [www.tssc.org.uk](http://www.tssc.org.uk) to download an event entry form and watch for the following event notification in Classic car and club magazines:

## The 5th Standard Triumph Day

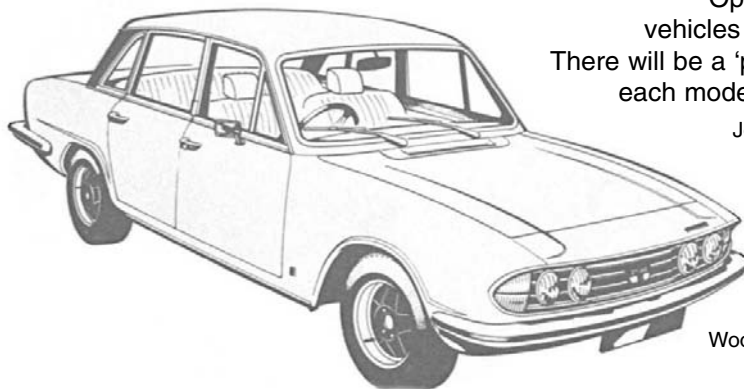
**At Crich Tramway Village**  
near Matlock, Derbyshire

(On National Drive a Classic Day)  
**Sunday 17th April 9.30am to 5.30pm**

Organised by Triumph Club's members

Opportunity to parade  
vehicles through the village

There will be a 'people's choice' for  
each model group with prizes



Join in the fun and make  
the day memorable

Entry includes  
all Tramway Village  
facilities including:

Tram museum

Tram restoration

Vintage tram rides

Woodland trails Picnic area

Children's play area

A Victorian pub

A restaurant and old  
fashioned street shops

Entry payment on the day:

Driver and Standard Triumph vehicle free. Adult passengers £9 seniors 60+ £8 Children 4-15yrs £5

**To download an entry form visit the TSSC website at [www.tssc.org.uk](http://www.tssc.org.uk)**



## Derwent Valley Triumph Sports Six Club's

The 23<sup>rd</sup> Peak Run will be held on  
24<sup>th</sup> 25<sup>th</sup> and 26<sup>th</sup> June 2011.



Friday night will be the welcome 'get together' at the campsite where we can catch up on the gossip, enjoy a drink and have a little fun. If you wish to use the campsite please book with Derwent Valley and not direct with the campsite. The Campsite will be open from noon on Thursday 23<sup>rd</sup> until noon on Monday 27<sup>th</sup> June 2011.

Saturday we are spending the day at Matlock Bath where you can explore the town and visit its many attractions and beauty spots. We return to the campsite for the '**Party Night**' and once again we will be holding quizzes, playing silly games and a host of activities for all the family, and not forgetting the beer raffle.

On the Sunday we will embark on the **23<sup>rd</sup> Peak Run** which will take it's traditional format of a drive through the beautiful Derbyshire Countryside before finally arriving at a 'premier' destination in Derbyshire for the presentation of the '**Car of the Peak Run**' and '**Peoples Choice**' awards plus the bumper raffle.

For more information visit our website – [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

### Booking form for Peak Run 2011.

Name.....

Address.....

..... Post Code.....

Phone Nos..... E.mail .....

Car Make.....Model.....Registration No.....

Package	Rates	Please Tick
Peak Run Weekend Entertainment pack including camping for up to 4 nights	Only £37.50 (Sorry no electric hook up available)	<input type="checkbox"/>
Peak Run Weekend Entertainment pack including one nights camping.	Only £27.50	<input type="checkbox"/>
Peak Run Weekend Pack Entertainment excluding camping	Only £15.00 (For those who do not camp but wish to enjoy all the weekend fun)	<input type="checkbox"/>
Peak Run – Sunday Run Only	£9.00	<input type="checkbox"/>

Please send application form together with your cheque made payable to  
**Derwent Valley Area TSSC** to:

**Peak Run 2011, c/o Kim and Paul Dale, Diary Cottage, Windmill Lane,  
Snelston, Ashbourne, Derbyshire. DE6 2GP.**

#### Telephone enquiries:

Kim and Paul Dale 01335 345784 or Roger Buck 07970 619149 or Colin Wright 01773 531580.

You may photocopy this form.

Courier.



# 21st DALESRUN

## 10th, 11th & 12th June 2011

The Dalesrun is returning to High Laning caravan site, Dent, Nr Sedborough, Cumbria LA10 5QJ and we will be taking you through some of the most wild and scenic areas of the Yorkshire Dales and Cumbria.

There will be a lunchtime stop with great facilities and a barbecue will be held at the site about 5.30pm (salad and bread supplied, please bring your own choice of meat.) Evening entertainment has been organised at the Village Hall and there is a pub and cafe's nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be holding a drivingskills competition and an informal Concours.

All profits from the weekend are being donated to the Yorkshire Air Ambulance

This year we have the following:

Completely separate area on the campsite A scenic run through the Yorkshire Dales of Approx 90 miles

A lunch stop with picnic and café facilities on the Saturday run Raffle with quality prizes (Donations welcome)

Night time entertainment with Alan's infamous Racing and quiz Prize for best costume of any sort made of blank bin bags with two age groups Children's games and activities Dog friendly site.

Access to the site will be sign posted. Please arrive with a full tank of fuel.

The site accepts tents and caravans. We have negotiated discounted rates and a separate field with the campsite.

Bookings must be made through the club to receive these preferential rates. Prices held at 2010 rates!

To attend the 21st Dales Run please complete and return this slip to:

**Martin Appleby, 10 Rowan Garth, Sutton in Craven, Keighley, West Yorks, BD20 8DA**

\*\*\* Remittance made out to M.Appleby, not TSSC \*\*\*

Queries to: [dalesrun@google.com](mailto:dalesrun@google.com) or tel Richard on 07766 354449  
or our event website which is - [www.dalesrun.webs.com](http://www.dalesrun.webs.com).

Name(s) : ..... Address.....

Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

Nights camping - Friday/Saturday ..... Small tent, £11 per night (max 2 People).....

Large tent / camper / caravan /any other camper, £16.50 per night (Max 4 People) .....

Extra adults @ £ 5 per night. .... Sorry strictly no extra tents unless you pay extra

Under 10's free otherwise classed as adult. Electric Hook Ups available if you tick here .....

I will be attending the following days Saturday run ..... Sunday Skills test/Concours .....

Weekend price per car is £10, single day is £6. Total enclosed £ .....

Plenty of Bed and Breakfast accommodation, you are advised to book early by local Tourist Information office.





7th Annual  
**Robin Hood  
Rally**  
17th to 19th June  
**Booking Form**

**Your details**

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Tel \_\_\_\_\_

e-mail \_\_\_\_\_

Number of people attending \_\_\_\_\_

**Our details**

Venue: Walesby Scout Camp  
Brake Road, Walesby,  
Newark, Nottingham  
NG22 9NG

Please send booking forms to:

Claire Hill  
32 Holly Hill Road  
Selston  
Notts  
NG16 6EF

Tel: 07971 017012

e-mail: [tssc.notts@ntlworld.com](mailto:tssc.notts@ntlworld.com)

Cheques payable to "TSSC - Notts Area".

\*Weekend Price £12.50 pre booked .....

£15.00 non booked .....

Camping £10 per unit per night .....

Additional "Pup" Tents (Under 16s only) £5 each .....

**TOTAL PAID** £ .....



\*Weekend Booking fee covers one car and one tent.  
(Last date for pre-booking 12<sup>th</sup> June 2011)