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Triumph Sports Six Club

The Courier 355

JANUARY 2010

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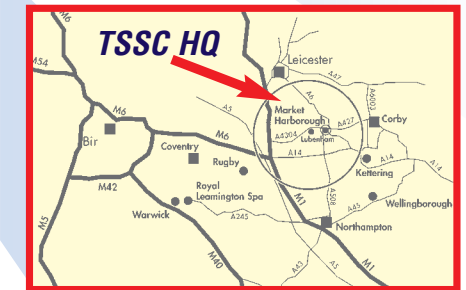
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Triumph Sports Six Club

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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CLUB HEADQUARTERS

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

TEL: 01858 434424 H.O. FAX: 01858 431936
H.O. e-mail: info@tssc.org.uk
<http://www.tssc.org.uk>

Headquarters open between
9am - 5pm Monday to Friday
Saturdays - check Courier P.7

PRESIDENT

Bill Sunderland

CLUB MANAGER

Nigel Clark e-mail: nigel.clark@tssc.org.uk

GENERAL SECRETARY

Mike Crewes M.I.T.A.I.
Jasmine Cottage, Callestick, Cornwall. TR4 9LW
Telephone. 01872 573763 (between 7-9 pm)
email: gensec@tssc.org.uk

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

Garth Jupp e-mail: clubshop@tssc.org.uk

Courier copy / Area News

e-mail: courier@tssc.org.uk

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Articles/Area News Enquiries

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

COURIER EDITOR

Bernard Robinson

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Bernard Robinson

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COUNCIL MEMBERS 2010

Chris Baker, Mike Crewes,
Pip Flegel, Chris Gunby, Claire Hill,
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Frank Spencer, Victor Thompson,
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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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A NEW DECADE AWAITS!
13/60
CONVERTIBLE
PIC
RICHARD SHAW

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T.S.S.C. Events Calendar

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

PLEASE SEND ALL 2010 EVENT INFORMATION TO TRUDI PRETTYJOHNS AT THE CLUB H.Q.

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

January 2010

SUN 3 JANUARY 2010

TSSC NOTTS & DERWENT VALLEY'S
NEW YEAR RUN 2010
CONTACT CLAIRE 07971 017012
WWW.derwentvalley-tssc.org.uk

June 2010

FRI/ SAT/SUN 4/5/6 JUNE 2010

TSSC NORTHANTS AREA PRESENT
A STANDARD & TRIUMPH RALLY
WICKSTEED PARK NORTHANTS
CONTACT ADAM EASTON 01933 229992

FRI/ SAT/SUN 11/12/13 JUNE 2010

YORKSHIRE **DALES RUN & CONCOURS**
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WALESBY SCOUT CAMP NOTTS
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FRI/ SAT/SUN 25/26/27 JUNE 2010

DERWENT VALLEY AREA PRESENTS
THE 2010 PEAK RUN
www.derwentvalley-tssc.org.uk

August 2010

FRI/SAT/SUN 20/21/22 AUGUST 2010

TSSC
INTERNATIONAL
FAMILY WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2010

SUN 19 SEPTEMBER 2010

TSSC HERTS & BEDS **ALL TRIUMPH DAY**
DUXFORD IMPERIAL WAR MUSEUM
CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

March 2010

SUN 7 MARCH 2010

THE INTERNATIONAL
TRIUMPH SPARES DAY
AT STONELEIGH, NAC. WARKS

May 2010

SUN 23 MAY 2010

STANDARD TRIUMPH MARQUE DAY
PRESCOTT HILL CLIMB
GLOUCESTER

OVERSEAS EVENTS (CLUB INVITED)

July 2010

FRI-SUN 9-11 JULY 2010

LE MANS CLASSIC

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As soon as you have it please.



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We have most back copies of The Courier available dating back to the late 70s, there are too many to list here. Please refer to www.tssc.org.uk - Technical Directory Listings

TEL. 01858 434424

“ Comment

BY NIGEL CLARK E-MAIL: nigel.clark@tssc.org.uk

TSSC Insurance Panel

First let me wish all TSSC members a happy, healthy and prosperous New Year. I hope that you have been enjoying the holiday season. With luck during the holidays we get a bit more time with our Triumphs, whether fettling in the garage or getting out for a drive in crisp winter sunshine.

At the TSSC we are constantly striving to improve the services offered to Club members. A club insurance scheme with discounted premiums and agreed value cover can be a big advantage of TSSC membership.

It was with this in mind that the Council of Management decided two years ago to create a panel of three insurers. This immediately gave all TSSC members the benefits of a good club scheme with discounted premiums and peace-of-mind agreed value cover, plus the opportunity to shop around to find the best cover for you, whether you are young or not-so-young and no matter if you drive a factory standard Herald or a seriously modified special.

I am pleased to announce that from January 2010, Lancaster Insurance Services are joining the TSSC Insurance Panel. The Club has evaluated a number of different classic car insurance specialists and selected Lancaster as the best candidate to join the panel for many factors, including their experience, reputation and range of benefits available to TSSC members. Lancaster are well-known in classic car insurance having a track record of over 25 years. Among the benefits they are offering to TSSC members are discounts of up to 25%, discounts for limited mileage, agreed value cover backed by the Club and much more. You could also try Lancaster's new multi-vehicle policies which start from one modern plus one classic car and their range of other insurance products including breakdown, home and motorcycle insurance. There is more information or a quote available on their website via the special TSSC page www.lancasterinsurance.co.uk/tssc.

The other members of the TSSC Insurance Panel are **Footman James** and **Peter D James**. For contact details of all three panel members please see the notice on



page 7 of this issue of the Courier.

Due to economic pressures, the Council of Management has again been forced to look at the question of Club membership and renewal fees. Unfortunately like all clubs we still face many cost pressures and so with regret the Council of Management has decided that there will need to be an increase of £1 on renewals by telephone or online. But there is good news as well; because of the reduced administration costs, renewal by direct debit will not be increased and we are removing the £2 joining fee for new members which should make our club more attractive to new comers. If you are not yet on Direct debit and want to change, please contact the Club Office for a mandate form. For full details of the new subscription fees, please see the item in the Courier News Review this month or the TSSC Services and Officers page.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on Sunday 25th April 2010. This is just over a month later than previous years, but is necessary to accommodate our change of Financial Year End from August 31st to December 31st, as voted on at the 2009 AGM. Although the year end has moved by four months, improved accounting procedures means that the AGM does not need to move the same distance in time. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and signed by at least two members. These should be forwarded to the General Secretary to be received by 28th February 2010. Any item received after this date will be regarded as null and void.

General issues can, of course, be raised at anytime through the General Secretary, or Area Liaison Officers for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Roadshow, to be held in the morning prior to the AGM – please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented during this more informal meeting.

If any member (of at least three consecutive years membership prior to the AGM) should wish their name to be put forward as a candidate for the Council of Management please give me a call and I will be happy to discuss the duties and responsibilities involved. If you wish your name to be put forward, please contact me by 28th February and a few lines describing prospective candidates will be

published in The Courier along with the AGM agenda.

Any enquiries regarding any of the above should be addressed directly to me, my address details are on page 3 of The Courier.

Mike Crewes
General Secretary

Changes to TSSC Subscription Rates

Please note that with effect from January 2010, some TSSC subscription fees have changed. The new rates are shown below.

TSSC Membership

£41 - UK £44 - Europe £50 - Overseas

TSSC Membership Renewals

£41 - UK £44 - Europe £50 - Overseas

Direct Debit Renewal £36 - UK.

While there has been an increase of £1 for telephone, postal and online renewals, the UK direct debit renewal rate remains unchanged. If you require a direct debit mandate form please contact the Club Office.

The former £2 joining fee for new members has been waived, to encourage recruitment.

Nigel Clark
General Manager

Herald 948/1200/1250 Register

Apologies from Rob Newton-Allen for no Register this issue as he is moving house! Normal Service will be resumed ASAP.



HQ OPENING TIMES

JANUARY- OPEN AS USUAL FROM THE 4TH
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

FEBRUARY- OPEN AS USUAL MONDAY -
FRIDAY - 9.00 AM - 5.00 PM



www.tssc.org.uk



www.tssc.org.uk



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The Club Shop will be attending the forthcoming show
International Triumph Show & Spares Day
Stoneleigh - Sunday 7th March 2010

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

TSSC Annual General Meeting

THE ANNUAL GENERAL MEETING WILL BE HELD ON
APRIL 25TH 2010 AT VILLAGE HALL, LUBENHAM, LEICS .
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

24TH JANUARY 2010

*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: **Mike Crewes** TSSC General Secretary, **Jasmine Cottage, Callestick, Cornwall. TR4 9LW.** or email: gensec@tssc.org.uk*

TSSC INSURANCE PANEL

Footman James

0845 458 6760

www.footmanjames.co.uk

Peter James

0845 0999 500

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Trevor Collett

Out of Italy

Ever since the end of the nineteenth century, when the first motor car appeared on the streets, there's been one really serious question troubling mankind (it hasn't troubled womankind quite so much, it has to be said): what is the best looking new car you can buy.

At most times the answer has been far from clear cut, with many a mass debate never reaching a consensus. This changed in 2007. From then until the just 500 examples were sold everyone was in total agreement, and the debaters had to fall back to far less important discussion topics, like is the human race really responsible for global warming.

I suppose there might just be one person reading this that actually doesn't know to what car I am referring; the best looking car in the world in production at that time was, indisputably, the Alfa Romeo 8C Competizione.

Indescribably beautiful, from all angles; a master piece of automotive design.

The great Alfa Romeo company has made several good looking cars over the years, the 1955 Giulietta Spider, pictured here, is another one.

You're probably wondering what these opening paragraphs have got to do with kit cars or specials. The shape of the Alfa Romeo Giulietta Spider was so well regarded that a few years after its introduction a small British company, from Bishops Stortford, called Auto Kraft Shells made a fibreglass car body inspired by its shape. Known as the AKS Continental (they might as well have been completely honest and called it the AKS Italian) it was designed to fit a chassis with a 90-inch wheelbase, which was the wheel base of the Ford 10 chassis of the period.

The AKS Continental pictured here, 800KBH, is a particularly famous example – fame being relative – as it was built by the magazine Cars



1955 Giulietta Spider

Illustrated. The build process was serialised in four episodes in early 1960; I can be sure of this as in my archive I have photocopies of

AKS Continental

each installment. Even more interestingly, the chassis for this car was not provided by Ford, it was a Buckler DD2 frame. Buckler frames – another intriguing footnote in automotive history – a story for another day.

So, I've got to a kit car from my start about Alfa Romeo; can I get a smooth link to Triumph-based kits? In 1983 another car with a shape inspired by the Giulietta Spider became available. It was called the Moss Mamba, and it was designed to fit the Herald/Vitesse chassis.

The Moss Mamba was, like the rest of the Moss range, Roadster, Malvern and Monaco, a creation of one John Cowperthwaite. At the time of its launch John Cowperthwaite and Moss Motors Ltd were operating out of slightly strange premises in Store Street, Sheffield. I can be sure of this because it was during 1983 that Jackie and I drove up to Sheffield in our Herald 1200 Estate to check out the company and see a complete Moss Malvern, before parting with a deposit. During that visit I was shown a fibre-

glass body that had just arrived from the boat builders John was employing to do the GRP work. That body was the first Mamba and was soon built up to be the company demonstrator car.

I don't have any idea how many Mambas there are currently on the road; I have details of four on my register. According to the Moss Owners Club just 22 Moss Mambas were produced, so never anywhere near the sales of the Roadster or Malvern models. During the second half of the eighties the Moss range changed hands and at one stage the Mamba

**Moss Mambas**

model split from the rest of the range but was not actively marketed for very long.

So the Moss Mamba remains a very exclusive car. Anyone out there got one? Or used to have one?

You've got to admit it; you certainly get some variety from my column. None of your boring Heralds or Spitfires here (You know I don't mean it; Heralds, Spitfires, Vitesse, GT6 and Equipes, I love 'em all – and want one of each).



www.tssc.org.uk/herald
e-mail. herald1360@tssc.org.uk



Derek Giles

Looking Back

As we enter a new decade I thought I would look back on some of my own very memorable Triumph moments of the last 10 years.

1st Jan 2000 was supposed to be the end of cyber life (the millennium bug) when all things electronic came to an end! Well nothing much happened apart from my cars 30th anniversary

to Lands End and finally back to London, that's a trip of 2000 mile in 48 hours. The idea is to complete the trip without breaking down, which even some modern cars would struggle to do. We did have an ignition problem just outside Bristol on the way to Lands End but we fixed it and continued to the end. The thing that sticks in my mind even more than the tiredness and 'euphoria' at the finish was the fact that we used just a gallon

of oil on the trip which at 250 miles a pint is pretty good for an old engine.

Next we come to 2004, and what can only be described as a MY trip of a lifetime. I think we have all heard of the Paris-Dakar Rally where the world's best drivers and top manufacturers take exotic vehicles from Paris to the Senegal capital in what can only be described as probably the toughest test ever devised. Even with budgets in excess of £30 million many still do not make it,

so imagine what it would be like to do something VERY similar on £250 and in an old car. Rob and I did just that when we drove AOT 179J a 1971 Herald 13/60 saloon from England to the Gambia on the Plymouth-Dakar challenge. The 4000 mile trip involved driving through France and Spain to Gibraltar



sary in May, so I had to wait till October when Rob Newton-Allen and I took part in the 'Round Britain' reliability run in his '948 Coupe'. This was the first 948 to enter since the inaugural trip many years earlier. For those of you who don't know, this involves driving from London to John O' Groats, then

2.



We managed to make a jury rig friction plate (photo 5 & 6) from Triumph 2000 parts, pop rivets, Araldite and sheer bloody luck, all in the middle of the desert. The repair lasted 1000 miles until a new part was found.

Other things must have happened but they elude me, so in 2005 my car was 35 and in 2008 I became a pensioner (yes I know I look a lot older) but still hopefully young at heart!

then taking a ferry to Morocco. From there we drove into Western Sahara, Mauritania, Senegal and finally Banjul where the cars (there were around 60 vehicles overall) were auctioned for charity. Things that stand out were bribes paid to armed

4.



3.



Stafford 2009 saw the deadline for Rob to finish his long awaited 948 convertible so my help was readily available anytime and the car was just ready in time. All the

border guards, camping in the Sahara desert 200 miles from anywhere (photo 1), negotiating sand dunes (photo 2), minefields, desert nights (photo 3) and mile after mile of sand (photo 4). But I guess the wackiest of all was helping a fellow participant in a Mitsubishi 4x4 to repair their clutch.

5.



6.



credit must go to Rob as he worked every hour possible to achieve a result which won a well earned second prize in the concours. Finally November saw the Somerset area win 'best club stand' (photo 7) at the Footman James restoration show at Shepton Mallet (a great ending to a good year).

Like I said just some of my Triumphant moments from the last decade, let's hope the next 10 years will be as good if not better for all of us.

Cheers for now and have a prosperous and Happy New Year.

Derek

7.



2000/2500/2.5PI Register



www.tssc.org.uk/bigsaloon
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Mark Blease

Big Saloon Register

S

o, here it is, my first monthly column for the big saloons after I volunteered to be the 2000/2500/2.5 Register Secretary. I'm not quite

first car, a Dolomite Sprint [Picture 1]. I had taken my lessons and passed my test in a Datsun Cherry, so the Sprint was a real shock to the system! As an eager seventeen year old I couldn't wait to get into the Dolly, and on the day I passed my test went for my first drive

sure what I expected from the secretive world of being a Reg Sec. My imagination told me there would be clandestine meetings with mysterious individuals known only as "double-o-t-r-7" or "double-o-straight-6". Perhaps I would be swapping top secret workshop manuals on a secluded bridge after confirming my identity by using the phrase "*my trunnions are especially oily at this time of year*".....

Back in the real world, what it actually involves is writing a monthly column that is (hopefully!) entertaining and informative, helping members with technical queries and making sure that the growing number of big saloon owners in the TSSC are represented both in The Courier and the wider club.

The traditional approach is that a new Reg Sec's first monthly column should be an introduction, so here goes...

My love for all things Triumph stems from my



in the 16-valve road-burning monster. Or at least I would have done, but by the time I had realised there was a manual choke, the engine was flooded and the battery was flat! My £800 sandglow Sprint was a sprightly eight years old, just run-in at 98,000 miles and needed new sills - but I loved it, and drove it at every opportunity.

Eventually the Sprint was sold and many years passed without owning a Triumph, but I always hankered after one. I had always fancied a Stag and, a mere blink of an eye (twenty years) later, finally got one



[Picture 2]. It was the best I could afford, and certainly not the best available - the engine had almost no oil pressure when hot, the automatic gearbox leaked as fast as you could fill it up, the seats needed a re-trim and the bodywork was, as a second-hand car dealer might have put it, "lived-in".

My wife insists all our cars have names (she drives Mervyn the Micra!) and he was duly christened Stanley the Stag.

Over the next two years the Stag was treated as a "rolling restoration" and in that time I

rebuilt the bottom end of the engine, fully resprayed the engine bay, fitted new carbs, overhauled the brakes and then rebuilt the suspension.

We covered many miles in Stanley but on a Remembrance Day Run in November 2008 we suffered a major breakdown. The most cost effective route was an engine transplant, and I was

offered a 2500 engine and manual overdrive gearbox. Many people had warned me that changing the engine would ruin the character of the car, but once I had finished the conver-

sion [Picture 3], I took it out for a drive and thought "what an engine!" Smooth, torquey and definitely not slow, I was a Triumph straight-six convert! However, I found I had fallen "out of love" with Stanley, so we took the difficult decision to put him up for sale.

So, what to replace him with? We wanted something fairly practical, so it



could be my everyday car, but something with a bit of performance. We decided on a Dolomite Sprint or a 2.5 PI. We placed some wanted adverts on some of the internet forums



and were soon contacted about a one-owner, low mileage 2000. The car had been owned from new from by an older gentleman, who in 1991 decided he was too old to drive and



locked the car in a garage and hung up the keys. The car had then stayed locked away there until early 2009.

My wife stepped in to name the car, and we owned **Horatio** the 1972 Triumph 2000!

[Pictures 4 & 5]

I make no excuses for this but I have become a real Triumph big saloon fan. The smooth straight-six, the comfortable ride, the practicality of four doors and a huge boot.

And, although prices have started moving upwards, the big saloons are still one of the bargains of the Triumph range.

Since we got Horatio in April 2009, we have driven almost 5000 miles, usually to TSSC events and quite often towing our caravan. We had a problem with rust inside the fuel tank blocking the fuel filter, but this was solved by a thorough clean and using a fuel tank sealer.

We also had a *"failure to proceed"* on the way back from the Mile of Triumphs caused by a set of points where the plastic tab bent backwards, hence reducing the gap to almost nothing *[Picture 6]*.

I had never seen anything like that before!

That's about it from me for my first month, apart from a quick note regarding IVRs. You may have read Nigel Clark's comments in the

December issue, about the IVRs being developed into an on-line web-based system.

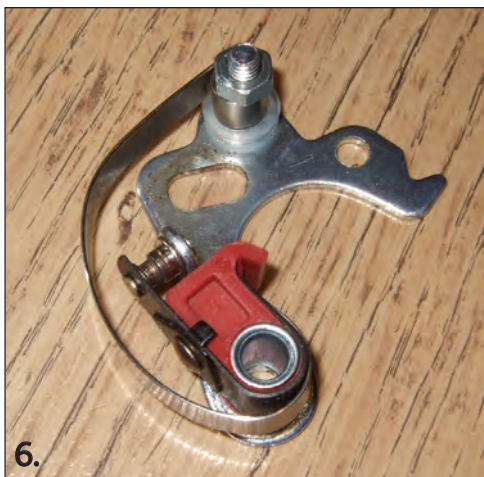
As these changes are ongoing, I intend to put the IVRs on hold for a short while so that the new technology can be implemented.

I hope to feature members' cars over the next few months, so if you have any photos or stories about your big saloon, work you've carried out or

events or trips you've been on, please send them in! Please remember, this is your page, so I would love to receive your photos or any technical advice you'd like to share. Please contact me for anything big saloon related, and I'll be keeping an eye out on the TSSC forum and lending a hand where I can.

Best wishes for the New Year, and here's to a successful and enjoyable year ahead in our big saloons!

Mark





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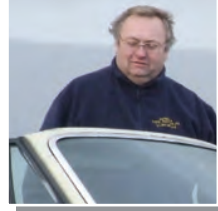
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SPITFIRE MkIV/1500 Register

e-mail.spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



Intro's - Anchors Away & Pumps

I hope I need no introduction, I'm Hugh Glossop, and I'm (in)famous for my TR7 spot in the Courier, which I intend to keep on!, so onto things Spitfire MkIV/1500 related.

Bernie our beloved Courier editor rung and suggested that I might like to do the Courier spot as the MkIV/1500 secretary, which I must admit I was initially reluctant to do as I didn't want to relinquish the TR7 Reg Sec spot, but having my arm twisted by Bernie and having to now write this one handed, I then discussed the torture with Derek Ford from South Wales and he has agreed to become joint reg sec for the Mk IV/1500's, so there will be two of us writing assorted gibberish in this area, we will try and strike a balance between original and modified vehicles, together with mechanical articles on some foibles of the beastie.

For myself I guess you could call me a serial modifier as the family fleet consists of :
The dreaded TR7 V8 4.6ltr, (324 bhp) on its 3rd diff!

Spitfire Mk IV 2ltr 16v Dolly sprint engine with TR7 5 speed, (152bhp) just needs painting.

Spitfire Mk IV with Renault 5 turbo 1.4ltr engine and TR7 5 speed box, (178bhp) will be finished over the winter.

Spitfire Mk IV 2ltr Ford Pinto and type 9 5 speed gearbox (150bhp) all up and running - MoT etc.

Not to mention three (yes three) standard

Acclaims, an L, HLS and a CD, all running.

And also the poor dejected Herald 13/60, scruffy in all the usual places but solid with an MoT and tax until july next year, runs like a watch, it's for sale as I'm afraid it's to slow for us! Must not forget the 1976 Range Rover with a Tdi and auto box to pull the wreckage home when we break them!

That's about it from me I'll pass you over to Derek now for a short introduction on himself and his fleet!

Hugh

REALLY WHAT HAVE I LET MYSELF IN FOR?

My name is Derek Ford and most of you in my local area will have met me before but now I am planning on passing on the information I have gleaned over the years to hopefully help some of you on the perilous road that is Triumph ownership. If there is anything technical that myself or Hugh can help you with please don't hesitate to email, I normally receive 2 to 3 enquiries from our local area members a week, normally on a subject I don't have the answer to, but give me time and I'll find it.

Currently we have in the fleet my 1300 Mk IV Spitfire in Signal Yellow. My wife's TR7 drophead in Purple/Maroon and our Vitesse convertible, mostly in grey primer which I will finish one day, promise.

Derek



Derek's 1300 MkIV Spitfire Pic courtesy Ray Hill

Now Back to Hugh with an exciting alternative to the Standard Braking system for the quicker Spitfires out there!

ANCHORS AWAY OR SPITFIRE FRONT BRAKE UPGRADE. PART 1.

First off let's dispel a few myths about the Spitfire Mk4/1500 front disc brakes, the first is that they are perfectly adequate on a standard car for road use they are well up to modern braking requirements, and will readily lock the wheels if given a good hard "Shove", The reason most people feel they are inadequate is that they lack that initial bite that modern cars have which is due to the due to the modern pump fed ABS systems on all modern cars.

The simple answer is to fit an aftermarket servo, which although it does not increase the basic brake efficiency or heat dissipation, it does provide a more modern feel to the braking system, which is much more in line with the modern feel and makes people feel much happier about the braking when swapping between their modern and classic car.

As a side issue the Dot 5 silicon brake fluid makes this problem worse by providing a softer pedal, I have had two cars with this stuff in them now and in both cases the brakes were stripped and I replaced the seals and used the

modern Dot 5.1 fluid for a much better brake pedal, I know it's not supposed to absorb moisture, and that is correct it doesn't but what it does do is over a period of time create individual droplets of water in the lowest areas of the braking system i.e. the calipers, which is what I found when stripping the brakes down on both cars, leading to rust inside the calipers (nasty)

I know it doesn't attack paintwork but that is the only real advantage, and in my opinion not worth it against the safety factor of the superior braking feel of conventional fluid.

Based on my findings on several cars I would say if you have Dot 5 silicon fluid in your system it should be changed and the system fully flushed through every two years. To remove the water droplets!

According to the conventional brake fluid manufactures (Dot 3, 4, and 5.1 etc) should be changed every two years to maintain peak efficiency, how many of you do this?

I'd strongly suggest to add it to your next service, but do remember to squirt a little WD40 or similar over the bleed nipples front and rear for a few days beforehand as it eliminates the broken bleed nipple syndrome, together with much cursing

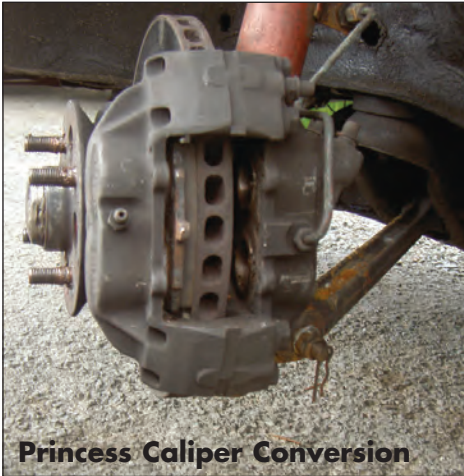
This problem really arises in cars with performance upgrades or engine swaps, where the faster acceleration and speed causes the brakes to rapidly overheat, if you have ever tried the standard brakes on a track day you will know what I mean as they very rapidly disappear due to excessive heat build up in the small diameter thin (232 x 9.8mm) disc

Yes I know you have a selection of high performance pads such as Mintex 1144/55 available and they help with the braking but don't fix the basic temperature problem. What's needed is a larger and vented disc to

dissipate the heat

For those on a tight budget you can always upgrade to GT6/Vitesse uprights hubs and calipers with almost twice the pad area and a larger (245 x 12mm) disc, but they are scarce as everyone is now restoring GT6's and Vitesse's and very few are being scrapped!

The Club used to do an upgrade using GT6 discs on the Spitfire upright and hub using a Princess 4 pot caliper, these come up on eBay regularly but even if you spend £150 on a pair which is common, you will still have to budget on either getting them reconditioned or doing it yourself and the pistons are £10 each and £15 for a seal kit, so even a home recondition will cost around £70 a caliper on top of the purchase price and the calipers are exceedingly heavy!



Princess Caliper Conversion

There are also two types of Princess calipers with different bolt spacing and you need the right one (82.55mm) you can also add a spacer to the Princess 4 pot caliper to use Capri 2.8 (245 x 20mm) vented discs but the discs will need redrilling to suit the Spitfire hub bolt pattern of course.

These calipers

were/are a popular modification with the Ford Escort/rally brigade which is why they in my opinion, fetch stupid money. And are not worth considering!

Within a week of putting our 2ltr 140-150bhp Pinto engined type 95 speed Spitfire on the road the discs had turned a lovely shade of turquoise blue with the usual horrid burning brake smell/smoke and could be made to fade within three or four miles of setting out, with a little spirited driving, so something on the front of a more serious nature was required, having looked at all the specialist offerings and either discounted them on the grounds of price or projected performance I started looking around for something better at sensible money, what we came up with is now documented for others in the same position

To cut a long search short, we found Hispec Motor Sport do two types of calipers in the correct Princess pattern, the ultralite 4 and the billet 4, both of which are available in widths to suit standard GT6 discs and Capri 2.8 discs

After lengthy discussions with all parties involved (the boys and Hispec Motor Sport) we decided to use the smaller of the two calipers, the ultralite 4 in the cheaper finish, these are aluminium calipers that are of the 4 pot variety and a direct replacement for Princess calipers, they have anodised aluminium pistons and no weather shields, this concerned us at first but we were assured that if kept clean would cause no problems and they're right they have been fantastic, the pads used are Mk1 Lotus Elise or Alfa Romeo twin spark 2ltr.



The New Hi Spec lightweight 4 Pot Caliper



The larger version (billet 4) uses a larger pad from a Volvo 240 and has dust seals and will also fit straight on, but on sitting down and doing the calculations we felt they would add too much front brake bias when using the standard rear drums, you could always upgrade to late GT6 non rotoflex rear drums which are a larger diameter and wider to provide more rear braking, but they are hard to get and the self adjusters are useless, and spare adjusters are no longer available, or convert to rear disc (watch this space!)

Hugh

Part Two next time on fitting the brake Conversion

Now Back to Derek who discusses the spacing problems of today's replacement Fuel Pumps.

TO SPACE OR NOT TO SPACE

Now that really is a question. The space I refer to is the one between the fuel pump and the engine block usually filled in with a plastic spacer as seen in [fig 1](#).

The question of whether there should be a spacer or not has been presented to me on several occasions recently and has therefore led to this article.

The first question was from a customer with an MG Midget with a Spitfire 1.5 engine requesting a replacement fuel pump I explained that there were two replacements available with two different

length pump arms [fig 2](#). (over page) as his original fuel pump was missing he had no idea which pump he required and elected to take the longer arm pump as I had that in stock and you guessed it...It sheared off. The following day he ordered the shorter arm pump which I explained still needed a spacer, this too sheared off.

The second was from a fellow club member with a Herald based kit car which was flooding the single carburettor through over fuelling he had made his own spacer from aluminium [fig 3](#). (over page) and this had cured his problem.

The owner of the Midget said that his car had run with no spacer plate for the last 15 years with no problems What I tried to explain was that newer pumps are fitted with rather brittle pump arms which will shear and drop into the sump whereas the older stock items have an arm which can theoretically simply bend to the correct shape and work happily away, this could also cause problems when trying to remove the old pump from the crankcase as it will have been curled up inside the engine.

The spacer itself is a plastic item with a piece of gasket material stuck to either side and could be easily reproduced in aluminium or other heat proof material. I have removed this one from an engine we will be rebuilding soon and have given all the necessary dimensions for you to make your own. The aluminium unit on the kit car is made of 6mm thick aluminium and although not of the same design as the

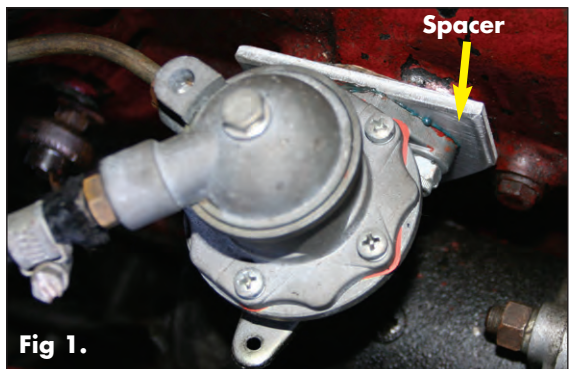


Fig 1.

original works perfectly well with no leaks.

For those of you unsure whether to fit a spacer or not depends on who supplies your replacement pump. Both Quinton Hazell units require a spacer as these are both longer than the original unit. Other manufacturers may produce a shorter arm. Our advice would be to compare your old pump to the new one and use a bit of common sense, if there is any significant difference in length then definitely fit a

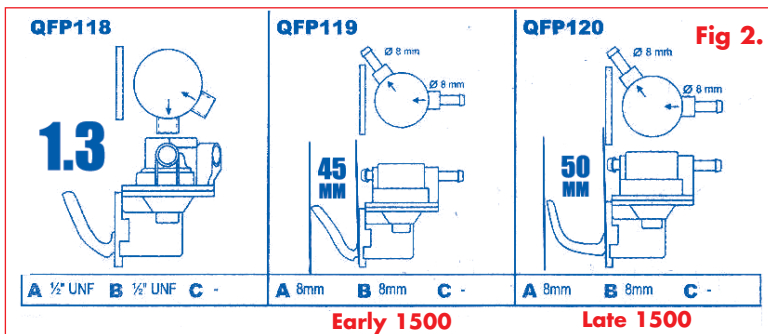
cam rebuilding at the moment had two spacers back to back but was running as sweet as a nut, albeit with what would appear to be the wrong pump.

For those that want to take the easy way out and remove any doubt, an electric fuel pump is an option available for about the same price as a mechanical one, more reliable and easy to fit, just requiring a blanking plate over the standard pump hole, my colleague Mr

Glossop advises below on what pump is best.

Derek

If you require a ready made spacers there are the 1500 fuel pump spacers remanufactured by the MG owners club pt no UKC8523 and are available from



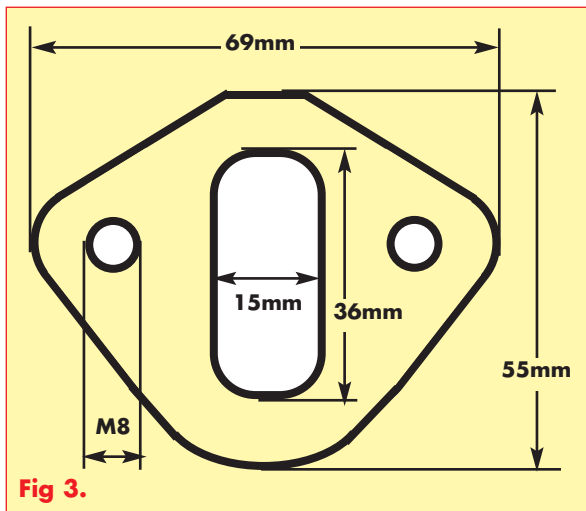
spacer, the worst that can happen with the spacer in place is the pump will deliver an insufficient supply of fuel, possibly only noticeable under heavy acceleration. Whereas not

MGOC spares on 01954 230928 - price (wait for it!) £14.75

For the electric pump option we have consistently found the TMG2931 pump from Fuel flo available through Abingdon MG for around £20 an excellent piece of kit, it has an excellent flow rate, is small, not too noisy, will fit anywhere at any angle and low power consumption using around 1 amp and does not provide excessive pressure for Stromberg/su carbs unlike the current crop of Facet pumps which also require a pressure regulator at an additional £25 or so to stop the carbs flooding.

As a safety issue when fitting an electric fuel pump give serious consideration to fitting an Inertia Switch to cut the fuel off in case of an accident as all fuel injection cars have them, they are readily available for a

couple of pounds from scrap yards or you can buy a new one for around £20. I have to say we have converted all our cars to electric pumps and haven't had a fuel vaporization problem since.



fitting a spacer when one should could result in the pump arm disappearing into the sump or worse snagging the cam/crank shaft causing serious engine damage not to mention the embarrassment of having to purchase another fuel pump. As a point of interest the engine I

Hugh



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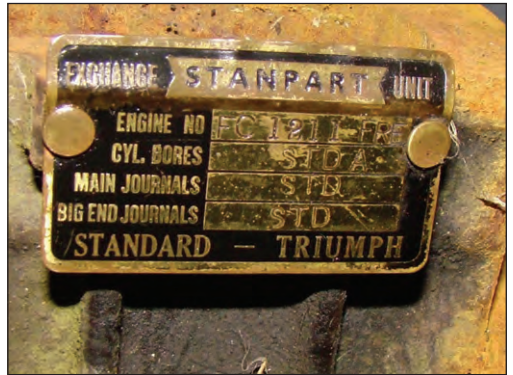
Spitfire 4 - 952 CMO

Welcome to 2010 and I'm very pleased to start the year with a success story. If you ever thought about tracing more of the history of your car I hope Jon Cronin's story will give you some encouragement to go ahead with it.

Tracing 952 CMO's History

It was back in July 2009 when I saw an advert on eBay for an early (very early) Spitfire 4. The advert said she was FC316 (registration 952 CMO) and whilst from the attached photographs it was clear that she was a bit of a basket case, I just thought how great it would be to own such an early example. I already own a MK3 Spitfire and have had 1500's and GT6's in the past so I knew the cars pretty well. However this would be my first serious restoration. So, having won the auction and parted with £400 pounds, I went to Honiton to pick her up!

The photos didn't do her justice! I knew that she had been dismantled and as a result had hired a long Luton van to take her back to Cardiff but wow - she really was dismantled!!!! Chassis was bare, engine completely stripped part from the pistons which were seized and covered in rust! The body bent in the middle as the floors were non-existent and the two halves held together by mostly rotten sills and filler! The front wings and rear wings were awful, door bottoms very perforated and the interior basically absent! Then there were boxes, lots of boxes of bits!!! Driving home I was absolutely sure I'd made a big mistake!



On top of this I had absolutely no paperwork with the car. The chap I bought the car from said that he'd bought her 14 years earlier with



the best of intentions but hadn't gone much farther than dismantling her. He'd seen her in a shed in Honiton and decided to ask the owner whether he'd sell, he would but didn't have any paperwork at all, it having been lost in the 20 or so that the car had been off the road. Hmmm - working that through it meant that this 47 year

SPITFIRE I - II - III Register



old car had been last used in 1975 or so - only used for 12 years?? Hmm.

Since buying the car I set myself two targets to complete by the end of the year. Firstly, to try to understand whether I had a collection of various cars or a complete (albeit dismantled) early Spitfire. The second objective was to get a V5 for the car from the DVLA. The first objective was a lot easier than the 2nd!!!

With John Thomason's guide to originality, Graham Robson's Spitfire and GT6 file, a 1962 1st edition Spitfire 4 owner's book and a Spitfire 4 parts catalogue I set too, going through the parts quite methodically. From the various books I could see by Comm. Number what should and shouldn't be here. As the days and weeks went by I clearly had a complete, very early car! The little features that were removed in quite early production were still here, The straight dash top with no lip; [Suzie note: I'm very envious that Jon has the correct dash top! - we're still looking for one for Sybil if anyone can help] the Herald vertical links and calliper mounting that were very early changes; the c-strip for the two piece door seals (rather than the single furlflex that we probably all use on our Spitfires now); no rain channels on the windscreen surround; the passenger internal door locking mechanism; Dzu fasteners on the

rear cockpit trim; even some of the grey rubber floor matting and the rubber grommets, that fit into the apertures in the rear valance, through which the rear bumper supports are fitted. These amongst many other little items are all as they should be for her chassis number, which was nice!

According to Graham Robson only 1355 Spitfires were built in 1962 and of these only 457 were UK home market cars. On the International Spitfire database she's listed as the 12th oldest surviving example of the Spitfire 4 (although at the moment that's an optimistic phrase!) and the 8th oldest in the UK.

The paperwork proved more problematical. I had the registration plates (yellow and white, which were stamped 1967??) and the chassis number, ok - good start. I initially contacted the DVLA to discuss how I would get a V5 in my



name. DVLA had no record of the car, hmmm. They knew the registration had been issued but it appeared never to have made the transition to DVLA computer records so a V888 vehicle trace wouldn't help (they declined to even offer this as an option as I had never been a registered keeper of the vehicle!). I was advised to get an age related plate instead! as I had "no proof that the registration is attached to the chassis number"! Damn!

Okay, so the next step was to get a Heritage

certificate from British Motor Heritage. This was really useful and confirmed the build dates and factory numbers (body/chassis numbers were good but the engine, originally FC166, had been replaced under factory warranty (now FC1211 FRE) so differed from the record), It also confirmed the receiving dealership (Halls Garages, Maidenhead, Berkshire). This proved to be the most information! I'd got Dick Plumridge involved by now and I followed his very helpful advice:

I tried to contact the selling dealership in Maidenhead (still a garage on the original site) in case they had held onto old records in the basement - no joy.

I contacted Warwick University as they had old Standard Triumph admin records - no joy as they were company admin records not customer admin records.



I contacted the chap I bought the car from to ask whether he could remember any details/name address etc of the chap he bought the car from - no joy.

At what I thought was the end of the line Dick suggested one last avenue to explore. He didn't give many details but just said that he'd let me know if anything turned up. Some weeks passed until an email from Dick turned up with details and an attached letter from a charity called the Kithead Trust. The charity was basically an archive of old (some very old, motoring records. It had started to preserve public transport records but over time had accrued numerous pieces of information on other vehicles. Their email (which Dick had attached) seemed very hopeful that details of

FC316 could be in the records as "they had a pretty complete set of Registration allocation books from Berkshire"!! It was difficult not to get too excited as I sent off the information request to the Kithead Trust.

A few nail biting weeks later (I knew this was the last hope and the postal dispute hadn't helped my nerves) an envelope arrived from the Kithead trust! I was astonished! In the envelope were two copies of the Berkshire allocation book for December 1962 showing my Registration number (952 CMO) associated with a Triumph chassis no. FC316 being sold by Halls Garages, Maidenhead!!!! Result!!!! This was incontrovertible proof which would allow the DVLA to allow me to retain the original number plate! As a bonus it also provided the original owners name and address and a list of the car's registration movements until 1975 (when it was supposedly taken off the road (this tallied with what the seller had told me verbally).

So I can now prove that the car was built at Standard Triumph, Canley on the 8th November 1962 and was one of the first Production Spitfires (probably 2nd week

of production). She was chassis FC316; Body FC305; Engine FC166. She was shipped to Halls Garages Maidenhead on the 28th November 1962 for Mr J.N. Dobbin of and she was registered on the 6th December 1962 as 952 CMO. She had her engine/gearbox replaced under warranty sometime in the 2nd half of 1963. She has had 6 registered owners in her life between 1962 and 1975 moving between Berkshire to London, back to Berkshire, Oxford, Durham and then Devon in 1975. She was taken off road in 1975 (apparently with chassis outriggers needing replacement) and was never driven again.

As an aside I happened to Google the name of the original owner as it was a bit unusual and well you never know do you.

Luck was with me! A company director called J.N. Dobbin was based in Maidenhead in the early 1960's - he was an insurance broker (J.N. Dobbin Holdings and the company is now called Greenhall Dobbin PLC) selling "Persona non gratia" policies, amongst other things, to Western Diplomats serving in Russia and other eastern bloc countries! A bit old cold war intrigue here! Time magazine even did a little article!

Article from Time Magazine dated May 24th 1963 (Jon found this on the web at: <http://www.time.com/time/magazine/article/0,9171,830416,00.html>)

In his office in rural Maidenhead, Insurance Broker John Dobbin opened his London Times last week, scanned the big story from Moscow, and reached apprehensively for a list of his clients. He breathed a sigh of relief. Of the ten British and U.S. diplomats who had been declared persona non grata by the Soviet government, none had insured his stay in Moscow with J. N. Dobbin & Co.

Since 1960, the firm has offered a unique policy to protect Western diplomatic and military officers against the prime hazard on assignment to Moscow: sudden expulsion, and the often considerable personal loss that it involves, from the cost of Russian lessons to the tab for the farewell party. For a \$210 annual premium, a Western foreign service officer can get the \$5,000 persona non grata coverage for two years, the average tour of duty. As the word of Dobbin's diplomatic coverage got around, personnel assigned to the other Iron Curtain capitals have also sent to Maidenhead for P.N.G. policies. To date, Dobbin and his clients have been lucky.

Of some 50 diplomats thus insured, only two have collected consolation money.

Anyway having his address on the information provided by The Kithead Trust I decided to run a search on the Companies House databases (I work as a project manager at Companies House and built part of the online systems!) and searching on JN Dobbin Holdings shows that the registered office until 1999 was in Maidenhead - The address given by Mr

Dobbin in 1962 on the Registration Allocation book was... ..in Maidenhead! about 2 miles from Windsor Road where Halls Garages (the selling dealership) was located. at the time:-)

I've emailed the business, explaining the background, to ask for any family contact details, to hopefully get a little more info if possible but all in all I'm well pleased with the way things have turned out. Hopefully the Dobbin family can help fill in some knowledge gaps (like how she got a replacement engine under warranty) but even if not, I'm happy that I can now get the original registration allocated back to the car and have a V5 issued and happy that I now know a lot more about the cars early life and the chap who bought it!

I'd just like to thank Dick Plumridge for all his help. I would never have got the information without his help and I really am very grateful for his support, time and efforts on this. Now for the small job of getting her restored (by 2012 for the 50th Anniversary!! Gulp!!) Anyway keep on trying if you're having trouble with the history of your car! I've gone from literally nothing at all to having pretty much everything and being able to write to the original owner's family in a matter of months with a bit of resilience and with the help and support of people like Dick and Suzie - it's our club and they're here to help! "

After sending this article to me Jon had a follow-up to the story.

"I've now actually spoken to David Dobbin, the son of the original owner (although as you'll see he was actually the original user of the car!) David's story (although understandably a little vague now about some dates given it was 47 years ago!)

On the 27th October 1962 David John Dobbin, 24 and an insurance broker with his father's firm J.N. Dobbin & Co. attended the Earls Court Motor show. He saw the New Triumph Sports car on Stand 122 - The Spitfire! On returning home he discussed purchasing a Triumph Spitfire with his father, Squadron Leader (Retired) John Nicholas Dobbin MC. (he landed at Salerno, Italy in 1943 with the 2nd Wave of the Invasion, where he won the

Military Cross and then at Sword Beach, Normandy on D-Day - in the 3rd wave at D+240 apparently! where he was again mentioned in despatches and gazetted).

Looking at the Brochures John Nicholas Dobbin approved and agreed that a car would be ordered which David would use as his Company Car. Later that week they visited Halls Garages in Maidenhead and ordered a Signal Red Triumph Spitfire with Black Trim. The car was despatched from the factory on the 28th November 1962 and delivered to Halls Garages in early December. The car was registered as 952 CMO on the 6th December 1962 and used exclusively by David Dobbin.

Following an engine failure/fire in late 1963 (unsure of dates but remembered her being in the garage for some time) the engine was replaced under factory warranty along with the gearbox. Never being entirely happy with the car after this point they decided to trade her in sometime in 1965 for a Jaguar E-type.

He's going to have a scout around at some stage for any photographs he may have featuring the car but he may take a while to get around to that (and I felt a little cheeky asking too)! I'm very happy that I know a lot more now about the car than I did and it's fantastic to have a link back to the actual launch at Earls Court rather than the owner just seeing an advert in the press or seeing the car on the road or in a Standard Triumph showroom!"

I'm very pleased that Jon has managed to trace the history of his car, not to mention ensuring that it can retain its original registration number. It took a bit of doing but it must be very satisfying to reach this outcome, and more than worth the time and troubles it took to get there. For any of you who may also like to try contacting the Kithead Trust in the search for lost information on your cars their website is <http://www.kitheadtrust.org.uk/index.html>.

As Jon points out, we're only 18 months away from the 50th anniversary of the introduction of the Spitfire so are there any more of you out

there with cars in mid-restoration. Perhaps, as with Jon, that would be a good target to aim for. The Club did a great job in filling Bingley Hall at Stafford this year with Heralds for their 50th Anniversary so in 2012 it will be the turn of the Spitfire. We will be looking for cars from all years of production, in all colours and conditions. Will yours be one of them?

And finally, to kick off the countdown to



Le Mans Classic 2010, as promised, I'd like to share another of John Curtis's dioramas. As we go through the months you may notice a bit of a lack of Spitfires in these but remember, there are many makes and models of cars which have taken part in the Le Mans 24 hour race over the years and these feature just a small fraction of them. This month we will, however, start with a TR3. This is from Le Mans 1959: the TR3 S (N∞27) Sanderson/Dubois stuck in the sand bank at Mulsanne! John estimates that the two figures took him around 15 hours to make but the TR itself was relatively easy as it was a commercially produced model.



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Nigel Clark



My TR Trip of the Year

Let's start the New Year by looking back at a TR road trip from last year. For me, the biggest and best road trip of the year in CBJ, my long-suffering TR6, was a tour of Ireland visiting the Ring of Kerry in the deep southwest of Ireland, returning via Dublin.

When we heard that Paul Robinson of the TSSC Northern Ireland Area was organising a trip to the Ring of Kerry to com-

memorate the 50th anniversary of the Herald's launch, Trudi and I decided we just had to go. The Ring is a spectacular



scenic drive of 110 miles around the Kerry peninsula (see map), and was used by Triumph in 1959 to make a promotional film to launch the Herald, and to offer journalists an opportunity to try the new car in beautiful surroundings. The journalists were accommodated in the luxurious Parknasilla Southern Hotel (*Picture 1.*) and so this was where we stayed and where a special commemorative dinner was held.

Back to the trip. Preparation was no more than a regular service with oil and filter change, all the usual

lubrications chores including applying EP90 to the trunnions of course. With the boot full and the fuel tank topped off, we set off from Market Harborough on the first leg of our out trip, an overnight stop in South Wales,

but given the rural nature of many roads in the southwest of Ireland and the traffic jams as we passed Cork, it was a tall order. Imagine the changes in road surface and the



Pic 2.

effect on car and passengers when a smooth 60mph main road stops without warning and then continues with a surface more akin to car park speed humps interspersed with lots of pot holes!

We arrived in time and enjoyed meeting more than thirty TSSC members from Northern Ireland and a strong contingent from West Midlands.

thence another overnight stop outside Fishguard and on to the Rosslare ferry.

The next day, Sunday, was the day for the trip around the Ring of Kerry.

So far so good with no real problems other than persistent pinking under hard acceleration. Try as I might, I could not find 97 octane super unleaded fuel in South West Wales and had to settle for regular unleaded. This was to continue throughout Ireland, where only 95 octane fuel seems to be available. Even retarding the ignition by around 2 degrees and adding extra Valve Master Plus to the tank couldn't prevent the pinking.

We assembled in the nearby village of Sneem, where the streets were strewn with a wide range of classic cars; almost every Sunday scores of classics tour the Ring.



Pic 3.

On arriving in Rosslare, we had to drive literally coast to coast, from the southeast to the southwest corner of Ireland, and we had just 4½ hours to cover 200 miles to the hotel for the celebration dinner.

With our cars, and a strong contingent of Triumphs on a trip from Dublin with the Triumph Classic Owners Club of Ireland, there were plenty of Triumphs to be seen.

This may not sound like too much of a chal-

ing major broke or fell off. The worst that happened was one screw falling out of a boot trim panel and one bolt on the anti-roll bar mounting plate working loose, plus the

owner Andrew Heywood has kindly volunteered to share TR2-6 Register Secretary duties with me, and will be writing in alternate months on the joys of living with



Pic 6.

pinking mentioned earlier.

Not bad for a 40 year old car!

If you have any TR road trips (and pictures) that you would like to share with us, then please do get in touch.

Finally this month I have some very good news. TSSC member and long term TR3

sidescreen TR's. With my penchant for the later cars, this promises to be a winning combination. Look out for Andrew's first article next month; meanwhile he has sent us this picture of his TR3 on the 2009 Aviva Classic *(Picture 6.)*

Nigel

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TR6

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Dave Rumens

Adventures

Happy New Year to you all. I hope you all had a good Christmas and did not consume too much over the festive season. Hmm – Yes I must eat less next year. For those of us who have had some time off work over the Christmas break it's now time to get back to work with the cold dark UK days of January. Still we can cheer ourselves up by looking back at last season.

So let's read about Carl and Diana Snelus adventures in his Vitesse.

Over to you Carl.

Thanks Dave. Six years ago my son Neil and I decided that my 1967 MK1 2 litre Triumph Vitesse Saloon was in need of renovation. As we progressed with the dismantling of the car it was becoming obvious that the deterioration of the major components were beyond repair, so it was with much regret that we decided to salvage and store all of the useful parts and to dispose of the body and chassis. Two days after my 61st birthday in May this year, I was standing on the driveway of Neil's house in Telford, Blindfolded, that's how he had led me from inside his house. Imagine my surprise as the blindfold was removed; there in front of my eyes was a gleaming white A reg 1963 MK1 2.5 litre Vitesse saloon, complete with overdrive and wire wheels. Neil had purchased this car 12 months previously and had worked on it secretly in his garage making sure it was locked away at times when my wife Diana and myself were due to visit our grandchildren Yasmin and Aaron. Neil

had intended to give me the Vitesse as a 60th birthday present but had decided to do some improvements before letting me loose with it. So he went ahead and changed all the front suspension using some parts from my 1st Vitesse after first having them powder coated, new coil springs were fitted and poly brushed all round. New shock absorbers, front and rear, along with new disc pads, callipers and brake pipes etc. Now there it stood in front of me. So after a few emotional minutes, my thoughts turned to, when can I drive the car? Insurance and MOT were soon obtained. After a few blasts around the block to get things tweaked, the Vitesse was ready for use. Two weeks away was the TSSC international meeting at Stafford. This of course would be the ideal first outing for our Vitesse. On the day, Neil drove the Vitesse first accompanied by his mom whilst I followed enviously in my ordinary car. About half way there it was my turn to drive the Vitesse. Fantastic just about describes the rest of the day, fantastic drive, fantastic show, I even got a picture of my Vitesse in the TSSC magazine, *Picture 1*. The Vitesse drove without any problems whatsoever as it did on our next drive to Llangollen, followed by a tour of the Cotswolds then a visit to Oulton Park in Cheshire.

When I had the first Vitesse on the road Diana and I promised ourselves that one day we would take it to Aidensfield, the fictitious village in the TV series *Heartbeat*. Now would be the ideal time. I arranged a five day holiday for us at a caravan site at Filey on the

north east coast. On Sunday 4th October, the day before our departure, I spent most of my day in Telford getting the car prepared. In the boot, toolbox, jump leads, jack, tow rope (just in case someone else broke down and I could be of assistance, to them of course) and then finished off with a coating of autoglym and window sparkle.

had phoned Neil who had now returned, stripped the carb and found a small piece of rubber debris blocking the needle valve, this was soon cleared and we were finally on our way. A38, Derby, M1, M18, A614 Bridlington to Filey arriving at the caravan after a pleasant, uneventful journey, except for Diana having a slight toothache.



Picture 1.

After a somewhat sleepless night, due to the excitement and anticipation of my holiday with the Vitesse (and with Diana of course), the time had come when Neil arrived with the Vitesse from Telford to my home in Birmingham. Neil said that he had a good journey down and the Vitesse performed faultlessly which boosted my confidence level. Neil would now take my ordinary car back to Telford but I did remember to take out my steering wheel lock to protect my Vitesse whilst out in the wilds of the north Yorkshire moors. Neil left, then ten minutes later we were ready to depart, luggage loaded and raring to go. It was then that Diana noticed fluid under the engine area, as I opened the bonnet I was confronted with a strong smell of petrol and an obvious leak from one of the carburettors bowls. Whilst I was looking useful under the bonnet, Diana

Next day, Tuesday, we woke to find it raining quite heavily, no Aidensfield today! We decided to go to Scarborough at least we could find shelter in the town away from the rain. As it was not the ideal day for classic car driving it was an easy decision to make when we saw the park and ride car park. As we entered the car park the bus was waiting at the bus stop, so we quickly parked the Vitesse, grabbed our

coats from the boot and made sure the Vitesse was secure. As the car park was in an isolated position I put on the steering wheel lock too. About seven minutes later we were in the town centre. During the day Diana's tooth ache worsened and despite a visit to Boots for pain killers we decided that it would be better if we retreated back to the caravan. Within 15 minutes we were back at the park and ride car park ready for the 10 minute journey back to the caravan. When we left Birmingham, I had remembered to bring my steering wheel lock but had not remembered to bring the key, which at this time would be somewhere in Neil's house in Telford. So here we are, Diana with tooth ache, pouring rain, a full face Thatcham approved wheel lock staring up at me and no key! After 1 hour 15 minutes Darren arrived with his AA van and a good sized

jemmy bar, **Picture 2.**

After 20 minutes we were free to continue our



journey. We decided now to go into Filey town centre to find a dentist. Within a short period of time the offending tooth was removed and we returned to the caravan to reflect on our day. All in all, not so good, glad today was over and tomorrow can only get better...? Next Morning, Wednesday, the weather was good; the forecast for Thursday was excellent so we decided to save Aidensfield until then. Today it's just a short drive south to Flamborough and Bridlington. We travelled along the B1229 to Flamborough north point, a lovely peaceful ride along a very quiet traffic free road. Arriving at Flamborough north point, a medieval harbour with some scenic cliff walks, I pulled into the car park

problem, something I can sort out later. On the way to Flamborough Head, our next visit, I pulled into the garage of Jack Wiles and was pleasantly surprised when Jack came out of his garage to serve me, **Picture 3.**

A very pleasant gentleman who told me that some of his customers travel quite a fair distance just for Jack to serve their fuel. Our next visit was down to the coastal town of Bridlington. In the car park we put our coats into the boot, I locked the boot but then realised that we did not have enough change for the pay and display. I had more change in my coat which was locked in the boot, I then discovered that I could not now unlock the boot. As much as I tried I could not persuade the lock to open. Up until this time it had operated perfectly. We decided to have a shorter time at Bridlington then returned to our caravan.

Thursday morning, clear sky, sun shining, Aidensfield today. This is the reason we came on holiday; six years we have waited for this day, a locked boot and a sticking door handle won't stop us. So off we went, about 4 miles down the road both Diana and I looked at each other and said together "Petrol". The unmistakable smell of petrol was in the car. As it happened we were just approaching a



only to find that I could not exit from the driver side of the Vitesse without first opening the window to press the outside plunger; not a real

familiar place, I turned into the park and ride car park and parked in my parking bay. After spending so much time here on Tuesday, at least I felt at home here. Suspecting the worst I opened the bonnet and sure enough petrol was dripping off the heat shield below the carburettor bowl. After watching Neil solve this problem on Monday I felt confident that I could do the

same and we will be on our way in a few minutes. All I needed now is my tool box which is in the boot. All I need to do now is open the

boot. It was at this point that Diana (now fully recovered from her tooth problem) took the key, inserted it into the boot lock, turned it, opened the boot lid and brought me my tool box, and stood there with a big grin on her face. I was amazed, perhaps all that was needed was a woman's touch. Another small piece of debris was removed from the needle valve and we could continue our journey to our first intended stop at Whitby. On our approach to



Picture 4.

Whitby we passed through the small village of Hawsker where we spotted a Morris 1000 saloon parked at the side of the road. In Whitby parked on the seafront we saw an immaculate 1958 dupe coach, **Picture 4**, advertising an afternoon tour to Aidensfield, maybe we will see it later. After a pleasant couple of hours we started off on our journey across the north Yorkshire moors, **Picture 5**, to Goathland (Aidensfield). The Vitesse drove perfectly coping easily with a one in five hill along the way. On arriving we pulled into the public car park just in time to see the dupe

coach drive past. Dotted around the village were a few classic cars that were used in the filming of the series. Three, **Picture 6 (overpage)**, 105E Anglia police cars, Austin A40, Morris 1000 traveller A30 saloon and a privately owned Daimler 250 parked alongside a second world tank.

After having a delicious cream tea at the Aidensfield post office, Diana got the camera ready and took photos of the Vitesse as I drove past a few familiar locations. As I was parked outside Scripps garage, Diana was joined by 2 other photographers who had emerged from



Picture 5.



Picture 6.

the stream and looked at the most photographed cottage in the country, or so we were told.

Back to the caravan, Apart from the needle valve problem this morning, this had been a perfect day. I locked up the Vitesse (apart from the boot lid) and we started to prepare for the journey home tomorrow.

Friday morning we reluctantly made out way South. After a few hours or so I pulled into a

the Aidensfield Arms and proceeded to take photos of our Vitesse, **Picture 7**.

One of these persons even positioned two female members of his family alongside our Vitesse to get that extra special photo. This is how I had imagined it to be. As we left Aidensfield behind us I had a feeling of satisfaction, it had been well worth the visit.

garage to refuel only to find the driver door was now operating with no problem. The rest of the journey was uneventful, a trouble free journey. Going around the Derby ring road we noticed an MGB on the move but this was the only classic we had seen today. Since our return Neil has renewed the whole fuel supply system, serviced the door locks and after



Picture 7.

We then had a pleasant drive over the moors, a quick stop at Pickering then onto the Cotswold style village of Thornton-Le-Dale passing an A46 Rover 12 on the way there.

At Thornton-Le-Dale we found a classic car showroom just as we entered the village with a large selection of classics for sale. In the village itself we watched trout swimming along

hearing our story made the comment "like *Laurel and Hardy on Holiday*"

I would not have missed a minute of it. Great!

Thanks Carl, sounds like Diana and you had a good time. Roll on Spring so the adventures can start again. That's it for now see you all next month. **Safe Winter Driving and ...**

...Keep Running On All Six.

David.



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Colin Lindsay

Preventative Servicing

Hi all and Happy New Year! I've just arrived in from my garage on one of the most blustery, coldest days so far to find a note from the postman telling me I wasn't in and that he can't deliver a parcel; despite the stereo blaring full tilt he didn't think to knock the garage door and so this means a 40 mile round trip to the sorting office. In this weather that's just what I need – frost, high winds, and the roads getting dark just after lunch. Thankfully one of the reasons I was in the garage was to get the GT6 ready for the bad weather with a little preventative servicing, and in addition to completing a few small improvements it's uncovered a few things which require urgent attention.

The rear spring issue has now been sorted thanks to a trip to Chic Doig in Kircaldy where I purchased a new GT6 Mk3 spring with more, thinner leaves and smaller spring eyes; a trial fitting gives me at least half an inch clearance on the wheel cylinders so one problem has been eliminated. I'm intending to do a differential swap while the spring is out; I've reconditioned a Spitfire 3.63 : 1 diff over the last few weeks and this should cure



the annoying oil leak I've had from the original GT6 diff during the time I've owned the car. I never uprated from the original non-overdrive diff when I converted to overdrive so the Spitfire ratio should be a change; whether or not for the better only time will tell.

Sadly, as the expression goes: as one door closes, another one shuts – I've noticed damage to a rear brake hose which will require immediate attention. No matter how many times you order non-rototflex hoses which are the same shorter length you'll end up with rototflex hoses which as we all know are differing lengths, one of which is too long. Despite clearly ordering a pair of **SHORT** hoses I ended up with the same pair of one long and one short and although I had hoped

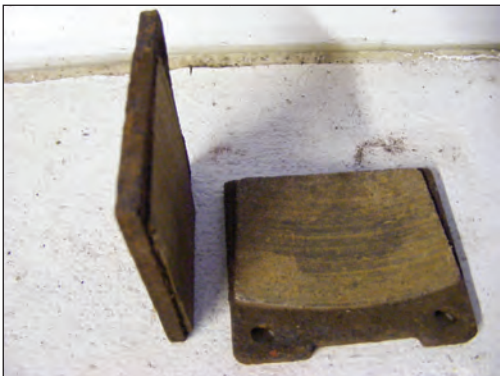


when you're checking your treads, have a look at the sidewalls. My tread is almost as new, but these tyres are past their sell-by. Age, rather than mileage has got to them. Cracks like these are potentially dangerous and may lead to a blow-out, usually at higher speeds.



I'd get away with it by routing the hose in such a way as to avoid rubbing on the rear axle, it's done just that and the damage is clearly visible - the rubber outer has worn through and the braid is exposed. One new hose coming up... and from a different supplier who will **LISTEN** to me on the phone.

Speaking of brakes, when did you last check yours? I found these on a friend's



car last month. Needless to say they were changed on the spot.

Anyway, I digress from the intended subject which was safe winter driving and preparation for the usual January and February frost and snow.

Obviously good tyres are a must but

Cooling hoses too require inspection for cracks and splits, but this small hose between the waterpump return pipe and the valve banjo bolt is usually missed. This one needs replacing asap.



Now's the time to flush the radiator and replace your anti-freeze; just undo the bottom hose on a cold engine and let the coolant drain. Flush out accumulated

sludge with a hose into the radiator filler neck. If your system is clean but you want to check the concentration of your anti-freeze, just place a small container of coolant mixture straight from your radiator into the freezer. If it freezes it's too weak. Just don't use it in your drink afterwards...

Get someone to work your heater knob whilst you watch the working of the valve; make sure it opens fully and feel the hoses while the engine is hot to confirm that the hot water is actually flowing through the heater system. Remember that your heater may be functioning fine, but the air might not be going where Nature intended, so wriggle under the dash and make sure the hoses, particularly those to the demisters are attached and free from splits. Duct tape works for me! (It will also seal many a split hose in the engine bay and get you home some cold and stormy night, so carry a roll along with a good torch, an ice scraper and a small can of WD40 for unfreezing frozen door locks...) I also noticed some time ago that when I had my dashtop recovered the material was blocking the screen vents, so judicious trimming with a sharp scalpel cleared the way for all available air to hit the screen.

This is the time of year when the GT6 really comes into its' own – all that heat rising from the transmission keeps the occupants nice and warm whatever the weather. You may look a tad silly shopping in Tesco's in the midst of winter in a pair of shorts tho....

Finally, if you DO lose control in the snow it's nice to be able to see whatever it is you're going to hit. I've invested in a set of Wipac Freeform headlamps which cost around £30. Unlike the usual brand of sealed-beam or indeed halogen headlamps these take their beam pattern from the backing bowl, not the lens, so there's no impediment to, or scattering of,

the light. The clear lens gives a lovely period look to the car and is very easy to wipe clean. With a good set of uprated bulbs (Osram Nitebreakers) the beam is amazing, definitely the best I've seen for the money.



Remember when you're buying these that there are different manufacturers and some are actually illegal in the UK so look for a set with the 'E' mark on the lens, and



make sure they're the correct dip for the UK market - the Autopal versions have a very handy arrow on the lens to indicate the direction of dip.

I bought mine from eBay and there is a huge variation in prices, so shop around. Versions with an integral sidelight are also available if you want the extra lights, but if you don't it means blanking off the extra aperture which in these is very visible.

That's it for this month - take care in the snow!

Colin

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Guy Singleton

Australian Restoration



S

omething a little different this month. Some of you will recall that Duane De Gruchy found a Mk1 2 Litre Coupe in a

Scrap Yard in Australia, and that we had arranged to send him various parts - greatly helped by my brother Graham who was emigrating at the time, so the large parts went in his container.

Duane has now started on the rebuild, so we have done a little 'photo' story of the project so far which I hope you will enjoy and also give hope to those toiling on their cars!

I hope to be able to bring you further photos of Duane's restoration and finally the car finished and back on the road. I certainly wish him luck with the rest of the project.



At home 2008

Not much has happened yet... car cleaned out



**Wrecking Yard
Port Wakefield Australia
January 2005**



Parts for rear restoration
Guy sent me these parts, via his brother in Canberra



Rear repair - fuel tank
You can see the damage on the right hand side - hopefully straightening will not create a leak!



Finally inside - after 2 years
Small steps - next, a replacement floor!



Bond dashboard
Whilst the car is a Mk.1, the interior has the Ambla dash and door cappings of a Mk.2...I'm confused?
Guy's note - late Mk1 cars had the Ambler dash covering as well as all the MkII cars



Tank removed
Finally out, now I can clean up the damage and add the new section below - (thanks Guy)



Bond front seats - About to wipe off 20 years of mud, then off to the re-upholsterer - *Guy's note - these are not the correct Bond ones but appear to be contemporary - we are trying to work out how to get a pair of seats to Duane - any ideas?*



Bond rear seat

Rear swab is a bit of a mess, the base is a shell...when I removed it I found all the springs had disintegrated and the floor beneath VERY bad



Rear repair panels

Canley's repair panels are at least a start, but there's a lot of daylight around the edges of that seat pan. The rest will need to be hand fabricated



Rear Rust

Seat removed, rust is terrible...all panel work will need to be replaced, I'm hoping to save what's left of the rear arches



Front Footwell Repair Panel Panel in situ



Bonnet removed.

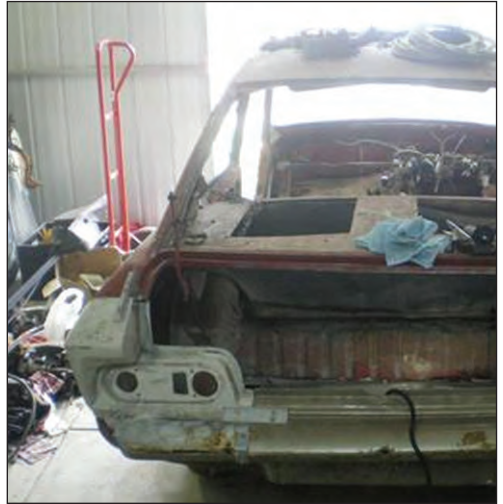
With the bonnet gone, the engine

bay is no longer a haven for redback spiders, plus I can finally see what's going on. A little rust at the base of the A pillars, but the bulkhead looks good. Engine is seized, for now



Rear End Progress

Interior, dash and steering wheel are at the upholsterers, car is partially stripped, rear fibreglass section awaits repair this weekend. Horrific 1980's sunroof is also to be removed and fibreglass re-patched



Left Tail-light in Place
Left tail-light is trimmed and fastened into place



Rear pan in place
Replacement rear pan is trimmed and bolted into place



Right Tail-light in Place
Both tail-lights now fastened into place. From here I will disassemble and prepare joins for re-bonding

Finally you may well have seen Richard Weller's 2+2 in the December edition of Classics Monthly (I have yet to see it but I know it's coming out anytime now as I write this) - Thanks Richard for helping out with this and also to Robert Marshall for writing the

article it's good to see Bonds in the limelight. - If anyone is enthused by the idea of a 2+2 rebuild I have one requiring a complete restoration - fibreglass only! - Anyway one final

picture - Richard's wife posing beside his 2+2 on a trip to Scotland earlier this year. Happy New Year to one and all.

Guy



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Sunday 3rd January 2010



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Spitfite seats refurb

Are the seats in your car well past their sell by?

by **Chris Rybka**

Ever wondered what all that yellow powdery substance is on the carpet behind your seats?

Well I knew that it was coming from inside the seat, but not until I decided to refurb them did I realise the extent of disintegration of the foams.

So after removing the seats for closer inspection, I noted that my vinyl covers were still OK and to keep costs down decided to only replace with new foams from Park Lane Classics. I also bought new headrests to complete the finish.

The next step after removing the seats is to remove the cage from the seat. This was very rusty, so I sanded over with a wire brush and applied a coating of anti rust primer, I then sprayed a coat of Hammerite black to finish.

After leaving to dry I removed all the old foams and relegated to the bin. The old covers were then cleaned and hoovered out and set to one side.

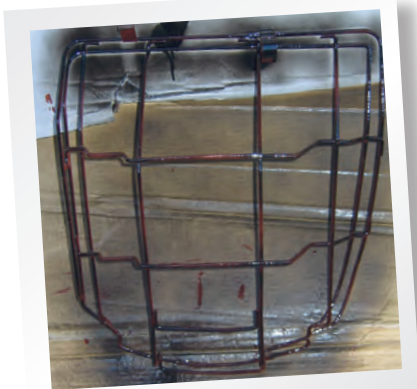


Not much left of the old foams!

There was some gluing to be done to the new foams as these were in sections, but came with good instructions from Owen at Park Lane Classics. After the glue has dried the covers were then refitted with cable ties to the frame, this is easier than using the existing hog rings. I made sure to get good tension on the covers with a bit of smoothing and kneading to get that professional look.

The whole procedure took a few days to complete but made a great difference to the look and feel when in the car, also the driving height is now much better!

After the refurb the seats make a huge difference in comfort and support, and well worth the effort!



Frame being sprayed with Hammerite Black.



STAG Register

www.tssc.org.uk/stag
e-mail. stag@tssc.org.uk

Richard Briscoe



Paint & Trim Options

Hope everyone has had or is about to have a happy New Year. This month I thought I'd have a run through all the colours of the Stag throughout its life. This is to help with a couple of questions I have been asked and also to act

as a reminder for everyone. Its 40 years since the Stag was launched in 2010 and this will be celebrated at Stafford this year. The theme is a rainbow of Stags to show as many of the colours as possible in one place. Please let me know if you can bring your car along and display it in the hall at Stafford. It doesn't matter about

the condition of your car just bring it along and join in the 40th celebration! There should be an exclusive present for you all to say thank you for bringing your car and displaying it on the weekend.

Stag colours are a bit of a nightmare, they numbers follow the same system as all other Triumphs although the colours were not always available in each production year. This and the long lead times involved when purchasing a Stag from new mean that the colour on a car

may not have even been available in the year it was manufactured. I know of 3 British Racing Green Stags that were built in 1976/77 and the colour was not available and in 2 cases they are still wearing their original paint!

The original codes are stamped on the commission plate which is bolted on the nose panel in the engine bay on early cars and in the passenger (Left) side 'B' post on all other cars.



Java Green Stag

Of course you have to be careful relying on this information as restorers have been known to replace the plate with a new one complete with amended numbers.

The paint and trim colours are recorded on the Commission plate by means of two sets of two or three-digit colour codes. The codes are as follows and the same numbers are used for trim and paint colours.

E.G. Signal Red Stag with Black trim has a paint code of 32 and a trim code of 11.

TABLE OF PAINT CODES & TRIM OPTION

Code	Triumph Colour	Body Colour	Trim Colour
11	Black	Black	
17	Damson	Maroon	
19	White	White	
23	Sienna	Brown	
26	Wedgwood Blue	Pale Blue	
27	Shadow Blue	Pale Blue	
32	Signal Red	Red	
43	Saddle Tan		Mid-Brown
54	Saffron Yellow	Dark Yellow	
55	Laurel Green	Dark Green	
56	Royal Blue	Very Dark Blue	
62	Inca Red		Red
63	Chestnut		Dark Brown
64	Mimosa	Light Yellow	
65	Emerald	Bright Mid-Green	
66	Valencia Blue	Mid-Blue	
72	Pimento Red	Bright Red	
74	Beige		Beige
75	Brooklands Green	Dark Green	
78	Grey		Grey
82	Carmine	Dark Red	
84	Topaz	Orange-Yellow	
85	Java	Bright Green	
92	Magenta	Bright Purple	
93	Russet Brown	Mid-brown	
94	Inca Yellow	Bright Yellow	
96	Sapphire Blue	Deep Blue	
106	Mallard	Dark Blue-Green	
126	French Blue	Light Blue	
136	Delft	Bright Mid-Blue	
AAE	Russet Brown	Mid-Brown	
CAA	Carmine	Dark Red	
HAB	Java	Bright Green	
JAE	Tahiti Blue	Bright Mid-Blue	
NAF	Leyland White	White	



Carmine



Inca Yellow



Russet Brown



Saffron Yellow



Sapphire Blue

Although black was listed as a colour, it was never offered on the Stag as a production option.

Grey vinyl trim was only fitted to the Stag in the first year of production.

All Stags were built with vinyl (Ambla) upholstery.

Neither leather nor cloth were ever an official fitted options. (Although I have a pair of front seats which are covered in velour and they look original!)

Colour & Trim Changes by Model Year

1970/71 MODEL YEAR

Colour	Trim
Damson	Black or Saddle Tan trim
Laurel	Black, Grey or Inca Red trim
Royal Blue	Black, Grey or Shadow Blue trim
Saffron	Black or Saddle Tan trim

Sills and tail panels were finished in body colour.

1972 MODEL YEAR

Colour	Trim
Damson	Black or Tan trim
Laurel Green	Black, Grey, Red or Tan trim
Saffron	Black or Tan trim
Sienna	Black or Tan trim
Signal Red	Black or Tan trim

1973 MODEL YEAR

Colour	Trim
Carmine	Black or Saddle Tan trim
Emerald	Black trim
French Blue	Black trim
Magenta	Black trim
Mallard	Black or Tan trim
Mimosa	Black or Chestnut trim
Pimento	Black or Chestnut trim
Sapphire Blue	Black or Shadow Blue trim
Sienna	Black or Saddle Tan trim
White	Black, Chestnut or Shadow Blue

For 1973, the tail panel was painted matt black, and the sills in black ripple effect. All cars had side-stripes in Aluminium, Black, or Gold.



Signal Red



White



1974 MODEL YEAR

<u>Colour</u>	<u>Trim</u>
Carmine	Black or Tan trim
Emerald	Black trim
French Blue	Black trim
Magenta	Black trim
Mallard	Black or Tan trim
Maple	Black or Tan trim
Mimosa	Black or Chestnut trim
Pimento	Black or Chestnut trim
Sapphire Blue	Black or Shadow Blue trim
White	Black, Chestnut, or Shadow Blue



1975 MODEL YEAR

<u>Colour</u>	<u>Trim</u>
Carmine	Beige or Chestnut trim
British Racing Green	Beige or Black trim
French Blue	Black trim
Delft	Beige or Black trim
Java	Beige or Black trim
Maple	Beige or Chestnut trim
Mimosa	Beige or Black trim
Pimento	Black trim
Topaz	Beige or Black trim
White	Beige or Black trim

Tahiti Blue



1976 MODEL YEAR

<u>Colour</u>	<u>Trim</u>
Carmine	Beige or Chestnut trim
French Blue	Black trim
Delft	Beige or Black trim
Java	Beige or Black trim
Maple	Beige or Chestnut trim
Mimosa	Beige or Black trim
Pimento	Black trim
Topaz	Beige or Black trim
White	Beige or Black trim

Sills now have bright cover plates and the tail lamp panel reverts to body colour.

1977 MODEL YEAR

Colour	Trim
Carmine	Beige or Chestnut trim
French Blue	Black trim
Delft	Beige or Black trim
Inca Yellow	Black trim
Java	Beige or Black trim
Leyland White	Beige or Black trim
Maple	Beige or Chestnut trim
Mimosa	Beige or Black trim
Pageant Blue	Beige or Black trim
Pimento	Black trim
Russet Brown	Beige trim
Tahiti Blue	Beige or Black trim
Topaz	Beige or Black trim
White	Beige or Black trim

As you can see there are many combinations of colours on this one model of car, Triumph dealers must have had a real head ache!

I have attached example pictures of the common colours from the range to illustrate the colours! Come on bring your car and help me get the Rainbow at Stafford 2010!

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	Carmine	White	Pimento	*Mimosa	Sienna	Honeysuckle	Emerald	Mallard	French Blue	Ice Blue	Sapphire Blue	*Magenta
PAINTS												
TRIMS												
EXPANDED VINYL STAG, TR6 P.L. SPITFIRE Mk. 4 CORDED '800-NYLON' GT6 Mk. 3	BLACK	BLACK	BLACK	BLACK	BLACK		BLACK	BLACK	BLACK		BLACK	BLACK
	TAN	BLUE			TAN			TAN			BLUE	
		CHESTNUT	CHESTNUT	CHESTNUT								
EXPANDED VINYL TOLEDO, 1500 2000, 2.5 P.L.		BLACK	BLACK				BLACK	BLACK	BLACK		BLACK	BLACK
	GREY	BLUE					GREY	GREY	GREY	BLUE	BLUE	BLUE
	CHESTNUT		CHESTNUT		CHESTNUT	CHESTNUT					GREY	GREY
CORDED '800-NYLON' DOLOMITE 2000, 2.5 P.L.		BLACK	BLACK				BLACK	BLACK	BLACK		BLACK	BLACK
	GREY	BLUE					GREY	GREY	GREY	BLUE	BLUE	BLUE
	CHESTNUT		CHESTNUT		CHESTNUT	CHESTNUT					GREY	GREY

BLACK

TAN

BLUE

*CHESTNUT

GREY

*Not available on sports cars until early 1973.

SPECIAL NOTES
 Hard Top Colours. Spitfire, TR6 P.L. and Stag hard tops are available in body colour only.
 Soft Top Colours. Spitfire, TR6 P.L. and Stag soft top models are available with black soft tops only.
 The illustrations of expanded vinyl (above, left) and corded '800-Nylon' (below, left) are included as a guide only, since it is not possible exactly to portray the texture and colour of trim material by normal printing processes.



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Stag	£35.19	£10.29	£19.36	£35.70	£190.95	£205.63	£99.66	£21.17	£134.81	£167.44	£120.97	£21.80	n/a	£21.80	n/a
TR4A/5	£12.93	£10.29	£15.86	£18.10	£134.57	£149.81	£102.87	£21.17	£155.82	£174.49	£151.28	£19.31	£28.34	£20.55	£28.59
TR6	£12.93	£10.29	£15.86	£18.10	£134.57	£149.81	£102.87	£21.17	£155.82	£174.49	£151.28	£19.31	£28.34	£20.55	£28.59
TR7	£16.39	£7.11	£11.69	£27.53	£186.99	n/a	£192.43	£21.17	£112.49	£129.19	£120.97	£20.55	£23.04	£20.55	£23.04
TR8	£49.87	£10.29	£14.93	£27.53	£186.99	n/a	£192.43	£21.17	£112.49	£129.19	£120.97	£20.55	£23.04	£20.55	£23.04
Spit/Herald	£14.69	£9.00	£15.45	£18.02	£130.88	£176.25	£110.00	£18.02	£110.06	£143.94	£110.00	£19.92	£24.85	£82.00	n/a
GT6/Vitesse	£14.37	£10.29	£14.52	£18.02	£130.88	£176.25	£110.00	£18.02	£110.06	£143.94	£110.00	£23.61	£22.00	£86.00	n/a
Dolomite	£35.70	£9.99	£12.88	£23.50	£143.35	n/a	£127.08	£23.50	£134.00	n/a	£120.46	£26.16	£28.02	£26.16	£33.93
2000/2500	£52.98	£10.29	£14.93	£35.70	£190.95	£205.63	£99.66	£21.17	£134.81	£167.44	£120.97	£32.03	n/a	£30.02	n/a
SD1	£14.69	£10.29	£24.93	£31.16	£205.43	£187.94	£202.57	£30.35	£1160.49	£193.58	£52.71	£33.01	£40.34	£31.64	£40.34

STAINLESS STEEL EXHAUST SYSTEMS

FULL SYSTEMS		
Stag	- Standard	£257.33
	- Sports (Full)	£646.25
TR4	- Standard	£175.00
	- Sports (Part)	£117.44
TR5/6	- Standard	£210.33
	- Sports	
	Twin (Part)	£235.00
	Single (Full)	£504.08
TR7	- Standard	£186.83
	- Sports (Part)	£178.01
TR8	- Twin (2 Box)	£287.88
	- Single (Large Bore)	£211.44
Spitfire 1500	- Standard	£186.83
	- Sports (Part)	£222.08
GT6 MK3	- Standard	£205.63
	- Sports (Full)	£445.33
Herald	- Standard	£129.25
	- Sports Part	£217.38
Vitesse	- Standard	£158.63
	- Sports (Part)	£217.38
Dolomite	- Standard	
	1850	£233.83
	Sprint	£363.08
	- Sports (Less d/pipe)	
	1850/Sprint	£245.58
2000 - Standard		£220.31
2500/2.5 - Standard		£257.33
SD1 V8	- Standard	£539.33
	- Sports (Full)	£587.44

BODY PANELS & BUMPERS

	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper
Stag	£250.00	£654.44	£67.55	£109.64	Enquire	£160.20	£369.13	£527.58
TR4/5	£539.95	£500.54	£125.00	£38.46	Enquire	£489.95	£109.94	£229.95
TR6	£275.00	£275.00	£125.00	£38.46	£455.00	£295.00	£264.38	£263.02
TR7/8	£158.63	£332.82	£52.88	£36.75	£186.05	£235.00	£111.63	£102.81
Spitfire	£53.33	£115.51	£53.65	£44.54	£925.00	£95.27	£317.34	£314.67
GT6 (MK3)	£53.33	£115.51	£53.65	£44.54	£925.00	Enquire	£317.34	£314.67
Herald	£94.00	£110.25	£80.01	£25.00	NLA	Enquire	£146.88	£146.88
Vitesse	£125.00	£110.25	£80.01	£25.00	NLA	Enquire	£146.88	£146.88
Dolomite	£81.03	£223.25	£93.92	£28.06	£149.62	£123.07	£223.90	£139.83
2000/2500	£478.94	Enquire	£90.40	£30.71	£206.38	Enquire	£280.47	£180.83
SD1	£52.88	£111.63	£76.32	£52.88	£123.07	£146.88	£118.45	£119.00

WIRE WHEELS

	(Conversion Kits)		
	Chrome	Painted	
Stag	£1115.08	£880.08	
TR4/4A	£997.58	£727.33	
TR5/6	£1126.83	£809.58	
TR7/8	£1051.63	-	
Spitfire/GT6/Herald & Vitesse	from £985.83	£774.33	

RUBBER SEALS

	W/screen	Door from	Boot Lid
Stag	£25.59	£18.02	£13.08
TR4/5/6	£26.44	£15.90	£13.08
TR7/8	£37.40	£27.50	£13.08
Spitfire	£31.08	£15.90	£13.08
GT6	£31.08	£18.02	£15.91
Herald/Vit	£34.50	£20.68	£13.08
Dolomite	£37.40	£20.21	£20.76
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SD1	£37.40	£23.50	£15.22

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TR5/6	-	£164.44	£223.19	£249.69	£323.83
TR7/8	-	£158.63	£223.19	£226.19	£317.19
Spitfire	£140.94	£164.44	£223.19	£226.19	£317.19
Herald/Vit	£135.13	-	£170.38	£226.19	£312.22

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GT6	£146.13
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2000/2500/2.5	£146.13
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Spitfire	£176.25
GT6	£263.13
2000/2500/2.5	Enquire
SD1 V8 (Pair)	£426.85

SEAT BELTS (Inertia)

Stag	Pair	£88.07
TR4/5/6	Each	£44.94
TR7/8 Coupe	Each	£29.38
TR7/8 Con	Each	£41.95
Spitfire/GT6	Each	£44.94
Herald/Vitesse	Each	£46.94
Dolomite	Each	£44.94
2000/2500/2.5	Each	£44.94
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Readers Write . . .

Mile of Triumphs (MOT)

It is with deep regret that I have to announce that the Norfolk Area has unanimously agreed that we are no longer in a position to run the Mile of Triumphs. I can assure you all that this decision has not been taken lightly and there have been many sleepless nights considering the options available in an attempt to continue with the event.

I know so many of you will be disappointed, we are feeling pretty devastated ourselves, but hopefully you will understand the reasons for making this decision. I am sure that you will all

appreciate the vast amount of time, effort and goodwill that is needed to organise an event of this stature, and over the last few years we have had to rely upon a great deal of help from family and friends. Unfortunately, the Norfolk Area lacks sufficient members who are able to dedicate the amount of time that is necessary to organise the event in the future. Therefore, after a very lengthy discussion we do not believe that we can, as an area, continue to organise and run such a large event that the MOT has become.

During the life of the MOT we have raised close to £40,000:00 for charity which is a tremendous achievement and I would, therefore, like to take this opportunity to thank



TSSC Norfolk Area presenting a cheque raised through the MOT event.



Teddys on Parade at the Mile of Triumphs

everyone who has supported the event over the last 12 years. It has given us all a great deal of enjoyment and satisfaction, we have met some wonderful people and made many friends whom we hope to see at other events over the coming year.

On a personal note, I wish to extend my thanks to everyone who has been involved in the MOT over the years. As the organiser and co-ordinator of the event I often receive all the praise, but I would not have been able to continue in this role for as long as I have without your underlying support and so a huge thank you to you all.

Joe Craske
(former MOT co-ordinator)

All Triumph Meeting Proposed

In contrast to other classic marques, the Triumph Clubs hold separate annual meetings. The meetings are limited in size and the range of events they contain by the smaller numbers of visitors and fewer organisers, many of whom are volunteers. A solution is for the Clubs to join together, which is being done successfully in the annual Standard Triumph Marque Day that returns to Prescott again next year.

Now, a proposal has been made to commemorate the *90th Anniversary of Triumph* and the *110th of Standard* by an All-Triumph International in 2013.

The proposal comes from that doyen of Triumph, Graham Robson, and has been made

to the Triumph Forum, the coordinating committee for the Triumph Clubs. His vision is that all the Triumph Clubs should join their annual meetings together, to allow the advantages of large scale to enable a venue where all forms of Triumph-based activity can take place, more traders be attracted and more club members wish to attend. The idea is being discussed on the Internet, on the Triumph Club message boards, and the TSSC has given it approval in principle.

Many details will need to be discussed and 2013 is not too far away for such a large, important event. Members who are not message board users may be interested in this proposal and wish to follow its progress, which will no doubt be reported in the Courier.

John Davies
Lancaster. 90/29937

All Triumph Meeting. A Reply.

Dear John,

The TSSC Council of Management recently held a meeting where this event was discussed for the first time. We more that gave our approval, we gave a very clear signal that the TSSC fully support this event, as it has done similar events over the last 30 years.

I am sure that once this event moves from the 'ideas' stage to the 'planning' and 'organisational' stages the TSSC will once again be heavily involved in helping the event happen.

Members can be assured that once planning for this event happens information will be published in The Courier and on the Website at regular intervals.

At present there is nothing to report apart from the idea.

In the meantime, of course, members can be assured that the TSSC helps organise the annual Standard Triumph Marque Day, which is advertised elsewhere in The Courier.

Regards

Mike Crewes
TSSC General Secretary



Paul Richardson©



Sir John Black's policy on Commercial Vehicles

Further to my article in the July issue on 'The Racing Atlas Vans,' I've found some interesting details about Sir John Black's policy on commercial vehicle production as related by chief stylist Vic Hammond. During an interview with Vic, he was highlighting the immediate post war era of the Vanguard and touched on the commercials. This also included mention of the production of a 15cwt van, which was proposed by Sir John Black, and also highlights Vic's support for Sir John which was ever present during our interviews.



Sir John Black Managing Director,
Standard Motor Company 1934 to 1954.

"You see after the war, and especially in the fifties, the delivery of milk, bread and meat had become common place door to door services for the housewife and deliveries for industry in general had become big business, in fact huge business. All the other U.K. motor manufacturers including Austin Morris, Ford and Vauxhall etc. were producing commercial vehicles in vast numbers."

"We'd produced the Vanguard range including the small commercial van and pick up truck and those were selling like the proverbial hot cakes. Whist digressing to commercials, this developed throughout the war initially. I suppose mobility during the war put emphasis on commercials to move equipment and our army about all over the place and the British motor industry produced hundreds of

thousands of specialised vehicles including of course the Bedford range of lorries we all remember. In fact Bedford lorries, as well as buses, were used to take thousands of workers to and from work at the munitions factories in Worcester during the war when I worked there."

(N.B Vic worked in Worcester for the last three years of the war designing jigs and tools for the production of Bristol Hercules and Rolls Royce Merlin aero engines.)

"Before the TR2 and Standard Eight went into production, Sir John Black instructed our styling and engineering departments to investigate the design of a large 15cwt van using the Vanguard diesel engine and Walter



Vic Hammond
Chief Stylist - Standard Triumph

Belgrove proposed that this van should be called the Jubilee. Walter had Arthur Ballard and I completed several scale drawings on about half a dozen styling ideas to calculate the press tool costings for bodywork with two other pals of mine Les Vincent and Bert Brown, who were also from the drawing office with Arthur. They were involved with draughting out production specs and costings and we'd also allowed for a slatted full width rear door option that rolled upwards into the roof for delivering more industrial loads. We also had to consider integrating this basic van specification with that of designing a ten or twelve seater bus on the same chassis.

Our associate company in Madras was involved with all this somehow because the Indian market for commercials was always wide open and they wanted to produce the van over there themselves."

"This van and bus project came to an immediate halt when Sir John Black was pushed out of the company, and Walter told us the board said we couldn't afford to produce it and hadn't got the production facilities. This was nonsense because we could have

expanded any of our production facilities at Banner Lane or Canley and Walter believed cancelling that van project was more to do with disposing of any ideas Sir John had started than anything else. There was a meeting organised about all this because the production costs on the van, which was essentially square bodied, were considerably under the original budget anyway. And, you see, to cap it all they eventually decided to produce a van we designed called the Atlas four years later, but instead of using our diesel engine our engineering people decided to power it with the small petrol engine we used in the Standard Ten and Penants. For whatever reasons, using the small engine was thought ridiculously ill researched by most of us involved because that engine was just not up to the job of powering a van the size of the Atlas especially when loaded to the gunnels and it proved less economical than our larger capacity diesel engine."



Racing Support Atlas Van

"To clarify this economy aspect for you with fact set in concrete, about the time we were scheming the Atlas, and this was when we were also draughting up the phase three Vanguard and Walter was still with the company, The Standard Motor Comedy



Pic Courtesy of the Peter Cox Archive

Atlas Van Bus Conversion used on the Herald's Trans Africa proving trip

stumbled on a very practical fuel economy test for our diesel engine which was initiated from outside the company and proved the diesel's economy from a user point of view, and all this happened right on our doorstep. You see my father had been Mayor of Coventry and through his civic contacts he knew the directors of our local bread and cake manufacturers in Coventry, Sutton's Bakery, who ran a fleet of about twenty 15cwt door to door delivery vans for bread and cakes and the original petrol engine in these vans only achieved about twelve miles per gallon. I can't remember what make these vans were probably Austin or Bedford. Anyway, on my father's recommendation, Suttons approached our company to find out the fuel consumption of our Vanguard diesel engine. Suttons wanted their own practical test with this engine so, subsequently, one of our diesels with a Vanguard gearbox was installed into one of Sutton's vans and a trial was organised on regular delivery routes round Coventry. The fuel consumption on these multi drop delivery routes was carefully noted

and recorded at 28mpg and Suttons then decided to install our diesel engine into their whole fleet. This obviously proved an enormous saving over the twelve miles per gallon achieved by the original petrol engine in these vans, and the reason I bring this caper up is that when we eventually produced the Atlas its main sales feature was also one of fuel economy but the Standard Ten engine proved less economical than the Vanguard diesel. The company also received a library of complaints about lack of power and burnt out clutches and engines in the Atlas because it had to be flogged about on full throttle to get any appreciable distance before the sun went down. Our diesel engine, with larger capacity, was obviously more tractable for a twelve hundred-weight van anyway, and wouldn't have had it's guts knocked out like the Ten engine. All the details from the Sutton's bakery van exercise were filed in our technical library with all the cost saving calculations on fuel consumption. Our people used all this for publicity purposes on the diesel, so not using our diesel engine in the Atlas went against all rhyme and reason."

"The economies and intricacies of product planning and package design naturally inter-

ested me, because it was part of my job as a stylist, and when I moved to Ford I found out that they were masters of all this which is why Ford produced such cost effective cars and it centres purely and simply on common sense

I styled went into production together with the TR2 and the phase two Vanguard. We went to the Geneva Motor Show that year and George Turnbull, who ran that jet project, was talking about it with our general manager and director Mike Whitfield, and they both remarked what a hell of a deal Sir John had pulled off. That Rolls deal, which was a government project to increase our RAF capability, swelled the company coffers for about six years. Mike Whitfield was a staunch ally of Sir John's and said that only Sir John had the charisma to pull that deal off because of his contact with people in high government office who'd known and respected him for running the company's aircraft production throughout the war. Mike knew Sir John extremely well because he'd come up through the ranks at Standard and became Sir John's assistant when Standard started building the shadow factories according to Arthur Ballard."

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 COVENTRY ENGLAND

dictating production policies and diversification where need be. This brings me to more observations I have about Sir John Black. He had a clarity of purpose about him, and when he walked into our office, or anyone else's I suppose, you knew he was on business and not just there for a chat."

"If you take stock of what Sir John had actually achieved up until the time the board sacked him, his sensible diversification for the good of the company accounted for probably fifty percent or more of our total production. Besides the Vanguard, Standard Eight, Ten and TR2 we had the Fergy tractor production and Sir John also pulled off the production of the Rolls Royce jet engine at our Fletchampstead works. I think this contract was signed about the time the Standard Eight

early on in the fifties went out the window when Sir John had gone and with it considerable profit that would have cushioned the company into further stability together with the jet project. As the production records prove, Sir John's aptitude for diversifying to bolster car production after the war was a stroke of genius and I dare say the company might not have survived without it.

A commercial side to our company with production of a 15cwt van and a small bus would have been a gift when you think about it because we had our own diesel engine for such a project which had already been fully developed for the Fergy and Vanguard. After Sir John had gone the light of innovation seemed to have been switched off and, lets face it, it didn't get switched on again."

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

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TSSC - Sunderland Court

Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: info@tssc.org.uk

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

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CLUB SHOP

e-mail: clubshop@tssc.org.uk

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

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DEFINITION OF DEADLINE - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

e-mail: accounts@tssc.org.uk

TRUDI PRETTYJOHNS
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER

e-mail: info@tssc.org.uk

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

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

HERALD 948/1200/1250

Rob Newton-Allen, 42 Langford Road, Weston-Super-Mare. Avon. BS23 3PG. Tel: 07768 340121 e-mail: herald@tssc.org.uk

HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS. Tel: 01934 515376 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/ 1500

Derek Ford. 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.
Tel: 01495 240884

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells, Powys. LD4 4DR. Tel: 01591 610433
e-mail: spitmk4and1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 Mki/ II/ III

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.
Tel: 028 38 849063 e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: bond.equipe@virgin.net

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.
Tel: 01372 452292 e-mail: specials@tssc.org.uk

STAG

Richard Briscoe. 1 College Farm Close, Whitley, Nr Goole, North Yorkshire. DN14 0UY.
Tel: 07766 354449 e-mail: stag@tssc.org.uk

2000/2500/2.5PI

Mark Blease. 43 Charlotte St, Bursell, Rochdale, Lancashire. OL16 4TJ
Tel: 07875 560253 e-mail: bigsaloon@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.
Tel: 0116 267 1688 (Eves/Weekends)
e-mail: TriumphToledo@aol.com

TR 2/3/3a/4/4a/5/6

Nigel Clark, TSSC, Main Street, Lubenham, Leics. LE16 9TF.
Tel: 01858 434424 e-mail: nigel.clark@tssc.org.uk

TR7/TR8

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells, Powys. LD4 4DR
Tel: 01591 610433 e-mail: tsct7@hgrserv.plus.com

TRIUMPH ACCLAIM

TBA

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARY

Gary Russell, 87 Cemetery Road, Kearsley, Lancashire. BL4 7SE.
Tel: 07748 280063 e-mail: overseastssc@ntlworld.com

TRIUMPH ARCHIVE

Dick Plumridge, 30 Canons Lane, Tadworth, Surrey. KT20 6DP.
Tel: 01737 358337 e-mail: dick.plumridge@btinternet.com

YOUNG MEMBERS CO-ORDINATOR

Chris Baker e-mail: chrisbaker_7@hotmail.com

INTERNATIONAL WEEKEND EVENT MANAGERS

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.
Tel: 07971 017012 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISERS

Vivien and Victor Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster, South Yorkshire. DN5 7LG.
Tel: 01302 850740 e-mail: concoures@tssc.org.uk

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road, Dolphinhilme, Lancaster. LA2 9DD. Tel: 01524 791607
e-mail: pip1272frank@homecall.co.uk

COMPETITION SECRETARY

TBA

TSSC PUBLIC RELATIONS OFFICER

Adam Easton, 9, Fourth Avenue, Wellingborough, Northants. NN8 3NE Tel: 01933 229992
e-mail: tsscnorthants@aol.co.uk

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740
Julie Hazell Tel: 07813 589799



January 2010

Plus

**CLASSIFIED
CARS & PARTS
CONTENTS**

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- AREA NEWS
- CARS FOR SALE
- CARS WANTED
- PARTS WANTED
- PARTS FOR SALE
- ORDER/AD FORMS

Triumph Sports Six Club.
Notts and Derwent Valley's.

NEW YEAR RUN 2010

Sunday 3rd January 2010



Meet in Sainsbury's car park in Ripley (just off the A610) from 9:30am
We will be leaving at 10:00am prompt for a drive in our "CLASSIC'S"
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YOU ARE MEETING WITHOUT TSSC INSURANCE COVER!

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

DIRECTORY CHANGES TO AREA LIAISON OFFICERS
PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip.flegel@homecall.co.uk

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. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news Pub Run See Area News for details	Last Thurs. Eves. 2nd Thursday

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm 8.30pm
LIVERPOOL	Lisa Garland : 0151 5491267 Alex Cain: 0151 222 3366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Ollerton: 01772 469354	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	Anthony Nicholls: 01709 872486	The Manvers Arms, ADWICK UPON DEARNE	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday Eves.
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
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 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
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.
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY	1st Mon. 8pm

WELSH AREAS

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

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	The Unicorn - TRUMPINGTON CB2 9LA.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. Lunch
NORFOLK	Mark Talbot: 01603 426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Douglas Hogg: 028 2564 2770	Nortel Social & Athletic Club - WHITEABBEY	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	Derek Skates: 07932 179459	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue & Paul Cottingham: 01342 843290 Steve Fielder: 01403 254334	White Hart - ARDINGLY/TURNERS HILL Roving Meet - phone for details	2nd Thurs. 8pm. 3rd Wed. 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	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
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.
SOUTHERN	Mike Gooding: 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 Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

SOUTH WESTERN AREAS

ANDOVER	Guy Singleton: 01672 514241	The Wyke Down - ANDOVER SP11 6LX	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. Eves.
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.
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 01722 421427	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYDEAN	Clive Speaks: 01531 650035 or 07828 250517	3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 0045 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.	
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.	
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatthanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@tiscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgompf: 00 64 9 818 6620118	Emmastraat 206862 GT - OOSTERBEEK.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd.,KelstoN - AUCKLAND.	
PORTUGAL	Carlos Camacho: 00 351 962721862	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWEDEN	Odd Hedberg: 00 46 173 17131	president@tssc-norway.org www.tssc-norway.org	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 212 7731	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER . . . AVON EAST BERKS . . . SOUTH BUCKS . . . CAMBRIDGE



● AREA LIAISON OFFICERS REPORT

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk

It's that time of the year when Xmas with the family and the odd Xmas Party is top priority on your list and quite rightly so. So we would like to take this opportunity to thank all of you for all your hard work and enthusiasm through out the year, we know a lot of you work hard organising events, fun days, recruitment weekends, and just making sure your members enjoy just being part of the Greatest Club the 'TSSC'.

Please can you also convey our thanks and appreciation to all your members for their hard work supporting your area through out the Year?

We can't be complacent though it has been a tough year for the whole Classic Car movement in general and we are no exception!!!! So please keep up the good work!!

Next year hopefully loads of new members will want to join us in our quest to enjoy ourselves.

Don't forget any member that is taking over an Area or setting up a new one and would like a visit from Frank and I we are here to help and we will travel to where ever we are needed (including requests)

Don't forget to register your Area as soon as possible, I am sat by my computer in anticipation and remember you are not insured without it.

Hopefully we will have seen you all at the A/O Road Show at the Xmas open weekend this will be an informal meeting with your views and suggestions a full report will be in the February Courier. One of the suggestions is to change the second prize in the Area Draw which you will see below (we do listen to your suggestions)

Congratulations to **Gatwick** you are the winners of a £50 club voucher, and also Congratulations to **Hants and Berks** you have won 2nd prize of £25 club voucher please get in touch with Angie Hill to claim your prize.

So all there is left to say enjoy your events next year there is loads going on and have a Wonderful 2010

See you all at the **AGM 25th April** 10.30am.

Dip n Frank

● ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Well, that's another year over - where did 2009 go? Anyway, welcome to 2010 and hopefully a vintage year.

Suzie and I will be attending a vintage car meet on New Years Day at the Cross Keys at Upper Chute near Andover, you are welcome to join us if you are able to.

The next meeting will be at the Wyke Down on Thursday 14th January. It is probably time to consider moving to another watering hole for our regular meetings so if you have any suggestions of somewhere suitable - easy to get to, with a decent car park, ideally where, in the summer, we can sit out and enjoy the cars, preferably also without musak and with decent beer and food, please let us know.

Guy

● AVON

Tel. 01454 327059

Happy New Year to you all, hope you have eaten and drunk too much and part of your New Year resolution is to attend area meetings and drive your club car!

Just thought I would start 2010 on a positive note. It is amazing how far in advance you have to book things these days. I have already booked the campsite for Brean, sent off the application for a club stand at Bristol Classic Car Show and the deadline for attending Coleford is **15 January!**

I am writing this on the day of our festive meal to meet the deadline, so can't report on any antics/disasters until next month. Some events are already booked/pencilled in as listed below. **January's** meeting will be on **4th**. look forward to seeing you then.

2010 events list so far:-

5 April - Coleford festival of transport. booking deadline **15 January**.

25 April - Drive it Day, venue tbc

1-2 May - Bristol Classic Car Show club stand

12 June - Castle Combe Classic Action Day

25-27 June - Brean weekend.

Likely to be Christmas theme subject to arranging a meal

● EAST BERKS

Tel. 0775 3333500

www.freewebs.com/eastberkstssc/index.htm

e-mail: eastberks@tssc.org.uk

Dear All. The festivities are well and truly upon us now, as I'm writing this there are just over two weeks to go before Christmas!! Our December meeting is yet to be held, so report to follow in 2010!

26th November was the TSSC Bowling night at Maidenhead Bowl.

Numbers were down for East Berks, so we had an individual competition instead. Jeff, myself and Duncan participated for East Berks (Peter H sent his apologies). The competition was won by Jeff with 253 over two games. In 2nd, Mick 229 and 3rd Andy 221.

I haven't been able to get the Herald out, as it's been sooo wet, but will try for New Year's Day!

Not sure which gathering I will support, there is always a good meet on the A30 at Hartley Witney.

Our **January** meeting will be held on the **12th** from 20.00hrs at the Shire Horse Pub, A4 Maidenhead.

Wishing you all a Happy New Year and a healthy 2010.

Please support your local group.

With kind regards

Helen

● SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

email southbucks@tssc.org.uk

Hello All. As has become traditional, we had our Christmas dinner early, on the 5th December. I always enjoy these evenings and this year was very enjoyable. In fact my first ever classic car event was a South Bucks area Christmas dinner which I think must have been 8 years ago now! The food was good and the company was great. Some of the tales Len told us about the lengths he has had to go to to remove cylinder heads from stag engine blocks are amazing. On Stags the head bolts are driven in at an angle, which makes the head and block very difficult to separate if any of the head bolts shear off .

This year's car of the year goes to Carl for his Triumph Stag. I think Carl's car may have set some kind of a record for the number of shows it's been to, pretty much every weekend during the summer it was at one event or another!

I was very pleased to win member of the year. Thank you!

Work continues on the Stag, just the clutch to fix now and I can start enjoying it. So far I've spent more time under it than in it!

The area AGM will be at the first meeting of the new year on **January 20th**. If you have any events you would like to attend, wish to put yourself up for area organiser or wish to discuss anything else to do with the area please come along. If you can't make the meeting let me know and I'll make sure your points get mentioned.

And finally Happy Christmas or, if I'm too late for that Happy New Year!

Daniel.

● CAMBRIDGE

Tel. 01223 836535

e-mail: tssc-cambridge@rochfort.org

The December meeting was for our Christmas Curry. The usual gang of stalwarts turned up for a very enjoyable meal at the Spice Merchants in Cambridge.

I think my GT6 is complaining about the lack of use, it was sulking in the garage and refused to start, so yet again I had to go in a modern car. I'll treat it to the halogen headlights over Christmas and put it into more regular service to keep it happy.

Toby's Hurricane is now sporting it's winter top - a Bermuda hard top, which should keep it nice and cozy.

CANTERBURY . . . CHESHIRE CORNWALL . . . COVENTRY



Tom has been running his Vitesse low on fuel and is now suffering from random fuel starvation as the crud from the tank works it's way through the system - moral of the story, keep the tank well filled.

We got talking about things to do next year, and a possible change of venue for the regular meeting. If anyone has any alternative pubs that would be suitable for our meeting, please let me know.

The **January** meeting will be back at the usual venue, The Unicorn in Trumpington, and any new venue will be publicised here when we find one.

We have a couple of drives planned for the spring and summer, and subject to numbers we might even manage a treasure hunt. It's also been suggested that we try a Karting evening - I'll write more about that when we get it organised.

Dates for the Diary :

Stoneleigh Triumph Spares Day -
Sunday 7th March.

The FBVHC "Drive It Day" - **Sunday 25th April** - The Club HQ will probably have an open day and we'll get a convoy drive to go and visit.

Date of next meeting - **Monday 4th January** - 8pm onwards.

Dates for **2010.**

1st Monday of the month, normal venue, 8pm onwards, The Unicorn, Church Lane, Trumpington, CB2 9LA **4th January, 1st Feb, 1st March, 5th April, 3rd May, 7th June, 5th July, 2nd August, 6th September, 4th October, 1st November and 6th December.**

Kevin

CANTERBURY

Tel. 07932 179459

Apologies all round for missing the last meet, pressure of work due to the time of year. Ed also suffered the same fate, so I am not up to speed on the evening's events. From what I can gather is that everyone put their heads together over the areas future, but as yet I have not heard from anyone willing to take on the job.

Therefore I think it would be best for everyone to thrash it out at the next meet on **January 7th** as HQ will need the area to register for the forthcoming year by then. No registration, no cover, no official area. I wouldn't want Canterbury to go the way of Mid Kent.

Also Charles will be requiring payment for the post Xmas meal on the same day.

So all that is left is to thank all those that have attended and assisted in setting up the various events and shows we have done during the past twelve months and to wish everyone a HAPPY NEW YEAR!

Dell

CHESHIRE

Tel. 01625 425845
e-mail: cheshire@tssc.org.uk
www.tssc.org.uk/cheshire

Happy New Year to all. The excesses of Christmas and New Year celebrations should now be just distant (and perhaps fuzzy) memories, and we'll have been back to work for a day or two to bring us back

down to earth with a bump.

At our cosy meeting in December (my wife indicated we were in fact quorate, but we don't need many these days to be quorate) we found that all the Triumphs were tucked up in their respective garages for the winter. One Spitfire apparently gets regular exercise over this period, but Heap the Vitesse just gets the cover put on him and told to start when it's time to get out of the garage in spring.

I did enquire at our meeting about volunteers for organising and was unanimously voted in for 2010. So, provided I can find a 2010 registration form (my Courier hasn't arrived yet and a trawl through the Club web site hasn't found one) you will get me for (yet another) year. We'll have runs out at the June, July and August meetings, probably loosely based on Mike Bank's runs in 2006. As ever, it'll mean you can have both sides of the car gently wiped clean by the scenery, and probably there will be some getting lost by the lead car.

It would really be nice to see some of our 'hidden' members on the runs in 2010. It's all good fun and you get to drive the Triumph through nice countryside at a sensible speed. And have a beer and a natter at a pub in the middle of nowhere.

I've also noted Stoneleigh on **March 7th**, Capesthorpe shows on **30/31 May, 26 July, and 29 August**. Tatton shows are **5/6 June and 21/22 August**, the latter clashing neatly with the TSSC bash at Stafford. And the Peak Run is **25 to 27 June**. All dates subject to confirmation (they've come from various web sites, been transferred to one file and then to this so it's not a simple process).

Our next meeting is on **Thursday 7th of January** at the Cock and Pheasant in Bollington. As ever, a trip to foreign climes is just around that corner (it's Toronto in theory this time) but according to the last issue of the schedule, I'm not due there until the 11th of January, so I should be at the Cock to greet you.

Henry

CORNWALL

Happy New Year everyone, we hope that you all had a wonderful Christmas and New Year.

Well in last months report we told you about our impending visit to Bodmin gaol, well the good news is that everyone ate all of their vegetables and so nobody needed to be locked away or put into the stocks. We had wonderful meal and a look around the museum and it was lovely to meet those of you who came out to us for the first time.

On the 5th December we had our annual Christmas Party at the Chy-An-Albany Hotel in St Ives. Here is a quick write up from Mike Crewes who went:

Our usual Christmas Dinner Dance saw 18 of us, less than usual, brave the elements. After a light (!) lunch at The Sloop, a spot of rain dodging and an afternoon nap, we were fit for the evening. Dinner was served at 7:30 with the usual cries of "Sally-Ann, what did I order?" Efficient as usual Sally-Ann had prepared lists, so we got straight into the wine ordering confusion.

With the wine and food sorted, Brian and Colin wasted no time in making sure that everyone in the hotel knew we were there by sending volleys of noisy balloons in all directions. All too soon it was the coffee course and the race to get seats in the lounge, which we won! The disco was much better than previous years, I think last year's DJ had a book club meeting to go to, but the new guy was very good. The dance floor was full all evening. It was a great evening, thanks to Sally-Ann for organising it. Midnight arrived and most went straight up to their rooms, whilst the rest of us did the dash for our carriages before they turned into pumpkins in the rain. If you missed it (and loads did) you missed a very enjoyable evening - roll on next year.

Mike

We are now starting to arrange our **January** outing which is on **Sunday 31st** we are going to have a meal and a game of skittles at county skittles near Hayle. If you would love to come then if you can get in touch with us by the **15th** so we can get a menu to you and get your food options back to us.

We also look forward to seeing you at our next meetings which are taking place on **Thursday 14th January** and **Thursday 11th February** at the Hawkins Arms, Zelah meeting at 8.00pm for 8.30pm.

Best wishes to all.

Tony and Helen

COVENTRY

Tel. 02476 410180
e-mail: tssc_coventry@hotmail.com

We had a good turn-out for our Christmas meal at The Bull and Butcher in December. This is an excellent venue for our monthly meeting, so it was pleasing to get together here once again for this occasion. Everyone enjoyed the evening, good meal and good company. I would like to thank you all for your continued support throughout 2009, and look forward to the forthcoming season - with my Dolomite! The first Triumph event of the season in our area is The Triumph Show & Spares Day at Stoneleigh, Sunday 7th. March. Always an excellent show, excellent range of Triumph cars on the various club stands, plenty of spares, new and used.

Looking forward to seeing you all for our next meeting at Bull and Butcher, Corley Moor, **Tuesday 5th January, 7:30** onwards. What events do you have in mind for 2010? I would like someone to help as 'Events Organiser' this year, so we can be more active and better organised as a Group. The open-log fire in the snug bar helps get us through these winter months. Wishing you all another Triumphant New Year

Kevin



CUMBRIA DERWENT VALLEY . . . DEVON

CUMBRIA

Tel. 01229 474077
e-mail: roy.anne@tiscali.co.uk
www.tsscumbria.co.uk

It was good to see everyone at our AGM held at the Stoney Beck pub, Penrith, on Sunday 29th November, we had a good turnout of 15 members. I was elected as AO, so you will have to put up with me for another year. Roger will carry on as Treasurer, he informed us that we have actually got some money in the bank.

The topics for discussion were the events for next year and a look back over this past year.

Before I start with next years details, the recent floods nearly gained a GT6. Steven Rayson who lives in Cockermouth managed to get his yellow GT6 out of his garage and onto higher ground before the high waters came, unfortunately for him he lost everything else. The media pictures showing a car floating down the main street I am told was his. We are all sorry to hear this Steven and if we can be of any help please let us know.

Norman asked if I could expand on the meeting venues as some members did not know where some of the places are.

I will endeavour to do this with future news items.

The past year has not been a bad one for the Cumbria area as far as washouts and cancellations are concerned. Overall it was dry for most of our events, who says it always rains in the Lakes. Dalemian Show was a little wet and it was touch and go if it was going ahead but it did not stop 14 members cars turning up.

At the end of March, The Fell Run Challenge took place. 32 cars going over Hardknott Pass on a glorious spring day, it is still talked about today.

It was the first time that we did an Autumn Lakes Tour at the end of September which was another success. The Cumbria area has come along way in the past four years and is very active, which has generated a lot of interest throughout the area. With the launch of our own distinctive jackets and polo shirts with the Cumbria logo on this year, it makes us easily recognisable. Trevor set up the Cumbria TSSC web site. Thanks from us all Trev.

Confirmation has been received that five cars from the area are going to Le Mans Classic, **9.10.11th July**. Nigel & Sue, Mk5 Spit. Des & Carol, Mk3 Spit. Alick, Spit6, (Alick it will not make it without an engine). Trevor & Barbara, they could be taking any of their three cars, Mk5 Spit if the rebuild is finished and Trevor trusts his handy work, GT6 or TR7. Anne and I will probably have to take the Mk3 Spit as the GT6 has ended up a bigger project than initially thought. Alick will have to get his trail-

er finished so that he can get all his Mothers gear in it as I will have no room for both. By the time that you are reading this the body tub should hopefully be back in my garage with it's new panels on.

Events for next year 2010, which I will produce a wallet sized calendar in the New Year for members. Same as the one that was done for this year.

January 31st Sunday lunch 12 noon at the High Cross Inn Broughton in Furness. It's at the top of the hill overlooking the Duddon Valley. **February 31st Sunday** lunch 12 noon, Stoney Beck Pub, near Penrith. If you are interested in all things Triumph, don't miss this as we have two local ex Triumph workers coming to give us a talk and Question and Answer session. The meeting will be held in the upstairs room. **Sunday 11th April**, The Fell Run Challenge. The advert will be in the Courier in the New Year. **April 25th**, Drive it Day, we will be linking up with Cumbria Classics for this one. **May 2nd**, Carlisle Airport show. May ? Barrow Bike Show at Hawcoat. June ? Silloth Show. July ? Distington Show. **July 9.10.11th**, Le Mans Classic. July ? Cars the Star at the Heaves Hotel. August ? Dalemian classic car show. **Sept. ?** Lakes Autumn Tour. **Sept. ?** Selkirk Show. All events with a question mark are dates to be confirmed.

Thanks to Helen and Roger for their invaluable help as tent crew and to Nigel for his assistance with organising the Northern venues. I wish everyone a happy New Year Safe Motoring

Roy

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

A very busy month for all of us but especially for our outgoing AO, Roger. He and his wife, Julie, must have spent many hours preparing for our Christmas Party on the 1st, which went off fantastically. Once again a great night was had by all with everyone receiving a present from one of our two Santa's (one direct from Stafford by special appointment). Our two new members, David and Tina, joined in the fun and I am sure David will enjoy his colouring book!

The Peak Run Team have also been busy and you may have seen our early warnings about next years event. Planning is well under way and we will be publicising more details as we progress. We would urge everybody to get booked ASAP, this is a premier event and we want to see as many people there as possible. After last years 21st which was a fabulous event which all who attended enjoyed, we would love to see friends old and new at our new campsite venue in the Gateway to the Peak.

Finally, can we take this opportunity to wish everyone a Very Merry Christmas and A Happy New Year. Our New Year Run, in conjunction with Notts Area, takes place on **Sunday 3rd Jan**, meet in Sainsbury's Car Park, Ripley, at 9.30am. All proceeds go to the 'Wish Upon a Star' charity, which sends seriously ill children on the trip of a lifetime.

Fan & Richard

DEVON

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

A happy and 'Triumphant' New Year to all our Devon members. With the Christmas festivities now far behind us, we are busy planning our programme for 2010. We hope that the brilliant support we have received from Devon members will continue this year, as John and I have once again been 'elected' as your Area Organisers. Thank you all for your confidence! If anyone has any ideas for something new - don't be shy - all suggestions welcome. We have a good basis of events through to the autumn, but could do with ideas / offers to lead runs at the back end of the year!

Those of you who have read January's 'Triumph World' will have seen a really good article on our very own Dan and his stable - well done Dan, with that and the article in 'What Diesels' (yes really for those of you who don't know!), and our brilliant calendars again, you are keeping Devon well and truly on the map. Also featured was a page on the 'Meet & Greet' events at Trerulefoot organised by Andy Moss.

Looking back to November's Club Night - once again the Star at Liverton was packed for our regular noggins and natter. We were saddened by the absence of (2 Jags) Chris who will be missed by us all. We have decided to have a trophy in his memory, which will award annually to the winner of our Treasure Hunt, as the 2009 one was the last event Chris was able to attend. A busy and enjoyable evening - if you would like to come along to our regular evening meetings you will be made most welcome - with or without your car.

Steve Knight, Steve Wilkinson and Sharon Walker attended November's North Devon meeting with a long conversation regarding suspension, especially how torsion bar suspension worked and how Morris Minors could be lowered.

Extremely strange, especially as none of them own a Moggy but interesting, none the less. They also raised a glass for Chris Glover and other absent friends.

We had a busy weekend in early December, with 27 enjoying our Christmas Meal at the Star Inn. A convivial evening, at which we raised a little through a raffle for Club funds. John, Michael and Heather came all the way from Monmouth and as always we were delighted to see them. The following day six Triumphs met at Tesco, Lee Mill near Ivybridge for a run round the Plymouth end of the moor. A surprise waiting for us was Shaun, who we haven't seen for ages, his modified Stag looking even better with newly installed seats. Another with new seats was Andy's GT6 (put together in the living room he said). We had a good selection out, with our Stag, Marc's 13/60 complete with Christmas trimmings and Sam as Santa, Julie's TR7 and out for the first time was another Vitesse Mk1 added to the South Devon fold. Dan's sister Jasmine is now the owner of a very smart F Reg car which she drove for the first time. Ted came too, bringing Sarah another friend from Oz.



Malc & Jan led us in their yellow MINI through the lanes of Cornwood (where the high stone walls amplified the bark of Shaun's Stag to perfection). On from there over the moor to Yelverton, through Horrabridge using a route new to us, on to the high moor and via Princetown to the Burrator Inn, Dousland, where the landlord Phil made us very welcome. We were joined there by Rob, Helen & Alice looking forward to spending Christmas in warmer climes. Tracey & Sarah also joined us there. Whilst there we even met a long term Herald owner (and TSSC member) from Bristol!

Rob will shortly be updating the Devon website with our calendar of events for 2010 and we would like to thank him for all the hard work that goes into keeping the website for the local area. Thanks too to Steve for the North Devon site.

COMING UP

On **Sunday 3 January** we will meet at noon at The Smugglers Inn at Holcombe (on the Dawlish / Teignmouth road A379). As this is always a very popular venue for lunch please can you make sure that we know you are coming!! Jackie and Allan will lead a short run AFTER lunch - note the change from the anticipated meeting time quoted in the December Courier. **January Club Night at the Star, Liverton** will be **Wednesday 20 January** - all very welcome as usual. For those of you who may not have come to our regular meetings, we usually have around 20 - 25 of us - a good natter about anything of interest - even cars! Good food at reasonable prices and a welcome from the pub AND plenty of parking! The North Devon sub group will meet at the Tarka Inn, Heanton on **Thursday 7 January** from 7.30pm .

Their new regular meeting night will be Thursdays and each will be publicised in the Courier to remind you all!

Looking forward to **February** - Brian and Anita have offered to do a run on **Sunday 7 February**. Full details in next month's Courier and on our email list.

EVENTS GUIDE

Sunday 3 January Meet at noon at Smugglers Inn, Holcombe (A379)

Thursday 7 January North Devon Meet at Tarka Inn, Heanton

Wednesday 20 Jan Club Night at the Star Inn, Liverton

Sunday 7 February Meet 11 am Exeter Services for Brian's Run

Sue & John

ESSEX
Tel. 01375 672072
www.freewebs.com/essextscc

Happy New Year. I know it is a predictable way to start a January report but I mean it and we are past the mid point of the winter and spring is just around the corner. This report should only be a milky coffee long so settle down and enjoy, as you should be able to get through this with out falling asleep.

Hope Santa brought you all you wanted for your car, I got a Herald model I had been looking for, for some time as it comes as part of a set I am now up to about 50 model Triumphs of all sorts but still look-

ing as there are some out there I haven't yet got. I also got some stainless steel bling for the engine compartment of Tallulah, which I will have to find time to fit.

My office not much to report this month as I have been earning car working points by doing some of the bathroom, may have it finished by Christmas. I have sneaked in a few hours on Theodore (TR7) scraped the under seal off the area of the inner wing that the MOT man pointed out was going rusty and Surprise Surprise, it was NOT as bad as I thought it would be, just a few small holes along the bottom edge, this is the first thing to spend my car working points on when the bath room is finished. I have been doing some work on Triumphs though, I did some work in John's office helping him take the soft top of the Herald for some minor work and then helping put it back on, so I got my Triumph fix , and over the phone from the comfort of my chair I helped a member with starting problems.

Out and about

NEC Weekend - Saturday visit to the Black country museum, on arrival we parked the mini bus up and went in through a lovely new building, out the other side you go back 100 years, our first stop was the mine, yes before coffee, this is a mock up of an old mine, the big bang from explosions made us all jump and we almost had to get on our hands and knees to go though some of it out the other end back into day light. Next was a small privately owned cottage with lots of smoke coming out of the chimney, there was an old couple living in it at week ends and they lived the complete life style, no electric or gas, just the wood burning stove and candle, apparently you can hire it for your holidays if you wish (not this year). On to the centre of the museum, then it started raining, quick dash to the coffee shop, I needed my fix. Then around the canal area and up the main street, most of the houses had people in, they were all in character with lots of very interesting tales to tell, then on to the shops, again people in the character of the shopkeepers with lots of tale's to tell. Lunch was different, the chip shop sold chips cooked the old way in animal fat, tasted different, Janet was not that keen, said they had a funny taste but Joe managed to finish them ok for her. Then on to the cake shop for some old fashioned cake, every one liked them, a quick look around the town hall then a tram ride back up the hill and a look around the old car and motorbikes, no Triumphs (what are they thinking). Then the inevitable all back in to the new building and the gift shop. Back on the bus and a short hop to the Premier Inn for the evenings entertainment.

Saturday night we had pre dinner drinks in our pad, Keith and Caroline's wedding photos doing the rounds and the annual award ceremony: John:- a trophy maintenance kit (Mr Sheen) to clean his trophy collection. Donna:- an equity card for her lap dancing antics all year. This is the second equity card we have issued to an Essex member. Lucy- a Daddy long legs defence device (fly swat) as she screamed the loudest at MOT when the Daddy longlegs attacked. Sarah, Lucy's friend for putting up with us all over the week end a

large bag of sweets. Keith, car polishing cloths, after his re spray he has been seen polishing his car. Caroline a post honey-moon survival kit (pack of Mars Bars). Joe earns his spanners this year and got knighted Sir Grease Monkey. For the work he put in the engine rebuild last year (and you thought you would not hear about it again) and testing the engine hoist before I put an engine on it check out the web site xxxxxxxx. Janet a model TR7 for defending TR7's during our visit to Coventry Museum and putting up with me for another year. A good laugh was had by all.

Sunday Full breakfast then on to the NEC, sent to a different car park this year and had to pay for the mini bus, dropped a clanger there but we had arrived and off we went into the throng, arranging to meet up for our traditional picnic at the TSSC stand lunch time. The auto jumble area seemed smaller this year than last or was I being more selective on the stalls I looked at? I managed to get some bits of stainless steel bling to go under the bonnet of Tallulah and Janet got my Christmas present. Had time to look at a few more stalls before lunch at the club stand, the bigger stand was much better for picnicking at. Then back into the throng, Joe rushed to the hammerite stall to get his calendar from the two young ladies dressed in tight hot pants and skimpy tops (that's my boy) three years ago he needed Lady Chris to hold his hand how he has grown up. There were to many nice things to look at and I lost track of where I had been, I the got dragged next door to the MPH bit, Joe was now leading the way, all new cars and there being more skimpy dressed girls, some members even saw James May and reported back that yes, he is just as scruffy in the flesh, and then back to the classic car show, looked around some very nice cars and brought some more bits and pieces to fit proper cars not the new plastic one next door. All then met up back on the bus for the journey home with a stop for evening meal at Newport Pagnel a long week end all V - tired.



Up and coming **Jan 3.** White Webb's. Janet and I are going to the auto jumble at white webs in Enfield and probably going on to lunch and maybe a garden centre or nearby pub as before, if anyone wants to join us **17 January** club day Halfway house A127



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

ESSEX Cont.

A128 junction Sunday lunch time Navestock date to be arranged, local auto jumble, good for the morning and pub lunch to follow

7 March. Stoneleigh Triumph spares day we have the mini bus for this detail on the web site.

13/14 March Race Retro this is something a bit different, should be fun, contact John, details on web site

Birthdays Malcolm Wing all the way from Kent.

Triumph spotting

Red Herald Ilfercome crescent 28th Nov
Black MK111 spitfire M25 junction 27 PM
18TH Nov

Allan

GLOUCESTER

Tel. 01452 790126
www.tssc.org.uk/gloucester

Happy New Year everyone I hope you can remember enough of the Christmas and New Year festivities to know if you enjoyed it or not.

If you get your Courier before the first of the month which most of us do then don't forget the Cotswold classic car clubs **New Years day** meet . It's at the Frogmill inn near Andoversford. It's a great way to clear the festive cobwebs and enjoy a great mix of cars.

Moving on to the months events as has been the case in the past (well last year anyway) Jane was doing a stint on the club stand at the International classic car show at the NEC and as Paul and I had tickets the three of us spent the journey to Birmingham putting the world to rights. Once at the show Jane enjoyed her day at the club stand and Paul and I feasted our eyes on the fabulous displays. We had a fabulous day and walked our socks off. It's a huge show and easy to miss other visitors but all that went had a grand day out.

If you see Paul out and about you will be able to inspect his best purchase of the day, a pair of braces to keep his trousers up. He was doing a very good impression of Casey Jones.

The area meeting was our AGM. The general gist of it was that Jane and I resigned and of course nobody took any notice so I'm writing this and Jane is still the AO. Oh and Gareth didn't turn up so he couldn't quit anyway.

The coffee morning was at Richard's house this month and ten of us turned up to sample his home made cakes. He did us proud and all the Morrison's boxes were in the kitchen to prove it too. Thanks Richard it was a very pleasant morning.

Next month we're meeting on the **SEC-OND Sunday** at Jane's house this is because the Bits & pieces auto jumble is at Malvern on the **first Sunday** and we can't miss that can we.

As Barry won't be organising the area dinner I seem to have stuck my neck out and will be doing a bit towards organising something so I will be in touch to let you know when and where.

We're also organising a session on a rolling road to see if all the bolt on go faster goodies do what they say on the tin. At the time of writing this the date hasn't been set but if this is something that you may be interested in then gets in touch with me and I can add you to the list.

There are lots of things on the horizon this coming year and we look forward to enjoying them in your company. See you soon.

Andy

Events.

Friday 1st Jan 2010 the Cotswold classic car club New Years day meeting at the Frogmill 11.30 onwards.

Sunday 3rd Jan 2010 Bits & pieces auto jumble at

Malvern three counties showground.

Sunday Jan 10th Coffee and cake at Jane's 10-12

Monday 18th Jan Area meeting at the Swan Coombe hill.

HANTS & BERKS

Tel. 01252 810828/07918 164000
www.freewebs.com/hantsandberkstscc
e-mail: hantsandberks@tssc.org.uk

I'll start off by wishing everyone Happy New Year and I hope Santa brought you all the goodies you wanted for your Triumph!

Important!!!

There will be no area meeting on the first Tuesday this month. As you would have noticed if you looked at last months area news or attended the meetings in November or December we will be having our area Christmas meal at the Hogget instead. Yes I know it's January and after Christmas but we like to be unconventional!! I'm afraid it will be too late to book in for this if you haven't already as I will have already submitted the menu choices to the Restaurant.

Another bit of important news is that you are lumbered with me as your area organiser again, yes I've agreed to take on the duty for another year, well no-one else wanted to do it! Luckily I'm quite happy to continue anyway!

Once again in 2010 several of our area members (including me) are taking part in the Club Triumph Round Britain Reliability Run. This event gets more and more popular each time it takes place and this year the places for 100 cars were booked up within about 4 days of the booking opening. Those taking part from our Area are: Myself and Mark in Mark's 2500S (Mark is actually Dorset AO but often frequents our meetings) Carl and Beckie in Beckie's Spitfire MKIV. Paul in his 1500 Spitfire Jason is joining up with Dave from Canley Classics and John Kipping, (now there's a name from the past!) in a Courier Van.

Bruce who actually lives in Cornwall but works local and regularly attends our meetings in "Elsie" his purple Triumph 2000 Saloon.

Those of you not on the above list will no doubt be pestered by those who are later in the year as we try and lever out some sponsorship from your wallets!

The Charity this year is Mind, the mental health charity. That's all for this month.

Andy

HERTS & BEDS

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

Hi folks and hope you had a really Happy and restful Christmas well fed and watered with a little tippie for good health. The reformed committee has not met yet to make this years plans we have a date for **DUXFORD 19th September** and we will (promise) provide a plan of events early in **January**

So you have no excuse for forgetting here's some forward Planning for 2010

TSSC Herts and Beds Area meeting dates at The Three Moorhens PH Hitchin SG4 9AJ these are always the **4th Monday** of the month at 8pm always check on the club area directory Dates for 2010

January 25th, February 22nd, March 22nd, April 26th, May 24th, June 28th, July 26th - best area car award, August 23rd, September 19th our DUXFORD show, September 27th, October 25th, November 22nd, December 27th,

There will be some alternative pub meets during the year ,not planned yet but hope to spread around the area to give outlying members a nearer location.

So that's it, keep it short, there's more than enough going on this month to keep us all busy

Happy motoring for 2010
Regards

Peter

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

Happy New Year, surely not, so it's 2010 already! Well now that we have a new calendar we are slowly plotting the Triumph year, we have the Camping Weekend in **May**, Le Mans Classic in **July** and Stafford in **August** so far, as well as the Area meetings on the **3rd Monday** of each month. I must say that the thought of camping whilst writing this in the wind and rain does not appeal, but maybe we can expect a long hot summer!

In December we had our Christmas Meal, thanks Angela and Carol for organising this. We also joined the VHVC for their Christmas Run followed the next weekend by a collection for the Hospice in Newport with the cars all dressed up in Christmas tinsel and then of course the famous Boxing Day Mince Pie Run, meeting up on Brading Downs to enjoy hot sausage rolls followed by a run through to Havenstreet

WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE

for a mince pie on the train.

So you see, we never stand still here on the Island, do come and join us everyone is very welcome at the meetings with or without their Triumph.

Regards

Tracy

WEST KENT

Tel. 01732 743747
www.freewebs.com/tssc-west-kent/

First let me wish everybody a most prosperous new year for 2010, thank you all for your support during the past two years, and wish Steve the best of luck during his term as AO.

Next, a plea to book up for our Christmas Dinner.

Friday 15 January 2010

At the Cock Horse, Hildenborough,
Meet from 7:30, sit down at 8:00 pm.

All for £17.95

There is an excellent choice of menu which can be seen on our Area web-site. Please, please phone me (or Steve, 01622 831695 as I don't expect to get to the December meet) to book your choice as soon as possible so it can be passed on to the Cock Horse chef.

Our end of November meeting produced quite a surprise. Following the atrocious weather we had had for some time past, I turned up at the Cock Horse at about 7:45 to find it empty.

Even Glynn the licensee was nowhere to be seen. He was out the back. The empty pub did not bode well, but gradually most of the regulars turned up together with a good number of new faces – to the extent that it turned out to be one of the fullest meetings we have had.

I'm sorry I didn't manage to talk to everybody – nor to remember all of the new names, but I did have a long conversation with Martin and Trish Seivert. They have had difficulty finding the correct distance onto a Spit driveshaft to push a new bearing. Does nobody anywhere define this? Or is it just a case of adjustment of the bearing so the brakedrum fits sensibly?

Another interesting visitor was Stuart Dickinson back from Canada / New York / Miami. Stuart was – or is – into racing and seemed to know just about everything there was to know about fast Triumph engines. Since John Thomason was no stranger to him, he could have been involved in sorting out Quasi's engine.

Several of you were asking – already – about the Drive-It-Day destination. There are lots of choices in the area and just beyond, so do let Steve know your suggestion at the end-of-December or end of **January** meetings.

Incidentally, as it's likely you'll receive this copy before the end of December, it was decided that the meeting on **Tuesday 29th December** is on.

That's about all I have for now. So Merry Christmas and a Happy New Year to you all, and keep Triumphant.

Del

IMPORTANT NOTE

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

LANCASHIRE

Tel. 01772 469354
kollerton@hotmail.co.uk

I hope everybody has had a great Christmas and New Year, and are looking forward to a better year than last year.

The end of November meet was a little quieter than anticipated, which was a shame really as Simon put on a really excellent musical intro's quiz based on Children's TV programmes which brought back loads of memories of being a young whippersnapper for quite a few of us. The winners as usual was the Dennis trio who won Triumph tokens each, and the booby prize was given to Mark Coward, the smallest tin of WD40 in the world. It was my intention to have the Christmas raffle that evening, but due to the lack of attendance, and the fact that some really good prizes had been donated by members, I decided with the permission of the attending members to carry it over to the end of Jan meeting with a hope of raising a little more money, reflecting the quality and the generosity of the donations.

The Christmas do was held at the Canberra and as previous years was a good evening, the food being excellent, and the entertainment which consisted of Devlin, a table magician, who managed to steal watches off people's wrists, and ladies underwear without them knowing, and a four piece band "The Italians" who looked remarkably like the band from last year under a new name, but still belted out some great songs and got the dance floor full. Nobody was sick or fell over drunk, always a good sign.

This year Mark and Pam are going to assist me doing the AO'S job, especially organising drives out and camping weekends, which I hope to do more of. I hope to be able to produce a calendar of events which I will email to everyone in the next few weeks.

Hope to have more to write about next month.

Kev

LEICESTER & RUTLAND

Tel. 07774 276564

Our AGM this year went to the dogs. Once the members realised that you could actually make some money at an Annual General Meeting, boy did it go well. The raffle made money, the race night made money and the supper, as always was delicious. I presented the area accounts and was able to report another very successful year and a big thanks goes to you all for making it such a busy and enjoyable one. Early in 2010 we will sit down and plan events and shows for the year but for now we still have a number of items to report on.

The trip on Sunday 22nd November to York went very well. Fourteen members turned up rather early at the Brant to board the mini coach and Niel and family followed behind in their car. First stop was the National Railway Museum from where members moved on to some of the other delights of this lovely city. The weather



was cold and windy, but the threatened rain held off until our return journey. On the way back, a small diversion to a nice restaurant for a meal. Thanks to Andy for offering to drive, the general opinion was that we try to hire again in 2010 for similar trips out to places of mutual interest.

The club stand at the NEC Classic car show was extremely busy for the duration, and I was extremely pleased for our area that our own John Watson and his lovely Damson Herald 13/60 convertible was on the stand and receiving lots of interest and admiration. The car, not John, but judging by some of the posters and leaflets collected at the show. Hmmm!!

Our area Christmas dinner for the 12th is fully subscribed at fifty places, so our request for the landlord to remove the unused bar from the skittle alley looks to have been justified. I have sorted out the area awards, completed the quiz and just have to nip over the garden fence to dig up the neighbours vegetable patch for the prizes!! Promises to be another memorable night.

As you will be reading this surrounded by the remains of your Christmas, may I wish you all a Happy New Year. It looks like a good one.

Dave

LINCOLNSHIRE

Tel. 01529 307302
www.lincolntssc.co.uk
garth@lincolntssc.co.uk

I hope you all had a great Christmas and got the prezies from Santa that you wanted. If you didn't, then it was your own fault for not writing a letter to Santa or for not being good all of the previous year. Hopefully you're all now onto New Year resolutions – mine will probably be to get the Vitesse project finished and to lose weight – both destined to fail the same as last year...

The turn out to the first Lincolnshire Chippy Run back in November was a little disappointing (along with the weather) however the route did find some good roads and we ended up with some great food whilst looking at the cars in the rain. What more could you ask for from Skegness in November?

Apologies to Calvin who's Bond isn't really set for Herald 1200 speeds, up hills or pot-holed roads. Many Thanks to everyone who came along and joined in.

The planned Ghost Walk had to be cancelled due to being the same night at the famous Lincoln Christmas market – but we hope to reschedule for **February**. We'll confirm the date in the next Courier.

Progress on Triumphs has been slow this month. Garth has been busy with a bath-



LINCOLNSHIRE . . . MANCHESTER NEWBURY . . . NORFOLK

LINCOLNSHIRE Cont

room project that has turned from a cracked shower tray to full-on house renovation. Keith has been busy at work and so the GT6 still needs the suspension looking at following his failure to arrive at the Lincs camping weekend in September (we reckon it's now gone back to being his Dad's car now it's broken). Keith's three-wheeler Spitfire/bike combo is also making slow progress. Phil is trying not to buy another Triumph for young Will – although we do keep sending him links to online 'bargains'. Hold in there Will, we will get you that Vitesse! Finally, I have managed to finally remove the drive shafts off my chassis after about six hours with an air saw over the past three months – progress at last. Just need to get the diff out, cut off the other stuck bolts, clean up the chassis, weld on a new front bar, patch all the holes and repaint it – should be done by Spring!

Dates for **January** are:-

3rd New Year Run,

6th Area Meeting,

13th Club Triumph Lincolnshire Meeting,

24th South Lincs Meeting

Proposed dates for **February** are:-

TBC Lincin Ghost Walk,

3rd Area Meeting,

8th Peterborough Area Meeting

A family event such as bowling is proposed for the afternoon of **Saturday 20th February** if there is enough interest – let me know if you would like to join in. Happy for other ideas too! For more info on what we are doing just drop me an email: tssc@simonoliver.net. Ta-ra,

Simon

MANCHESTER

Tel. 01524 791607
www.tssc-manchester.org.uk



It was party night at our Area meeting in December and 38 members attended. The curry and chilli was flowing, and we enjoyed what turned out to be a very competitive games evening. We had Shoot the



Duck, Tiddlywinks, Golf, Darts, Boules, Labryrinth to name but a few. We had a ball and I think every one enjoyed themselves. Congratulations to Pauline and Hugh who won a bottle of champagne and Trish and Steve who won second prize, it was a brilliant evening. A big thank you to all the helpers that made the evening go so well. Les for supervising the Duck Shoot, Paul and Kes for keeping score, Dave and Neil for their contribution on supplying games,



and to every one who came and joined in. We Had a fantastic time!!!!

Pete is well on with the Calendars and hopefully we will have them for the January meeting (thanks Pete)

We will be having a **Sunday** get together at Barton Aerodrome (our usual haunt) on **January 17th** at 12.30ish and not the 24th as previously planned, this is because Frank and I have another commitment. Derek has kindly offered to plan a small local run after the meeting, everyone is welcome with or without a Triumph. This get together is intended to keep us in touch throughout the winter months.

We have a very busy year event wise again next year, starting with the Cumbria Run, Le ManS, (with an extended holiday) Prescott Hill, Robin Hood Rally, Peak Run, Dales Weekend, Tatton Park to name but a few I will be distributing event calendars and our own Area calendar early in the new year.

The ferry for Le ManS is now booked with Transmanche Ferries, New Haven to Dieppe a big thanks to Paul and Kes for booking the ferry I know it wasn't easy (Kerry is still trying to work out how Paul her better arf volunteers and she ends up doing? A real mystery that???)

Gary has booked the accommodation at the Premier Lodge thanks Gary, Ler has booked us into a real posh Chateau thanks Ler, Les, and Pete are looking at routes and Scooby Wetpive is looking at places of interest to visit. I think it is safe to say we are all excited.

I would like to Thank Mark and Tracy for taking Bumble (our area mascot) on holiday to Oxfordshire with them you can follow his adventures on his facebook page. (Brilliant)

We will have had our Xmas Do later on in December and a full report will appear in **February's** edition of the Courier.

(Thanks Janet)

An additional **Sunday** meeting might be arranged for **February**. Watch This Space. Happy New Year for 2010

Dates to remember in **February**

Tuesday 2nd February 8ish at Barton Aerodrome. See you soon

Dip n Frank

NEWBURY

Tel. 01635 868640
dave.rumens@btinternet.com
mary.rumens@btinternet.com

Hope Christmas was everything you wanted it to be – now we have the gloomy part of the year as we head towards Easter. But do not fear, it will be livened up with a Bingo evening at our meeting on **27th January!** This is back by popular demand, especially Malcolm who is still waiting for his numbers to be called!

Hopefully we will be having our annual competition, this year skittles, against the TR Register on **March 24th**. We have to wait for final approval from the Committee of the Wessex Club. Providing there is enough support Sarah will also be arranging another bowling evening in **February**. A few show/event dates have already been published so I will be sending out the first edition of the events calendar soon.

We had a big turnout for our late November meeting – thanks to those people who bought raffle prizes, both then and on other nights. It has helped to boost area funds no end, so that we have been able to subsidise the Christmas meal and still have a Christmas present. Report on the meal next time as it is after Bernie's deadline. Suffice to say that Ian's hat will figure in it somewhere – possibly/hopefully its demise!! Although he says several people have tried this in the past and it is still here! He has recently fitted new batteries so obviously intends to keep it going!!

At the time of writing no one has expressed an interest in taking over AO role so it looks like Dave and I will continue for another year, and Sarah has said she will still be on the committee.

Next meetings

13th and 27th January at the Spotted Dog starting about 7.30p.m.

Keep 'em flying.

Mary and Dave R.

NORFOLK

Tel. 01603 426539
www.norfolk-tssc.co.uk

It was a cold wet and windy night, when I pulled into Caister Hall carpark and it didn't seem as if it was going to get much better when I went inside, as there were only 5 of us present. However after a short wait our hardy regulars turned out and our meeting got underway. The agenda was short this month, the main topics being the MOT and our dinner/dance, but I get ahead of myself.

Agenda - Welcome

Apologies from John & Anne. Bill & Mo. John & Brenda.

NORTH EAST NORTHANTS . . . NORTHERN IRELAND



Mark asked if there was any news re. Mo, Joe informed us that he had spoken with Bill & Mo earlier in the week and Mo sounded very positive, so good news. Also Brenda is now up and about, albeit only on crutches, so not yet ready for the marathon! But good to know. Mark said that we are all thinking of them.

Anne asked for a note to be read out from the Halesworth Lions. The letter was to convey their thanks for a couple of vouchers we had supplied for their fund raiser.

There followed a continued discussion from last meeting, with regard to the continuance of the MOT.

There have been some difficulties outlined by Joe, namely that the venue is nearly at capacity and Police Liaison Officer has said that he cannot promise that Yarmouth sea front will be available to us in future.

While everyone present were aware of all the good work that has been done to promote the Norfolk TSSC and to raise funds for the chosen charity, it cannot be ignored that the amount of work and commitment shown has been enormous and as such is a very hard act to follow, especially now in our present economic climate.

Joe reminded us that after 11 or possibly 12 years he is standing down as organiser. It should be noted that Joe and his team between them have raised approximately £40,000 over this period. Their success speaks for itself, however we were unable to see any way in which we could continue to support the MOT in its existing format and as such the decision was taken at the meeting not to go ahead next year.

Adrian voiced his personal thanks to Joe and his team for all the work that they have put in over the time and this was supported by all of us putting our hands together to show our appreciation.

So we now have a gap in our calendar. Any ideas, please bring them to our next meeting on the **4th January**.

The Dinner Dance - Mark reported on the Holiday Inn near the Airport in Norwich. This would be a combined function with Wensum TR Group, as discussed at the last meet, and assuming a minimum of 80 guests would work out at £28.75 for a 3 course meal and Disco.

David Soloman from Wensum TR Group reported that his contact at the Maids Head Hotel had informed him that they will match last years prices at £25/head for 3 courses + disco inc.fo a minimum of 50 guests.

There was a short discussion and a unanimous vote to go with the Maids Head option. So our Dinner/Dance will be combined with the Wensum TR Register Group at the Maids Head Hotel on the **6th February 2010**.

It just remains for me to say a big thank you to everyone involved with keeping our group so actively successful over this year, I know how hard this can be at times, so BIG THANKS!

Have a great Christmas and Happy New Year, see you on the **4th Jan**.

Mark

● NORTH EAST Tel. 07917 738091 e-mail: northeast@tssc.org.uk

Hi all, A fantastic turnout for our last meet of 2009, plenty of entertainment for everyone as well, more later.....

Firstly, I'd like to welcome Kevan Russell to the club, Kevan purchased a '68 GT6 Mk2 in October to replace the TR6 he'd had for 30 years but never got round to finishing so he's traded across to one of his favourite cars, look forward to seeing him again and the car when the weather permits.

Our traditionally themed christmas meal went well, plenty of Hawaiian shirts and silly hats, special mention has to go to Sams chicken hat and to Bills flying helmet, we couldn't decide whether he looked more like Chubby Brown or Deputy Dawg. Continuing the lookalike theme, Ken 'Somerville' Falcus was a worthy winner of the enthusiast of the year competition, having organised some fantastic events, made all but one meet and every one in his Herald, credit also due to Sandra as well. We also had a superhero at the meal, Anne 'Spiderwoman' Dunning, her costume consisted of a small arachnid hat which got bored half way through the meal and abseiled onto the table much to our amusement.

Many thanks go to Joe for the quiz, the competition was very close this year, well done to the winners, commiserations to the losers.

Don't forget to submit/bring along photos for the next calendar, we'll need them by the **February** meeting to get the calendars done in time to follow on from the end of the current one in **March**.

Hopefully 2010 will be as good a year for us as has just finished. Thank you all for your support and efforts it's much appreciated. You can also all relax as the current area organisation team is staying put, not that anyone's trying to get rid of us! As far as I know anyway.

Early event warning, a supper run for early **March, 1st or 2nd Saturday** to somewhere with a real fire. It'll be led by Steve, so no problems keeping up, just those pesky overtaking coaches to watch out for.

All the best to everyone for 2010, see you in **January**.

Mark

Tip of the Month

When you're in your car and you want to get nice and close to your partner, make sure he's in the same car as you, not the next one along!

● NORTHANTS Tel. 01933 229992 www.tssc-northants.org e-mail: tsscnorthants@aol.co.uk

Happy New Year! I think it can be justly said that we had a very enjoyable Christmas meal at the Elwes Arms. Jonathan won the area prize draw of a £10.00 Regalia voucher, second prize was won by Nigel & Tracey and Dave & Angie won third prize. Our thanks to the Elwes Arms for making us welcome throughout

the year and of course to you all for coming out to the area meetings and making Northants a fun and vibrant area.

2009 was a wonderful year for us with many shows, events, day trips and of course our own weekend at Wicksteed Park. The weekend was such a success that we will be making our plans for a return visit on the **4th 5th 6th June**. We hope that we can grow the event to include some new and exciting elements that we hope will capture the imagination of any Standard and Triumph enthusiast. Watch our Area News and the event web site www.standard-triumphrally.co.uk over the next couple of months for all the latest news. If you came last year do make a date to join us again this year and don't forget to tell your friends!

We still have available our own TSSC-Northants regalia with our area logo beautifully embroidered on it. There are a range of polo shirts in all sizes in Navy and Sky Blue all for just £9.95 also our 2010 area Calendar is now on sale for just £6.00. All are available at our area meeting.

Next up: **Friday 1st January**. 11.00am New years day run. We are meeting at Brixworth Country Park for a walk, short drive and lunch. Please call 01933 229992 or see our web site for more information.

To find out more about TSSC-Northants visit our web site at:

www.tssc-northants.org

I would like to call out to all the TSSC members that are in and around the Northants area. Come over and join us at our area meeting we are here every **second Wednesday** of the month. The local meet is the life blood of our club. Make TSSC Northants your own. Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 13th January**.

Old and new members are as ever, always welcome.

Adam

● NORTHERN IRELAND Tel. 028 2564 2770 northernireland@tssc.org.uk

A Happy New Year to you all and I hope that you had a Merry Christmas. We had our Film Nite at Roy Spence's private cinema 'Excelsior' outside Comber at the beginning of November. There was a disappointing turnout on the night - thankfully Michael brought along a few of his friends. We had a selection of films made by Roy that were really very interesting. Believe it or not the most requested film was the one that covered the making of the recent Comber by pass. I must say that initially I thought that the audience wouldn't appreciate the film but they did, especially those who would be considered locals. We had a break in the films for a tea/cof-

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



NORTHERN IRELAND . . . NOTTINGHAM PETERBOROUGH . . . SCOTLAND CENTRAL WEST

● NOTTINGHAM

Tel. 07971 017012
www.notts-tssc.org.uk

Hope you have all had a great Christmas and a Happy New Year (or if Bern is really efficient and this reaches you before/during Christmas; hope you are having a good one!!)

The big news for January is the **NEW YEAR RUN** which is to be held on **Sunday 3rd January 2010**. Meeting at Sainsburys in Ripley at 9.30am. The proceeds this year will be going to **WHEN YOU WISH UPON A STAR** which is a locally based charity which grants wishes for very poorly children and their families. The theme this year is **STARS**, which means that you, your passengers and your cars get join in the fun and attach stars to persons and vehicles. A carvery lunch will be available at the end of the run but it needs to be booked by 9.45am on the day.

Looking forward our **February** meeting will be celebrating our **FIFTH** anniversary. We can't believe how fast the time has gone. All are welcome at the Sandhills Tavern on **Monday Feb 22nd** to help us acknowledge the past five brilliant years in the Notts area.

We have decided to hold back publication of the calendar until March this year to get most of the dates on it. Deadline for photos to be considered for this is **Jan 31st**. Email or memorystick/disc format preferred please.

Although outside may be cold and dreary at the present we are already adding dates to our diaries for the various area events and camping weekends. Roll on summer (or **May** anyway) when out comes the tents and caravans and our time goes by in a blur yet again.

Hope to see you all soon

Nigel and Claire

● PETERBOROUGH

Tel. 01778 560507/01780470358

Here's hoping this issue finds you all in a well rested and relaxed mood after the festive period and in a fully waistband extended condition, as Paul and I don't want to be the only ones. Broken any new years resolutions yet? Have you made any new years resolutions yet? Please make the TSSC Peterborough Area **2nd Monday** of the month meet a must resolution!

I believe Gary was a little astonished when Sally whisked him away from the business in November for a whole weeks romantic holiday in a cottage somewhere. I hope you got the address right this time Sally and it wasn't in Cumbria. A very happy 50th Birthday to you Gary from us all at the Bertie Arms. There you are Gary, your Special Birthdays in print!

On making a few calls to members we haven't seen for a little while I found Richard Gilham you remember him boys, he was the good looking Area Organiser with glasses before we came along) had been seriously injured when knocked off his cycle on one of his training runs. He has had a long but successful rehabilitation period and his New Years resolution is to visit us at a club night in 2010. If you

remember, Richard had a Spitfire and a Tin Snail (2CV), well he still has the Spitfire but 'le escargot' has slithered up the A1 to Grantham to hide somewhere. He spent some time at the TSSC Club stand at the NEC Classic Car event recently and has now had his enthusiasm suitably rekindled. See you soon Richard. Ask him about his latest acquisition, a Mk1 Lotus Cortina no less!

This is a crystal ball report as we will be going to print before the Christmas Dinner and also the Club night, so reports on these events will follow in the **February** edition no doubt.

During November and December we have been in the throes of the possibilities of planning and holding a camping event at the Sacrewell Farm and Country Centre at Thornhaugh during **May**. If you are interested in either helping or joining us for the party then please phone or e-mail us as soon as possible. We are hoping for a band for the Saturday night, so its all hands on deck boys and girls. Lets Triumph at Sacrewell!

We look forward to meeting up with you all at the first meeting of the year on **Monday the 11th of January** at the **BERTIE ARMS** at Uffington, Near Stamford PE9 4SZ. Come for a roll n'raffle for about 8.00pm. Start the year as you mean to carry on. Come and pick up an events list.

Wishing you, your families and Triumph cars a very healthy and enjoyable 2010.

Doug

● SCOT CENT WEST

Tel. 0141 952 4624
centralandwestscotland@tssc.org.uk

Happy New Year to you all. I am your AO for the next year. Who? Well have a guess. Yes I'm afraid I'm still AO, no other takers. Seriously, I will do my best for the Area in 2010 and all the Scottish members.

The December AGM went well with a total of 6 people present. We discussed the past year and the possibilities for the next one. A brief resume of 2009 was; wet, cancelled and, credit crunch. Despite that there have been a larger number of members in total at all the meetings and events (but not always the same people). There are not going to be any changes to the meeting time or place as it is working well and people can drop by when they are able to. Also lapsed members and potential members can drop in too.

There is no news on shows yet. The 2010 yearbook will be published soon and we can plan which events to go to. We would like more people to come to the Stafford Show and camp in a Scottish Area. Can you make it?

As it was near Christmas some people had brought toys, David had a 1960's car cassette recorder complete with mike and fitting kit. Might be in his Vitesse soon for all those dictation moments or karaoke moments? Dave had a photo of his mini digger which looks just the right size for lifting out engines with the front arms. Can we include it in the Area equipment list? The rest of us just ate the chocolates all evening as we had no new toys.

● NORTHERN IRELAND Cont

fee stop and I must say that Richard did use proud - ably assisted by the two Alan's and myself - I really mean Maureen, Pam and Heather. Speaking of Heather it's a while since I was last served with an ice cream whilst inside a cinema.



We had our AGM on 2nd Dec and I have been re-elected as AO for a further year but this will be the last time that I will put my name forward. Don't worry too much I have already the name of someone who will take over for 2011 - thankfully, Mark will look after the finances for 2010 and Pod the publicity. A big thank you to both of them for their work during 2009.

After the election of officers we made a start on our proposed events for the following year.

The Annual Dinner will be on **Sat 20th Feb** at the Ross Park Hotel, Kells, Ballymena and the cost will be £18 per person - a very keen rate I assure you - so book with Alan (H) as soon as possible. The trunnion oiling will be on **Sat 27th Mar** at the lay-by at Belfast Road Carrickfergus. Final dates will be given about Eglinton, The Argyry and our own Totally Triumph when they become available. Clearly Shanes Castle will be on the **first May Bank Holiday** and we will then be going to Westport on the **second Bank Holiday** from the Fri to the Mon or the Tues if you have sufficient time and money. Stephan is looking after the Westport run so keep in touch with him over these next few months. Details in relation to the Sperrins, Antrim Hills and Franks run will be given later but I can confirm that Alan's Mourne run will be on **Sat 9th Oct** so that we will still have plenty of daylight. So there you have it folks a few details just to wet your appetite for 2010 not forgetting our monthly meeting on the **first Wed** at Nortel Social Club at 8 pm.

Douglas.

**IMPORTANT NOTE TO ALL:
If I don't reply to your email
I Haven't received it!! Bernard Ed.**



The Area registration form was duly filled out so we are registered for the next year and have the use of Lochinch too. The Area equipment has not changed and it has been so wet the gazebo has not been used since 2007 when it got soaked too. The only matter arising was where is the area hub puller from years ago, do you know, do you have an idea where it is? There might be a small reward for information leading to its recovery.

The Area has return invitations to some shows and ideas have been put forward for places to visit. It all rests with the Scottish Show Calendar at present.

We will mark Drive It Day in **April**, watch this space.

Mark brought a piece of history to the meeting in the form of the results of Rallies in the early 90's, when there was a large number of Triumphs competing. In 92, 93 and 94 it was my trusty Herald 13/60 doing the rounds with Mark's Spitfire and other area cars. We did quite well and enjoyed ourselves too. The Herald is gone now but was replaced with my Vitesse and then Spitfire for events. Mark's Spitfire is still flying. Nostalgia, that rounded off the year quite nicely.

And so onto 2010. There was no need to change the **January** meeting as Lochinch is open that night. The next meeting is on Wednesday **6th January 2010** at Lochinch, all is back to normal so hope to see you there. As ever.

Gregor G

SOUTHERN

Tel. 01252 722432
http://triumphsouth.20m.com

Hi All, by the time you read this we will all have had our fill of turkey and Christmas crackers and looking forward to a new year with not too much of a hang-over I hope.

The December meet at the Seven Stars was of course our Christmas meal, which was well attended. Even Jackie and myself managed to get there for a meal, albeit not the Christmas menu.

After the main course there was the raffle (everybody brings a present and they are raffled off, everyone's a winner) when the list re-emerges from under the pile of pork pies I have been making I will try to post the winners. After which Suzie got up and said a few words.

Most of what was said referred to the Southern Areas commitments during the year, but what she said next confirmed what she had been saying for the past few years.....that she was standing down as our area organiser. The reason being, that Guy's job is now relocated to Oxford and would involve much more travelling.

Suzie started coming to the Southern meets in the autumn of 1996 when we used to meet at the Greens in Wickham. This was a major step in Suzie's life as things had not been going to well for her. She expected to find rows of gleaming cars and wondered whether she and Baby Blue would fit in with us. What Suzie found was, some shiny cars, some daily runners a couple of us had projects on the go and one 13/60 convertible that even

some of the guys wondered how it passed the M.o.T. and the members talking about anything (as Suzie can talk the hind leg off a donkey, she fitted in).

In 1998 Suzie had started to scribe for the area news and we had moved to a new pub, the White Horse at Droxford, and by 2001 Suzie had taken over the role of AO from Colin Jordan. By then a few of the areas more adventurous members had dragged Suzie to one of her first major shows, The Yeovil Festival of Transport. She was lent a tent, but had brought along a piece of bondage equipment, but she told us it was her camp bed.

Since 2001 Suzie has done a sterling job of turning an ailing area into a very active area and encouraging new members to get stuck in.

On behalf of the area members I would like to thank Suzie for all the hard work that she has put in and would also like to thank Guy on behalf of Suzie and the other members for his support for this area.

BUT IT'S NOT ALL SAD NEWS

We have a new AO, his name is Mike Goodling (Mark and Ness I'm not going to put that in) so I am going to let Mike tell you a little about himself.

"Hi my name is Mike. By the time you read this Christmas will be over and I will be your new Area Organiser. Firstly I would like to thank Suzie for all her hard work during the four years I have been with the club, an impossible act to follow. I am only taking on this task as other members have kindly offered to do other jobs, so splitting the "chores".

On the face of things not much will change but I hope all you club members will continue to support me and throw in new ideas and suggestions.

A few words about me and my cars. I live in Farnham, Surrey. My interest in Triumphs stems back to my family days when we bought our first Triumph 2000, after which we acquired a 2500s which we had for 3 months. Looked a nice clean car, but on "close" inspection turned out to be a potential rust bucket so it had to go. Next we bought a new Acclaim HLS which we kept until the tin moth started to appear. Sadly Triumph was no more so we moved onto Hondas but that is another story.

My classics now are my MKII- or MK 1-1973 Stag, my summer car and 1970 MKII 2.5 PI, my winter car which my son uses in the Summer. I enjoy both cars equally, each having a totally different experience.

Once again, thanks to Suzie and stalwart chauffeur Guy.

Hope to see you on a regular basis.

All the best

Mike G

I'd like to wish Mike all the best of luck in his new position as AO and to assure him he has the full support of all the Southern area members.

And just in case anybody had forgotten about the Goodwood Breakfast Club (it actually never crossed my mind that they would still be holding it this time of year) Alan and Wendy ventured out on Sunday 6th December After torrential rain during the night and in the early morning, the sun came out at 9 am and a number of the local community brought out their special cars for the Christmas Cracker. Triumphs spotted were GT6, Stag, TR3, TR4. The next

meet will be **7th March 2010** where all tax free classics will be welcomed from 7am onwards.(thanks for that Alan).

And lastly as I sign out for 2009 and hope you all got the prezzies you wished for, and sign in for 2010, I'll wish you all good luck for the new year.

Mark

p.s. the first meeting of the new year will be at the Seven Stars on **5th January**, Mike is buying the first round.

SUFFOLK

Tel. 01206 250360
Suffolk@tssc.org.uk

The Magpie has been changed around a bit so we held our meeting in a different part of the pub in an area at one end of the restaurant. There were enough sofas for just about all of us.

Dave now owns a Dolomite besides his yellow Spitfire. He has had it a little while now. It came with a complete set of bits to make it a Dolomite Sprint including the engine and body parts.

Russell has rebuilt his TR6 seats with new foams etc. The end result is comfortable but he feels he now sits too high with the steering wheel rim nearly touching his legs - almost prefers the saggier, old seats. Hopes they will settle down in time. I rebuilt my Vitesse seats a couple of years ago and the comfort level was a huge improvement, no more horizontal bar pressing in the middle of my back. But I also found that I sat higher and so far the seats have not settled down; but I would not go back to how they used to be.

There was a bit of a discussion about 12 car rallies and convoys. Apparently many organisers of rallies stick to a maximum of 12 cars because the paperwork is so much simpler. Add one more car and it mushrooms. Only 2 cars pre-arranged to travel together is apparently a convoy! Just happened to meet up and just happened to be going to the same place. If ever there is a campaign of civil disobedience we could remember that and generate lots of paperwork for the authorities.

Lyall has just invested 2 gallons of Waxoyl on his Stag - actually that should be about one and half gallons, he is wearing the rest. His Stag's gearbox is a bit noisy and so we chatted about the best way of getting the old one out; gearbox and engine, or just gearbox. Russell and Colin both gave him lots of thoughts on how to get it out of a big saloon (Lyall's Stag has a straight six).

The TSSC Suffolk area now has a rear hub puller for non-rototeflex cars. Colin is the custodian so if you want to borrow it, send him an email.

Make a note in your diaries that the annual meal and quiz will be held at the **March** meeting.



SUFFOLK . . . SUSSEX THAMES

SUFFOLK Cont

That's all for now.

The next meeting is **6th January** followed by the **3rd February** and **2nd March**. Be at the Magpie, 8:00 on Tuesday **6th January**.

Pete

SUSSEX

Tel. 01273 566593

Well, this is a rare event, an area news from me! I have taken an executive decision to only write an area news when I have something constructive to write, but don't get your hopes up too much, it will still be largely waffle.

The last few months have seen various bits of work happening. Pete has been a star and fixed (sometimes) local Andy's Vitesse which was recently purchased. An interesting car in that it has just about everything available from the TSSC catalogue and elsewhere fitted (ie lots of shiny bit, flash brake stuff, high torque starter) but best of all a type 9 5 speed box, VERY nice. Unfortunately the PO had the rear wheel bearings replaced by a blind axeman who also left the shims out! Pete can to the rescue after they failed, also having to replace a hub that had been removed with a pickaxe by the looks of it. All good and dandy now.

I have almost finished Jules' red Herald, the sprayjob is not too shabby, again Pete acting as a mentor for my first attempt with 2K paint. Looks like I may be doing a certain competition Herald front wing soon as well, then the Zetec monster can get under way.

Horror of horrors, Pete's Herald broke down. First time in all the years (107) he has had it. Failed electrical component, so new stuff has been fitted and all is well again. Bizarrely the Red Herald I have been working on managed to have its rotor arm disintegrate within 100 yards of passing its MoT, a pattern is forming here.

Lastly My Toledo has now covered a few thousand miles since its new engine was fitted. However it developed a thirst for oil that the Middle East struggled to quench. The timing oil seal was naff, no obvious damage, the surface it runs on is fine too. I have now fitted a NoS one I had in my spares, it is thinner and has a scroll in the lip. It fits perfectly flush too, so I suspect the ones we are sold are probably just ones that "fit" rather than are correct. An ever increasing problem.

Anyways, the future. Nobody else wants the AO position so I will continue. By the time you read this 20 odd of us will have enjoyed the Christmas lunch at the Wok Inn, and hopefully we will have a full house on **1st Jan** to celebrate Doug's birthday! I may even get you all to do something different this year, it will be a surprise.

Next year the Spares day at Stoneleigh is

set for **7th March**, a few of us have our hotel booked and will be going, to sell some quality tat and buy some useful stuff! Cheers

Clive

THAMES

Tel. 0777 362 3807
e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

Happy New Year to you all. Things have been very quiet lately. Although we have been out for a Sunday meal (Very Tasty) and the Bowling was fun. We are planning to have our New Year's meal back at the Windmill at Windlesham on the 10th of January. No news on the Triumph's, as the Vitesse is behaving well and work commitments have kept me from working on the Acclaim & 1300 Fwd. Julie and I are very happy to be running Thames Area for another year and wish to thank all our members for your continued support in the past year and making it a pleasure to do.

15th Nov - Sunday lunch at the Windmill. We were blessed with a glorious sunny winters day. In the Vitesse with the hood down Julie and I meet up with Nina in her Spitfire before heading to the Windmill pub to wait for the others joining us today. Andy and Paul arrived next in their Stag. A phone call from George & Rose saying they were running late prompted us to wait for them in the comfort of the pub which had recently been refurbished.

We were shown to our table and ordered a round of drinks and rustic bread with olives and dips while we waited for the rest to turn up. Mike & Judy turned up next in their Herald 13/60 convertible. Another call from George & Rose told us that they had just run out of petrol. "But we will be there soon" as a friend was bring them a gallon of petrol, "please start without us". So we ordered our main courses, the menu had a wonderful array of choices to pick from. Julie and I had the Roast beef Yorkshire pudding, Paul & Judy ordered Duck, bubble and squeak, Mike ordered a Risotto. Nina ordered a Fillet steak and Paul ordered a Beef burger. Shortly after our meals arrived, so did George and Rose in the 12/50 Herald saloon. They apologised for been late and ordered two Roast beefs also. The meals were ever so tasty and clean plates soon sat in front of everyone. Desserts were ordered next and soon demolished. We had a nice surprise as George B & Chris pop in to say hello in Georges Vitesse. After paying the bill we met up in the car park to chat and say our farewells before heading home. What a great meal we all had with wonderful company. We will be back there to enjoy our New Year's meal in early January, please get in touch if you wish to join us.

19th Nov - Social meeting at the Fox & Castle. Julie and I collect Nina on the way through to the pub in Julie's new car a Fiat Panda.

It's nice to drive but we do miss the Battered Acclaim.

In the warm pub we are joined by:- Andy K, George B, Dave L, Tony H, Nina J, Mark M, David H, Mike H & Jim B. Triumphs in the car park were:- Andy's Stag. Dave's 2.5Pi Mk2 saloon. Tony's TR8 & Jim's GT6 Mk3. Work on our Triumph's has been:- George overriders have now been refitted.

Tony has fitted a new wiper motor to the TR8. Nina's got a coolant leak on the Spitfire. David has re-bushed his Spitfire's front suspension.

Mike's Herald has a fresh MoT & a new clutch. Jim's GT6 has a new alternator fitted. Talk was of the meal we had last Sunday, the Bowling coming soon.

26th Nov - Bowling at Maidenhead. Due to lack of numbers from East Berks, South Bucks & even Thames had some members drop out last minute, (so some of our friends stepped in to make up the numbers) the competition was not run. Instead the prizes this evening went to the two highest scoring players over two games. We all met up in the lounge bar before the games started. Helen J (E Berks AO) booked us in on the three lanes and we divided in to two groups of five and one of six.

The games were great fun and the evening went very well the results are below.

	G1	G2	Total
Duncan	79	102	181
Chris	112	108	220
Helen	84	70	154
Jeff	106	147	253
Mike	99	88	187

	G1	G2	Total
Andy	92	129	221
Penny	93	108	201
Tony	114	101	215
Paul	94	68	162
Nina	98	86	184

	G1	G2	Total
Mickey	95	88	183
Julie	60	74	134
Dan	88	117	205
Ali	71	88	159
Mick	89	140	229
Carol	47	74	121

So our two winners were Jeff from E Berks and Mick who was filling in for a Thames member that could not make it. Well done to you both and a big thank you to Helen J for organising it all.

3rd Dec - Social Meeting at the Fox & Castle. Julie and I collected Nina J on our way to the Fox & Castle. At the pub we are joined by:- Tony & Penny H, George B, Mike H, George & Rose N. The only Triumph in the car park was Tony's TR8. Work on our Triumphs has been:- Mike's Herald has a leaking clutch master cylinder. Nina's Spitfire is in desperate need of TLC as the new battery is struggling to start the car (new starter motor needed). Six of us got together to enter the pub quiz that night, but alas we did not come anywhere. We thoroughly enjoyed it though.

Our next meetings at the FOX & CASTLE are from 8pm in the NEW YEAR on **January the 14th & 28th** then in **February on the 11th & 25th**.

Please come & join us for a warm welcome or call me on 07773623807.

Up coming events in:-

Jan 1st Brooklands New Years Meeting

Jan 10th Our New Years Meal

Mar 7th International Triumph show & spares day Stoneleigh

Happy 2010

Mickey & Julie

IMPORTANT NOTE

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

NORTH WALES . . . SOUTH WALES WEST MIDLANDS . . . WORCESTER



NORTH WALES

Tel. 01978 359263
www.wrexhamg.co.uk

Visited the Classic Car Show at NEC on 14th November. Had some problems getting in as train delayed at Wrexham over one hour due to water on the line!! Met up with Debbie and Lyn on the train having travelled from Prestatyn via Chester to pick up our train.

The show was laid out in 5 halls and our group now 5 in all with Roger and Mike from Wrexham made for Hall One and the excellent Club stand where we found Derrick and his silver Spitfire entertaining the numerous visitors to the stand and especially to admire his superb car. Derrick is really good with the public, always having time to chat to them and allow them to sit in his car very often for photographs. Over the 3 days of the show Derrick saw club members from our area every day and managed to sign up some new members to the TSSC besides giving out lots of membership forms to possible new members.

We look forward to seeing his next project, a 'Vitesse Mk11 Convertible' which should be on the road early 2010! Overall impression on the show was good but it was very busy and the crowds made it difficult to move around in some halls. One really needs a couple of days to take in the vast collection of cars and equipment present. May consider that for next year. Once again well done Derrick!

This will be my last area news letter as I am not standing as Area Organiser for the New Year. Having held the position for a number of years, I now feel it's time to let someone else come forward to lead the area forward in 2010.

May I take this opportunity to wish all members best wishes for 2010 and many miles of safe motoring

Michael

MICK COHEN NORTH WALES AO MANY THANKS!!!

It is seven years since Mick took over the Area organiser position of the North Wales group. In that time the number of active members and events has increased beyond recognition and a lot of this is due to Mick's enthusiasm and organisational skills as AO. He has endeared himself to many members and made many friends and we were all sorry to hear that he had decided to relinquish his AO position. However it will not be all bad news as he has assured us he will be still attend the meetings and events as he has in the past, which is fantastic.

As regards finding a new AO it was decided it would take 2 men to fill Mick's boots, so I and Bob Whiting have decided to run as joint AO's. Mick has left us a local club in very sound position and we will endeavour to carry that forward.

Once again a big thank you Mick from all the local TSSC members and MG Club

Derrick Binning

SOUTH WALES

Tel. 02920 868203

At the last Area meeting there were no volunteers for the Area Organiser, so I am entrusted with this position for a further year. I would hope that someone in the Area would be keen to take on this role in future years. My thanks to those who have supported me and would encourage any members in the South Wales Area to come along to the monthly meetings.

On the news front I have now nearly completed the GT6 I have been building for my wife. Many thanks to Clive, Derek and Rob who have not only given me help and encouragement, but have kept me on track, and I will complete the cars interior this time round!!

The car passed its MOT second time, as slight problem with the brakes was found and the examiner would not accept it was my wife's car!! Look out for this fine example of a club car at our next meeting in **January 2010**. (Well I think it is!!)

I trust all had a good Christmas and our annual Christmas function went well? All to do is to wish you all a Happy New Year and to keep the resolution to attend as many of the monthly meetings as possible.

Regards

Howard

WEST MIDLANDS

Tel. 07969 024999

The excuse I give for not sending a report for the December edition of 'The Courier' is advancing years. I had a senior moment and missed the reporting deadline, that's my excuse and I'm sticking to it. It's frightening to think that with the TSSC just celebrating the 50th year of the Triumph Herald, that I was on this earth 20 years before they produced it. There is only one way people are going to tell my true age and that is to cut off the top of my head and count the growth rings.

Christmas is on the way so on behalf of the West Midlands band of Triumph lovers we would like to extend hearty greetings for Xmas and the New Year to everyone who either owns or drives a Triumph. We hope that the New Year, 2010, brings you health and happiness because if you have both of those things you don't really need much else you are already a millionaire. I am now taxing my brain to think of something to buy the wife for Christmas. Last year I asked her early in December if she wanted a new Black and Decker Drill or an Angle Grinder, can't remember her exact reply, didn't speak for days.

I will decide later.

Looking forward to our Christmas Party being held at the Drakes Drum on Tuesday 15th December. A total of 45 members will be there, a good turnout by any standards. I Bet with the wives coming, the only thing I will pull is a cracker.

Over the last couple of months the Drakes Drum has been getting busier in the evening, no doubt as the result of the cheap meals on offer. When the pub was refurbished, the car park was made smaller by fitting facilities at the front of the pub for smokers, which means we cannot park

IMPORTANT NOTE

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News in By the 8th of Month please

all of our cars at the front and leaving them at the side of the pub presents the opportunity for them to be tampered with. The meeting room we use is also open to non club members, it's too hot most of the time and is the main route to the toilets. Our group is getting stronger and I have no doubt that when the better weather arrives we should have more than 20 cars attending the meetings. With this in mind it has been decided to look around for a new meeting place with better facilities. Any suggestions will be gratefully accepted. We will not make a hasty decision, any new venue will have to have a secure car park, be able to allow us a reasonable meeting room, and preferably serve food as quite a few members come straight to the meeting from work. Several places have already been mentioned and I will visit them and report in January. The vote amongst members was that we should still meet the **1st Tuesday of each month**, and from **May to September** inclusive also meet on the **3rd Tuesday**, again at the West Midlands Police Social Club, Tally Ho, Edgbaston.

Looking forward to our visit on the 13th December to TSSC Headquarters, and to the Notts and Derwent Valley New Year Run on the **3rd January 2010**.

Next meeting for the West Midlands members is **Tuesday 5th January**, when I expect some will turn up wearing those oversize jumpers bought them for Xmas by their favourite aunt, or the pink socks purchased by a loving offspring.

Got to leave you with a story I heard on the radio the other day. A lady was complaining that her birthday was Christmas Eve, the 24th December, the day before Christmas and she usually only got one present to cover both events. Last year her husband lashed out and bought her an expensive pair of leather boots. He wrapped the left leg boot up in birthday paper and gave it her on the 24th, her birthday, and wrapped the right leg boot up in Christmas paper and gave it her on Christmas Day.

Now that's what I call courage.

Roger

WORCESTER

Tel. 01384 279686
www.tssc.org.uk/worcester

Already our last meeting for 2009 and we had quite a good turn out for a damp December evening. Members were eager to chat while the proof copy of the 2010 area calendar was passed around.

The tradition of our free Christmas raffle was continued and as you can see by



WORCESTER NORTH YORKSHIRE . . . WEST YORKSHIRE

WORCESTER Cont



the photo Paul took a chance on the mystery prize and was only too eager to model his winnings!

The Area contacts list was passed around for updating and some suggestions were made for possible runs in 2010. Any further suggestions and volunteers to organise a run would be welcome.

Those who attended the skittles night with the Stag Owners were pleased to tell us that the TSSC team won and everyone had a great night.

Members were asked to give some thought about their choice of Member of the Year, as voting will begin at the **January** meeting.

It was suggested to hold our Annual Dinner at the same venue as last year- The Plough & Harrow at Drakes Broughton. Enquiries are to be made about available dates and menus before a final decision is taken.

Finally, I would like to thank members for their support and hope you all had a good Christmas and wish you a Happy New Year.

Stef

Dates for your diary

3 January Malvern Bits & Pieces
Autojumble

4 January Monthly meeting

NORTH YORKS

Tel. 07766 35449

Well this is the easiest write up so far! We haven't had a meeting yet due to deadlines in the Courier and I wrote about the last meeting in the December Courier!

I will start off by wishing everyone a Happy New Year and trust everyone had a great Christmas. Don't forget the Christmas meal at the White Bear in Stillingfleet on Saturday 9th January 2010. There is the usual choice of 2 or 3 course meals so give Grace or myself a call if you are interested - deposits now being taken. ****NOTE the list of menu choices seems to have escaped at the last meeting. Could you please call or email me to confirm your choices**** Hopefully it will have turned up again by the meal but please ring to double check.

There have been rumours on Facebook this week of Nigel wandering round the Lake District in his wetsuit looking at the

snow. I'm sure he will enjoy showing us the pics at the **January** meeting at the White Swan (**Mon 11th**)

As some of you know, I have set up a website for the Dalesrun. In a moment of madness I also set up a site for North Yorkshire at the same time and never got around to doing anything with it! (and West Yorks! always forward planning!) I think it might be a good way of keeping everyone in touch who can't get to the meetings of what's going on at the Club. The North Yorks area is the biggest in England I believe! Anyone with any ideas for it let me know, I propose the main function to be an events calendar with an e-mail update / reminder service for anyone who wants to receive it.

Dates to remember

Sat 9th January - Christmas Meal at the White Bear, Stillingfleet

Mon 11th January - Club night at the White Swan

Mon 8th February - Club night at the White Swan

Drive it Day **25th April**. Alan at West Yorks has planned a trip to Elvington with discounted entry.

Dalesrun **11th, 12, 13th June**. Dalesrun returns to Dent.

That's it this month,

Richard

WEST YORKS

Tel. 01274 781814

www.tssc.org.uk/westyorks

Hi all and a very happy new year to you all. I hope you all had a very good Christmas and you got all your bits for your loved ones (Triumphs!) Novembers meeting was the AGM where I was re-elected as your AO for 2010. I would have been most disappointed if this was not so as I very much enjoy doing the job as I get a lot out of it. We have got a very good bunch of volunteers for the other posts this year. For finance / raffles etc we have the services of Bob Waddington. George Kemp for the clubs tools register. Martin Appleby and Richard Briscoe as joint web site managers. Finally there is Brenda Kemp as attendance register. Brenda has been keeping this up to date for us for a lot of years, un-noticed by many but it is a very useful tool in running the area. A very big thanks to you all, without your help we would not be able to function as well as we do, thanks again. Thanks must go to Colin Chadwick for all his past work in the last few years as finance / raffle person. Colin is standing down as he has other things that he now needs to concentrate on at the present



time. Big thanks to Colin for all the work he has been doing over the last year running the charity for the Wakefield Hospice.

At the meeting we presented the final cheque which was for the great total of £442.90. This was handed to Terry from the Hospice. Well done everyone in raising this

amount during these difficult times.

We had a very good attendance with 28 members present on the night. I do not know how many club cars we had in the car park, but we did have a very good mimosa yellow Stag driven by Martin and his navigator wife Helen. This is their new pride and joy and you will be seeing this car out and about a lot in the future I hope.

Before I go on too long, I would like to thank Richard Briscoe, not only is he my right hand man and a very good friend to me, Richard works very hard for West Yorkshire area and the TSSC as a whole. We must congratulate you on your appointment as North Yorkshire AO. Richard has been standing in as AO for the last few months as Mick Hardwick has been hospital and recuperating after his operation. Mike has recently upgraded his TR7 V8 for a Stag and I hope to see him out and about in it soon.

I went down to the NEC classic car show with my son, Nigel and Richard. This was a very good show and very well attended. I did get asked on the club stand how many members was I going to leave at the show this year??

Some of us should be modelling the new sweat shirts at the next meeting, I think they look great.

It looks as if we are in for a full season of camps, shows and runs etc in 2010.

The first thing is the new years celebration at The Hunsworth Pub and Restaurant near the bottom of the M606. This is taking place on **Saturday the 16 January 2010**. You need to book through me at the club meeting or ring me on 01274 781814 or 07944909823. If I don't answer please leave a message with your phone number and I will call you back.

The next event will be the Drive-It-Day on **Sunday 25 April 2010**. This was a very good day out last year at Eden Camp, with 76 classic cars on show. We will be having 3 starting off points this time, but all ending up at the Yorkshire Air Museum at Elvington just outside York. This is open to all TSSC members and other classic car clubs. I have negotiated a very good entry fee for this event £4 per classic car and £1 for our chosen charity. You can only get this discount with a pass you can obtain from me. You will pay £4 on the gate and £1 to me on the day giving a total of £5 per car. There will be an advert and booking form in the Courier.

My Phantom Grey 1200 Herald will be up and running for this Drive it day event at Elvington, making its first appearance after it's its first ever make-over! Not bad to say it was made in 1960. Jobs done so far - All new outriggers, new set of fitted carpets bought from the TSSC HO, new brakes and fuel pipes fitted, front callipers refurbished by Bigg Red, rear brakes fitted with all new parts, new front and rear shocks and bearings and finally 3 point safety belts all the work has been done by Richard and myself. I can not wait for the first run out.

EVENTS DIARY

New Years celebration **January 16th** at the Hunsworth Pub and restaurant
Drive-it-day **25 April** to the Yorkshire Air Museum at Elvington

Dalesrun **11-12-13 June** at Dent
Back end Bash **10-11-12 September** - venue to be announced

Keep your Triumph wheels turning

Alan

AREA ORGANISERS REGISTRATION FORM 2010

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

The term of office to be for one year from **1st January 2010 to 31st December 2010**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please **COPY** and complete a Registration Form each.

I Membership Number:...../.....
wish to register Area Area Number:.....
with the Triumph Sports Six Club for **2010**.

My address is:

Postal code:..... Telephone Number

e-mail address:.....

Signed: Date:

Area Meeting Venue:

Meeting Day/Time:.....

Seconded by:

I Membership Number:...../.....

Second..... as

Area Organiser for **2010** Signed..... Date:.....

Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.

This form to be RETURNED AS SOON AS POSSIBLE to:

**TSSC Area Registrations.
Pip Flegel and Frank Spencer
Wyreside Lodge, Chipping Road,
Dolphinholme, Lancaster.
LA2 9DQ**

I wish
.....Area
to be entered in the
Area draw for the
coming year
YES/NO

Triumph Sports Six Club.
Notts and Derwent Valley's.



NEW YEAR RUN 2010



Sunday 3rd January 2010

Meet in Sainsbury's car park in Ripley (just off the A610) from 9:30am
We will be leaving at 10:00am prompt for a drive in our **"CLASSIC'S"**
through beautiful Nottinghamshire and Derbyshire. *(You can still join us if
you are in a modern).*

We will be stopping off for Sunday Lunch.

Entry is £4 and all profits will go to our chosen Charity for 2010 ~
"When you wish upon a star" who's aim is to grant the 'Wishes' of
children suffering from a life threatening illness.



Decorate yourself and your cars with STARS.

There may also be the opportunity to take some of the children for a
short ride in our classic cars.

Check out the Courier or visit our websites for more details.
www.notts-tssc.org.uk or www.derwentvalley-tssc.org.uk

Alternatively give Claire a ring on 07971 017012.

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**Derwent Valley
Triumph Sports Six Club's**



The 22nd Peak Run

The 25th 26th and 27th June 2010 are the dates for the Premier Classic Car Run and Peoples Choice Concours in Derbyshire.

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.

Saturday is still very much in the planning but we are organising activities for the day plus mini runs or you could choose to explore the local towns and beauty spots.

We have a brand new venue for the '**Party Night**' and it is actually on the campsite. 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. Meals will be available at extra cost.

On the Sunday we will embark on the **22nd Peak Run** which will take it's traditional format of a 90 mile 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

Booking form for Peak Run 2010

Name.....

Address.....

.....

..... Post Code.....

Phone Nos..... E.mail

Car Make.....Model.....Registration No.....

Cost only £12.50 per car.

Please use separate booking form for the campsite. Tick here if Campsite booking form required.

Please send application form together with your cheque made payable to
Derwent Valley Area TSSC to:

**Peak Run 2010, c/o David Dawson, 28 Routh Avenue,
Castle Donington, Leicestershire. DE74 2NA.**

Telephone enquiries:

David Dawson 01332 810004 or Ian Stevens 01773 787268.

You may photocopy this form.

Courier

CLASSIFIED

SPITFIRE

*Cars for Sale
Cars for Sale
Cars for Sale*

1500. 1975. Topaz. Garaged. Owned from new. Genuine, used daily. 108,000 miles. Mechanically good. Body needs attention. . November 2010 MoT. Club valuation £2,800. John (Oxfordshire) 01993 702367.

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*Cars for Sale
Cars for Sale
Cars for Sale*

1200. Lovingly restored in 2006. Tons of Photos of Restoration can be emailed if required, insured for £5k, full service history. Immaculate. Accept £4,000 ONO
Jo (Stockport) 01616 127113

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GT6

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GT6 - Requires Total rebuild. Chassis, gearbox, overdrive, interior panels, carburetors done, £1500 of panels included ready for rebuild, supplied with custom built stand. Sensible Offers. Richard (Rugby) 01788 860166.

MkIII 1973, French Blue, tax exempt 37,000 miles from new, MOT Nov 2010, rebuilt engine, leather seats, TSSC valuation £11,500. Price: £6,700. Mark (Nr Durham) 07977 176809

MkII. S/S Exhaust. Sunroof. Alloys. Good Body & Chassis. Requires front wings, drivers door skin. Drivers seat poor. Long MoT. Used daily. £2,750. David (Cornwall) 01579 350454 eves.

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PARTS

Parts For Sale
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Parts For Sale

VITESSE MkII. Two tone Blue Interior. Seats. Back Pockets. Parcel Shelf. Front pocket. Carpet. £100. Jo (Bournemouth) 07792 327796.

TWO 13/60 saloons, in North wales, laid up for some time, one converted to gas. Owner is interested in selling. e-mail, I will forward details. Derek Binning (North Wales) eMail: info@abfire-prevention.co.uk.

These are all in pristine condition and would make an ideal christmas present for any Triumph enthusiast. Buyer would need to collect as they are heavy. £9.99 Panos (London)eMail:peterpanayi@hotmail.co.uk

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SPIT MKIII Bonnet. Complete bonnet, lights bumper etc in red. Bolt straight on. Good condition, needs small plate on inner arch, top and sides are good. £250. Alan (Crowborough) 07767 755087.

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COURIER Magazines dating from February 2005 to November 2009. Issues 296 to 354.

PARTS WANTED

SPITFIRE MkIII Screen surround wanted. Reasonable condition window screen surround needed for my Spit mk3. All reasonable offers considered but please no basket cases, I have 2 already! David (Kent) 07795 060693.

SPITFIRE 4 MK1 Steering wheel boss. Looking for Steering wheel boss for Les Leston Type wheel or an original early Spitfire or Herald 1200 steering wheel Damien (Westcliff on Sea) 01702 309448.

VITESSE wheels. I am looking for four original Vitesse steel wheels 4 1/2J. Richard (Horsham) 07904 072958.

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