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AND INTERNATIONAL EVENTS

## TSSC WORLD HEADQUARTERS

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Point your browsers at [www.tssc.org.uk](http://www.tssc.org.uk) and have a look for yourself. To gain full access to the site, you will need to register on-line, make sure you have your membership number ready.

### Triumph Sports Six Club

Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specials - TR - Stag - 2000/2500/2.5 - Dolomite - Acclaim  
email: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk) - phone: +44 (0)1858 434424 - fax: +44 (0)1858 431936  
Club HQ: Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

**ACCESSORIES AND REGALIA**

- ▲ Catalogue Home
- ▲ Catalogue Site Map
- ▲ Catalogue Search
- ▲ Your Basket
- ▲ Postal Rates
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- ▲ Return to Main Site

#### Your Basket

This is the contents of your Basket. Please note Member's Prices shown below include VAT at 17.5%. Orders sent outside of the EU please deduct 17.5%.

Description	Part Number	Remove	Member's Price	Quantity	Total Price
Herald 1200 Semi Sport System	BE185	X	£175.00	1	£175.00
Herald 13/60 Semi Sport System	BE186	X	£175.00	1	£175.00
Herald Semi Sport Box Only	BE187	X	£120.00	1	£120.00
					Sub-Total, ex VAT: £470.00
					VAT: £82.25
					<b>Sub Total + P&amp;P € 552.25</b>

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Club HQ: Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

**MENU**

- ▲ Home
- ▲ The Cars
- ▲ Shop Press
- ▲ Events Calendar
- ▲ Area Directory
- ▲ Classifieds
- ▲ Insurance
- ▲ Cop Shop
- ▲ International Vehicle Register
- ▲ Club Officers
- ▲ Internal Links
- ▲ Triumph Bookshop
- ▲ Club Officers and Regalia
- ▲ Club Racing
- ▲ Website News
- ▲ My Membership
- ▲ Sign In

#### Area Directory - All Regions

One of the most rewarding ways to enjoy the Club is to get out and meet other members, made easy by going along and joining in with one of over 60 Local Area meetings throughout the country. Each Area meets regularly at pubs or Clubs, often in their own rooms to talk Triumph. Local Areas are an important facet of the Club and each is different, reflecting the interest of local members and giving the Club the best of both worlds: the organisation to provide the services members want while retaining a local small Club atmosphere.

This Directory is published and 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 if they desire. Most Areas have a full calendar of events and meetings throughout the year, why not contact your local Area Organiser and find out what's happening in your Area.

**REGIONS**

- ▲ South East
- ▲ South West
- ▲ North
- ▲ East
- ▲ Midlands
- ▲ Northern Ireland
- ▲ Wales
- ▲ Scotland
- ▲ All Regions

### Triumph Sports Six Club

Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specials - TR - Stag - 2000/2500/2.5 - Dolomite - Acclaim  
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- ▲ Website News
- ▲ My Membership
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#### Visit the Club Headquarters

The TSSC HQ, located in the pleasant village of Lubenham, Leicestershire, contains what many regard to be the widest single point collection of Club cars and Triumph Memorabilia to be found anywhere and is well worth a visit.

The club houses over a dozen cars/rolling chassis, the majority of which are on permanent show. The wide selection of other exhibits range from the original Earls Court launch Herald display chassis to its model car counterparts, from lightweight Le Mans wheels to car styling exercises and much, much more. No one who has visited has been disappointed and as a Triumph enthusiast you are sure not to be too.

**MEMBERSHIP**

- ▲ Home
- ▲ Nine Reasons
- ▲ Club Publications
- ▲ Club HQ
- ▲ Signs
- ▲ Frequently Asked Questions
- ▲ Join the Club
- ▲ Renewal

Triumph Sports Six Club

The Courier 356

FEBRUARY 2010

FEBRUARY 2010



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TSSC-VI-0110



## THE TRIUMPH SPORTS SIX CLUB

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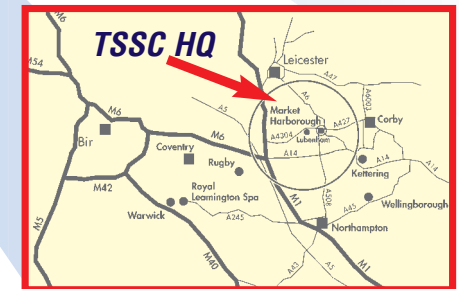
[www.tssc.org.uk](http://www.tssc.org.uk) Tel. 01858 434424

## Over the Counter



The majority of Products listed are available over the counter at the Club Shop during normal opening times. Why not pay us a visit and buy your parts at the same time!

## Where to find us



## Or on the WEB!

A wide selection of Club products are now on the net! Visit the Club site, and place your order using our interactive order form.  
[www.tssc.org.uk](http://www.tssc.org.uk)

<p><b>Triumph Sports Six Club</b></p> <p>Herald - Spitfire - Vitesse - GT6 - Road Equip - Specials - TR - Stag - 2000/2001/2 - Dolomite - Ascalin email: <a href="mailto:clubshop@tssc.org.uk">clubshop@tssc.org.uk</a> phone: +44 (0)1858 434424 fax: +44 (0)1858 431000 Club HQ: Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom</p>	
<p><b>ACCESSORIES AND REGALIA</b></p> <ul style="list-style-type: none"> <li>• Catalogue Home</li> <li>• Catalogue Site</li> <li>• Mug</li> <li>• Decals</li> <li>• Fuel System</li> <li>• Tyres &amp; Components</li> <li>• Return to Main Site</li> <li>• Spares</li> <li>• Services</li> <li>• Tyres &amp; Components</li> <li>• Tyres &amp; Components</li> <li>• Tyres &amp; Components</li> <li>• Tyres &amp; Components</li> </ul>	<p><b>YOU ARE HERE</b></p> <p>Herald - Spitfire - Vitesse - GT6 - Road Equip - Specials - TR - Stag - 2000/2001/2 - Dolomite - Ascalin</p> <p><b>Semi Sport System</b></p> <p>These Systems are the best way of creating superior looks and superbly noisy Exhaust note without dramatically changing the layout of the system.</p> <p>The Spitfire System comprises a shortened box with Twin pipes (a la GT6) to provide a more free flowing system with a deeper exhaust note.</p> <p>The version for the Herald / Vitesse is larger version of the</p>

E-Mail with your requirements, questions, overseas customers e-mail for quote and carriage services  
[clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.356 Vol 31. FEBRUARY 2010  
Price £3.50 Free to Club Members.

## CLUB HEADQUARTERS

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

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

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Bill Sunderland

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Nigel Clark e-mail: [nigel.clark@tssc.org.uk](mailto:nigel.clark@tssc.org.uk)

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

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## Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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

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Bernard Robinson

## COURIER PRODUCTION

Bernard Robinson

*Courier Copy to:*

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

## COUNCIL MEMBERS 2010

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

## Honorary MEMBERS

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

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.  
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AMERICAN DREAM OR  
NIGHTMARE?  
ARTICLE PAGE 60  
PIC  
RICHARD POWNEY

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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

### April 2010

**SUN 25 APRIL 2010**  
TSSC HQ OPEN SUNDAY  
CELEBRATE 'DRIVE IT DAY' AND  
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TEL. 01858 434424

**SUN 18 APRIL 2010**  
TSSC WESSEX AREA **NEW FOREST RUN**  
CONTACT TREVOR 01425 475376  
www.triumphnewforestrun.co.uk

### May 2010

**SUN 9 MAY 2010**  
**SOUTH OF ENGLAND MEET**  
LEATHERHEAD LEISURE CENTRE  
CONTACT GUY 01672 514241

### 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**  
CONTACT RICHARD BRISCOE  
07766 354449

**FRI/ SAT/SUN 18/19/20 JUNE 2010**  
NOTTS AREA **5TH ROBIN HOOD RALLY**  
WALESBY SCOUT CAMP NOTTS  
CONTACT CLAIRE 07971 017012

**FRI/ SAT/SUN 25/26/27 JUNE 2010**  
DERWENT VALLEY AREA PRESENTS  
**THE 2010 PEAK RUN**  
www.derwentvalley-tssc.org.uk

### August 2010

**SUN 1 AUGUST 2010**  
TSSC LEICESTER & RUTLAND  
**SUNSHINE RALLY**  
CONTACT DAVID 07774 276564

**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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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](http://www.tssc.org.uk) - Technical Directory Listings

**TEL. 01858 434424**

# “Comment

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

## Triumph Clubs pull together!

**A**s I write the Comment column this month we are still in the grip of the worst winter for many years and the snow is falling steadily outside. I hope by the time you receive your February Courier the weather has improved and we can all start looking forward to the new season of classic car events.

For 2010 we will have some truly great events to enjoy, including another Standard Triumph Marque Day at Prescott Hill Climb in May, the Le Mans Classic in July and the TSSC International in August. With the large number of Triumph clubs in existence, it's good to be able to report that the level of cooperation between clubs continues to increase.

The Standard Triumph Forum is the umbrella organisation where most of the clubs representing the two marques come together to discuss matters that affect all the clubs. Most of us will know that each year, there is a Standard Triumph Marque Day organised on behalf of the Standard Triumph Forum with all clubs invited. So far, so cooperative! To make the Marque Day extra special, in 2008 the event was held at Prescott Hill Climb, where we all had the opportunity to drive our Triumphs up the historic hill. The day proved so popular that we are repeating it at Prescott for 2010, when the Marque Day will be on Sunday 23rd May (please see the booking form in this issue of the Courier for more information, or visit our website). The 2008 Marque Day at Prescott was organised and run jointly by the TSSC, the TR Register and the Stag Owners Club, and I'm pleased to say that the same three clubs are working together again for the 2010 event. So far we have had several planning meetings with representatives of each club present, booked the hill climb course, advertised the event and started taking bookings. Such close cooperation between clubs must be to the benefit of members because we can then stage events on a scale that no single club could readily attempt. Everyone wins from this cooperation!

I hope to see you on the hill at Prescott in May; the event is going to be popular so please try to get your booking in quickly.

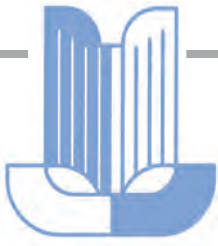
There is also a suggestion within the Standard Triumph Forum for an extra special Marque Day in 2013, which

is the 90th anniversary of Triumph cars and the 110th anniversary of the Standard Motor Company. This is at the idea stage at present but we have plenty of time yet to plan and stage a really spectacular event. Some exotic venues have been talked of, so watch this space. The TSSC Council of Management has pledged their support for the 2013 celebration.

Another example of clubs cooperating is the amazingly popular Le Mans Classic, to be held in July. The TSSC has offered trackside camping at the famous Tertre Rouge corner, entry tickets, grandstand tickets and laps of the track, available to TSSC members and members of other clubs. Our trip has proved so popular with members of the TSSC and the TR Register that our campsite sold out very quickly. The TR Register has arranged a trip for their members with camping at Maison Blanche, an alternative site. As the TSSC camping has sold out, TR Register have indicated they are happy to receive bookings from TSSC members unable to get a place at Tertre Rouge (if you still want to book camping at Le Mans, please see the Courier News page for more details).

The final example I can offer of inter-club cooperation is our own International Weekend at Stafford in August. The event is organised and run entirely by the TSSC but each year, we invite other Triumph clubs to attend and put on their own displays, another form of cooperation.

So inter-club cooperation gives us better events, and it's on the increase. That's got to be good news!



# NEWS REVIEW

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

### TSSC ANNUAL GENERAL MEETING Date Move

There has been a lot of comment from the membership about the Club AGM being held on Drive it Day, so the Council of Management have decided to move the AGM to a Sunday before this.

Therefore notice is hereby given the Club AGM will now be held on **Sunday 11th April 2010 at 2pm** and **NOT** 25th April as previous notified. There will be no other changes to the day's proceedings. The Area Organisers Seminar will precede the AGM as normal starting at 10.30am. Any items for the Seminar agenda to be sent to Pip & Frank.

**Mike Crewes**

TSSC General Secretary

### Camping at Le Mans Classic

The Le Mans Classic weekend (9th – 11th July 2010) is increasingly popular and the TSSC camping at Tertre Rouge sold out in record time. The TR Register have also organised a camping trip to Le Mans Classic for their members, based on the Maison Blanche site. They have spaces available and are now prepared to accept bookings from TSSC members.

If you have not yet booked and want to camp at Le Mans Classic, please call the TR Register office on **01235 818866** or visit their Le Mans micro web site.

[www.tr-register.co.uk/CLM2010/index.php](http://www.tr-register.co.uk/CLM2010/index.php)

If you require entry tickets, grandstand seats or track laps but not camping, we still have these for sale so please phone the TSSC office.

**Nigel Clark**  
General Manager

### TSSC Northants Standard & Triumph Rally

TSSC Northants are proud to announce that the Standard & Triumph Rally held at Wicksteed Park, Kettering, Northants will be on 4th 5th & 6th June 2010.

Wicksteed park is Northamptonshire's oldest and most beautiful park and now with brand new camping facilities for 2010 season.

The weekend will be packed full of family fun with a road run, BBQs and evening entertainment. and of course the Rally and Concours that will be held on Sunday 6th June. Whether you come for the whole weekend or for the Rally on the Sunday you will be guaranteed lots of fun and the warmest of welcomes.

To find out more about the  
Northants Standard & Triumph Rally visit  
[www.standard-triumphrally.co.uk](http://www.standard-triumphrally.co.uk)  
or call Adam on **01933 229992**.



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# HQ OPENING TIMES

**FEBRUARY- OPEN AS USUAL**

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

**MARCH- OPEN AS USUAL**

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



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



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

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

## TSSC Annual General Meeting

**THE ANNUAL GENERAL MEETING WILL BE HELD ON**  
**APRIL 11<sup>TH</sup> 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

**21ST MARCH 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](mailto:gensec@tssc.org.uk)*

## TSSC INSURANCE PANEL

**Footman James**

0843 357 1790

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

**Peter James**

0845 0999 500

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

**Lancaster Insurance**

0800 013 0080

[www.lancasterinsurance.co.uk/tssc](http://www.lancasterinsurance.co.uk/tssc)

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- Agreed value cover for your pride and joy
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- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.

# Young Member's Co-ordinator



[www.facebook.com/group.php?gid=93511930542&ref=ts](http://www.facebook.com/group.php?gid=93511930542&ref=ts)  
e-mail. [chrisbaker\\_7@hotmail.com](mailto:chrisbaker_7@hotmail.com)



## Chris Baker

## New Year, New parts

**T**he first article of 2010, time to get pushing the band in London and get a few things sorted with the cars. The Spitfire for example has soggy shocks on the back currently, I enjoy a soft ride because it's more comfy and find it more predictable to drive so I am replacing the worn out shocks for standard spec new ones. Also on the list are new wheel bearings, and if they are being replaced I might as well get the discs and pads changed on the brakes as well despite there being only a few thousand miles on them. The front oil seal also needs a



re-do. Since I know a limited amount about mechanics and whenever I try to fix something, I do eventually fix it, but end up breaking a couple of other things along the way, I have neither the space, tools or knowledge to work on cars, but all things against me aside I'm defiantly giving new things a go. I usually practice my workmanship on the Porsche before heading into the Spitfire because I somehow understand the mechanics of that car a little better because I research it such a lot on the web whenever anything goes wrong with it because I need that car much more and usually manage to work out at least what's wrong if not how to fix it myself. I guess that's a start to a new years resolution.





## Young Members Co-ordinator

Things that have been replaced recently include the exhaust, the car needed one for the MOT since it was blowing badly at the manifold and falling to bits. It has been swapped for a custom made stainless steel job.

I think the twin pipe really adds a little bit of a bigger GT car look. The pipes out the back are similar in size to a standard Spitfire single pipe.

It's basically a standard system with a slightly bigger bore and slightly less baffles making it a little more straight through flow than before, the tone it delivers isn't raucous or loud, more of a thunderous rumble, making it sound like the car is revving a lot less than it is, and it sounds its absolute best at around 3000rpm making the car sound more powerful and expensive, an item on the list well and truly sorted.

Now an interesting pub fact and an amendment to my last article all in one!

Seems the info you get from the web isn't always accurate, I knew this anyway but still constantly trust the info on the web. Andrew Peel pointed out Michelotti didn't design the

BMW 507, Albrecht Graf von Goertz did. Michelotti did design some of BMWs smaller cars such as the BMW 700 from 1959 which has a 697cc Flat 2 from a motorbike.



In 1965 it stopped all small car production and BMW didn't make another small car until the "New Mini".

If anyone has any stories on their car they would like to share please do get in touch because I'd love to hear from you.

Finally, Facebook updates;

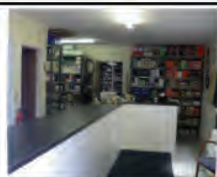
the Facebook group is even bigger now than I could have imagined, its pushing nearly 200 members and new young people are joining up all the time sharing experiences and advice.

There are over 250 photos on the site so if you haven't already, come and join the site. Simply search "TSSC Young Members" or spend ages typing this carefully into your browser.

The choice is yours.

[http://www.facebook.com/photo\\_search.php?oid=93511930542&view=all#/group.php?id=93511930542&ref=ts](http://www.facebook.com/photo_search.php?oid=93511930542&view=all#/group.php?id=93511930542&ref=ts). Cheers.

*Chris*



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# Standard Triumph Marque Day at Prescott

## Sunday 23 May 2010



The Standard Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2010 will be held on Sunday 23rd May 2010 at the Prescott Hill Climb, Gotherington, Cheltenham, Glos. GL52 9RD.

The Triumph Forum is the umbrella organisation of more than 20 clubs catering for Standard and Triumph cars and their derivatives. The Forum meets twice a year to discuss issues of common interest.

Standard Triumph Marque Day is the annual gathering of clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous Marque Days have been held at other famous motoring venues such as the Heritage Centre, Gaydon, Brooklands and this will be our second visit to the Prescott Hill speed climb.

Prescott Hill is the home of the Bugatti Owners Club. It is situated on the Prescott Estate on the edge of the glorious Cotswolds, five miles from Cheltenham. The famous and historic hill climb hosts a number of competitive meetings each year, as well as club and corporate events.

The 2010 event will be organised jointly by the Stag Owners Club, the TR Register and the Triumph Sports Six Club. The organisers are planning a varied programme of activities which will span both Saturday 22 May as well as Marque Day on Sunday 23rd May 2010. This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday, it is hoped that all the clubs will have a club display to show prime examples of their cars and to promote their individual clubs. The hill will be fully marshalled and will open for participants to make non competitive, un-timed, hill climbs. This can be either a leisurely climb just to take in the views, or for those of a sporting nature, to attack the hill. The event will provide an opportunity to see the cars of the Marque on the move as well as in static displays in a superb Cotswold setting.

Entry fees are shown opposite, complete booking form and return.  
For more information please email: [info@tssc.org.uk](mailto:info@tssc.org.uk)



# Standard Triumph Marque Day at Prescott

## Sun 23 May 2010

A celebration of both marques at this famous venue organised by Standard Triumph Forum.

### EVENT BOOKING FORM



Entrant's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code: \_\_\_\_\_

Tel (day): \_\_\_\_\_

Evening: \_\_\_\_\_

E-mail: \_\_\_\_\_

Your Club: (TSSC etc) \_\_\_\_\_

Membership No: \_\_\_\_\_

Vehicle Details- Model: \_\_\_\_\_

Registration No: \_\_\_\_\_

If you are taking either hill climb option we need the following vehicle details:-

Name of Insurer: \_\_\_\_\_

Policy No: \_\_\_\_\_

Complete table below with **BLOCK CAPITALS**, return with payment to: **Triumph Sports Six Club, Sunderland Court, Main Street, Lubenham, Market Harborough, Leics, LE16 9TF.**  
Tel: 01858 434424 Fax: 01858 431936 E-mail: info@tssc.org.uk

Menu	No. required	Units	Cost £ Pre-booked	Cost £ on the day	Totals £
<b>Saturday 22 May – Cotswold Run</b> (limited numbers) (Route book tour of the Cotswold Country side) car		car	3.00	3.00	
<b>Saturday 22 May – Evening Barbeque</b> per person. (At Prescott – numbers will be limited)		persons	10.00	12.00	
<b>Camping</b> - (Fri/Sat/Sun) cost per unit per night (At Prescott site – limited spaces) nights		nights	10.00	10.00	
<b>Sunday 23 May - Event Entrance only</b> (one car and occupants – no hill climb or cavalcade)		per car	8.00	10.00	
<b>Sunday 23 May - Event Entrance and Cavalcade</b> (one car and occupants – slow speed cavalcade up hill climb) (This option only available by booking now)		per car	10.00	Pre booked only	
<b>Sunday 23 May - Event Entrance and Hill climb</b> (2 climbs; passengers permitted)		per car	25.00	35.00	
<b>Sunday 23 May - Exciting Rides</b> (Not including Event Entry) (One climb - as a passenger - with experienced driver)		per run	25.00	25.00	
<b>Sunday 23 May – Additional Hill Climbs</b> (subject to availability)		per run	10.00	10.00	
				<b>TOTAL £</b>	

Further details on local Hotels and other information will be included with your booking confirmation.

I enclose cheque/postal order payable to TSSC Ltd for £

OR:

Please debit my Visa/Mastercard Number: \_\_\_\_\_

Expiry Date: \_\_\_\_\_

Security No. \_\_\_\_\_

(If the credit card is not in the name of the Entrant, please supply card holder's full name and address.)

Entrant's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

# SPITFIRE I - II - III Register



[www.tssc.org.uk/spitfire](http://www.tssc.org.uk/spitfire)  
e-mail. [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)



## Suzie Singleton

## Early Spitfire Connection

If you look back to your December Courier you'll have read (I hope!) the article by Richard Powney on the trip to Denmark with three Spitfires and, with luck, you will see the same three cars on this month's cover.

I first heard about one of the cars, FC57, before I knew about Richard's connection with it when I received an email from Ron, as below:

*"First of all let me introduce myself to you. My name is Ron Verlaan, I live in the Netherlands and I've been a member of the Dutch Triumph Spitfire Club (TSC) since 1998 and president of the club for three years now. I've read several of your stories in the Courier magazine which our board of the club receives and so got excited you mentioning the IVR forms and register news.*

*I'm more than interested in Spitfires particularly in early Spitfire 4. I've read you own a pretty baby blue Spitfire4 FC813 right? Myself I also own a 1962 Powder Blue Spit 4 FC135 also one of the first. Soon after I inherited FC135 from my father, who died in 1997, I tracked down some history of this car via the DVLA and Heritage Certificate. I even tracked down two of the previous UK owners of which one became very close friends since 1999. This Spitfire had been imported from the UK in 1995 so all its history is British.*

*The history of FC135 goes back to 1977 as DVLA had no further information. I wonder if I fill in the IVR form and send it to you, is there a chance more or different details will turn up than I received from DVLA??"*

[Suzie note: as I unfortunately had to tell Ron,

the TSSC Early Spitfire register is still rather small and this was the first I had heard of FC135. If anyone does recognise this car I would be very happy to put you in touch with Ron.]



*"Then suddenly something very special overcame me. I got track of an even older Spitfire4 than mine which was for sale!! Two months ago I saw this very very early Spit on a British website but it was unfortunately sold. You think this one will never turn up again, maybe only on the International database.*

*But sometimes things are meant to be. I got track of this Spit again and again it was for sale and after some considerations, phone calls and lots of photos being sent I finally bought it*

*last weekend.*

[Suzie note, email received in October 2009]

*This is a 1962 white Spitfire4 FC57!! The third oldest on the International Spitfire database.*

*I'm very proud I do own two of the few oldest Spitfire4s being around. Isn't that fabulous? We will collect the car next weekend abroad and drive it home. This is a British car as well which has been in the UK for its entire life and despite some MOT papers, V5 and a 1970 Logbook there is no further history with this car so a lot of history still has to be tracked down."*

It was actually as a result of Ron contacting me about these cars that he put Richard, the previous owner of FC57, in touch with me, and you can read more from Richard and about his Spitfires elsewhere in this magazine.

I'm looking forward to hearing more from Ron about his early Spitfires.

A while ago I had an email from Richard Longhurst which, despite contacting various more knowledgeable people than myself, I've been unable to cast any light on and wondered if anyone reading this can help?

*"I have been a member of the TSSC for longer than I can remember and have owned various Heralds and Spitfires.*

*I currently own a Mark III Spitfire which I have had for 20 years now and have completely rebuilt it over that time. Probably about 15 years ago I bought a replacement engine from a friend of mine as the one in the car was from a Mark IV Spitfire and very slightly worn! From memory the engine front plate was badly bent, probably from accident damage and it was leaking oil all over the place. The most interesting thing about the engine is the X prefix number - X1373E. I rebuilt the engine and on measuring the bore and the con-rod length decided it was actually a 1500.*

*It would be great if you had any information*



*about my engine, where it started life and why the X prefix. People have told me it's an experimental engine or an ex-racing engine but*



*whatever the history it would be good to know!"*

Apart from the fact that it looks like a MkIV or 1500 engine, and I believe the works X engines were generally earlier than that, I don't have



anything to add to this and wondered if anyone out there can help Richard?

*(The 79X works engines were 1300 in size but the numbers in this sequence are way out from works engines. I recall some Engine reconditioners re stamping their rebuilt units so maybe this engine is one of those and the X stands for EXCHANGE? just a thought - Bernard, Ed.)*

I received another trailer for my collection from Michael Burgess, a Rover 200 he found



at the Bristol Restoration show in November. We noticed it when we were there too but Michael got a better photo of it than I did.

Before I forget, I had a phone call recently from Mike Rosner asking if I'd come across a car his wife Pauline owned from new, a Royal Blue 1966 Mk 2, registration NPH 511D, which she bought at the Reigate main dealers. If anyone now owns this car, or knows anything about it, please could they call Mike & Pauline on 01424 845688. According to the DVLA website it appears to still exist, albeit on SORN, so there's a glimmer of hope that someone out there might recognise the number. Is it lurking in the back of YOUR garage?

And finally, another of John Curtis's Le Mans dioramas, this time showing the Victorious Jaguar 'C' Type (N° 18) from 1953 of Tony Rolt/Duncan Hamilton re-fuelling. (Team Manager Lofty England gives his orders to the pit crew, whilst the drivers exchange information on the pit counter. Members of the adjoining OSCA crew look on. The

diorama, including the Jaguar and 17 figures took around 50 hours to make - over twice as long as the race itself!





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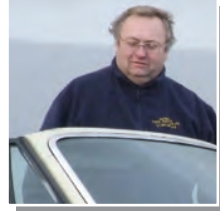
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# SPITFIRE MkIV/1500 Register

e-mail [spitmk4and1500@tssc.org.uk](mailto:spitmk4and1500@tssc.org.uk)



## Derek Ford & Hugh Glossop



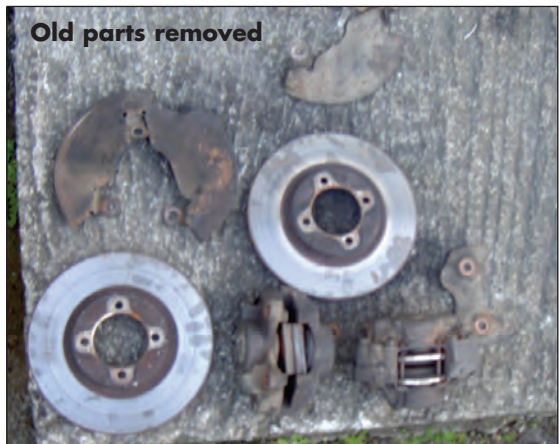
### Anchors Away Part 2 - fitting

**A**s I promised last month here is how to fit the Hi-Spec 4 pot lightweight brake caliper conversion to a Spitfire using Capri 2.8 245 x 20 vented discs.

First remove the old calipers and the flexible brake pipes.

Then remove the hub and disc, remove the disk shield/backplate.

Remove the old disc from the hub, here comes the only tricky bit, the Capri discs have a larger central hole than the Spitfire Disc. 68.4 against 66.8mm so



Capri disk, there is a chamfer on the Capri disk so it centres nicely, we then found an old twist drill that was a nice sliding fit in the

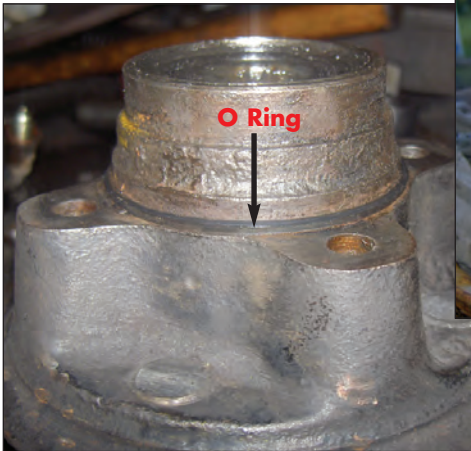


**O Ring fitted to Hub**

the holes to fit the Spitfire will need accurately drilling in the Capri disk.

To mount them, having done this several times now we have found the easiest way is to fit an O ring to the Spitfire hub and lower it onto the





**New Disk bolted to hub.  
I use an old wheel rim as a stand**

Spitfire mounting holes and ground that to a point as a centre punch, a sharp tap with a hammer marks the position, remove and drill Clearance holes for the original disc bolt (we used a drill bit 0.1mm bigger than the original bolt) then bolt the disc directly to the hub, repeat for the other side.



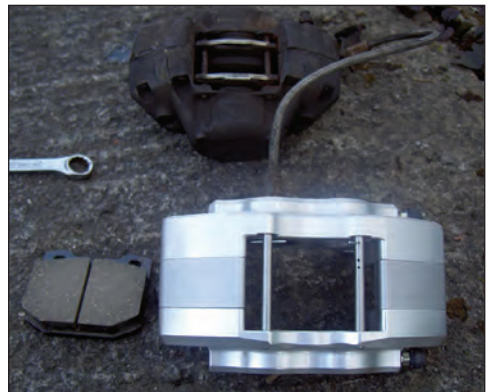
**Bare Shaft and steering arm locknut  
undone, ready to take hub**



**Accurate drilling of Capri vented disk  
after being accurately marked.**

couple of 1.2mm washers, don't forget to reset the tracking when done!

Refit the disc/hub assembly to the stub axle and check Clearance on the steering track rod end, if they are touching, the arm can be spaced inwards using plain washers, note this varies from car to car and older track rod ends are a larger diameter than modern replacements, in all three of our cases we needed a



**New versus Old calipers**



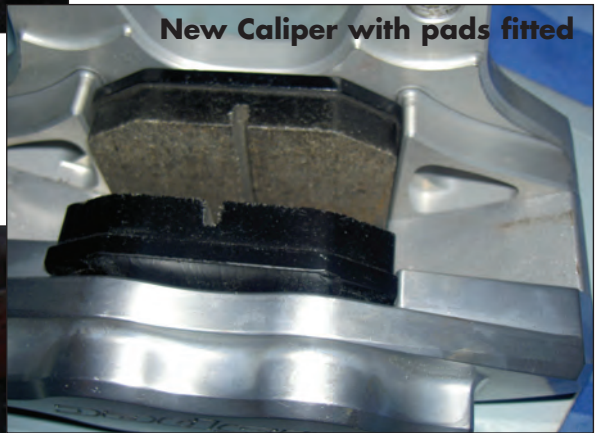
The calipers have a metric 12 x 1mm fitting not UNF like the Spitfire

So we used metric stainless brake hoses from the rear, off a TR7 which we had lying around and changed the ends on the solid pipes to a metric fitment, an alternative would be to get the hoses made by someone like Merlin Motor Sport with a metric fitting for the caliper and a UNF fitting at the other end so you don't have to mess with the solid brake pipe.

Bleed the brakes up and there you have it, I should add that all the cars we have done like this have 2-1 servos fitted and the brakes are superb, as a bonus there are lots of Mintex 1144/55 or Ferodo DS2500 pads around at reasonable money should you need to go further.

Having used the car with a little "spirited driving and checked the brake temperatures compared with the original standard brakes on

Fit the caliper to the Spitfire upright using the metric to imperial sleeves provided with the calipers and check for centering, in all our cases a couple of 1.2 mm washers were required to centre the caliper on the disc, fit the



**New Caliper with pads fitted**



**Caliper with 1 pad fitted**

the same piece of road with the same driver not only can you drive quicker, it knocks 200 degrees Celsius off the disc temperature for the same run and there is no fade at all even using cheap road pads

**The costings look like this:**

- Hispec ultralite P/nECAL-UL4-PRIN-20C
- 4 pot caliper pair (new) **£230**
- Capri 2.8i vented disc pair **£50**
- Brake pad set **£8**
- (or £18 from hispec)
- Pair Stainless braided hoses to order **£30**
- Optional new small type rack rod ends **£10**
- Brake fluid, washers etc **£5**

pads, they may be just a little tight with new discs so be prepared to sand 0.5mm off the pads to get a really nice fit. (Wear a mask!)

## SPITFIRE MkIV/1500 Register

### GT6 Disks could be used



All pricing includes VAT

So there you have it a 4 pot upgrade with vented discs using a lightweight alloy caliper (0.95kg) with a readily available pad set all in for less than £350 or if you want more bling they do the same caliper in different colours for an extra £20 each.

Or the larger billet 4 p/n ECAL-B4-PRIN-22D.

For a cheaper alternative a pair of GT6 discs on the Spitfire uprights can be substituted, and you probably won't need to space the steering arms. caliper p/n ECAL-UL4-PRIN-12C.

Have a look here for drawings specs and prices <http://www.hispecbrake.co.uk>

Hope this helps for those thinking of upgrading their Spitfire brakes

*Hugh*

**As always if you are not sure  
what you are doing  
please consult someone who  
does as Brakes are a  
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HT lead set (early) GHT 167 . . .	£9.50
Gearbox 4 speed (exchange) . . .	£185.00
Recon steering rack (exchange) . . .	£45.00
Front strut assembly recon (exchange) . . .	£65.00
Front lower ball joint GSJ154 . . .	£11.00
Front suspension strut gaiter UKC4981 . . .	£9.50
Rear shock absorbers . . .	£19.50
Upper steering joint UKC2449 . . .	£32.00
Lower steering shaft TKC1084 . . .	£35.00
Track rod ends GSJ185 . . .	£15.00 pair
Steering wheel (early) RKC509 . . .	£15.00
Brake pads GBP233 . . .	£9.50 set
Brake discs TKC780 . . .	£17.00 each
Brake servo recon (exchange) . . .	£75.00
Up-rated brake master cyl/servo assy (exchange) £200.00	
Brake pressure valve TKC 3667 . . .	£40.00
Recon exchange brake caliper . . .	£45.00
Brake shoes 5 speed GBS813 . . .	£14.00 set
Brake shoe adjuster kit 5 speed AAU894 . . .	£20.00 kit
Wheel cylinders 4-5 speed . . .	£15.00
New 4 speed differential TKC2619 (exchange) . . .	£245.00
Jackshaft 215207 . . .	£130.00
Recon starter motor (exchange) . . .	£75.00
Service exchange oil pump 215573 . . .	£22.50
Petrol pump TKC3419 . . .	£20.00
Fan idler pulley bearing . . .	£9.50
Recon w/wiper motor (exchange) . . .	£40.00
Clutch kit TR8 Q/H . . .	£105.00

### STAG

Inertia seat belts non sensor original . . .	£115.00
Seatbelts, non sensor . . .	£85.00
Front suspension leg insert . . .	£32.50
Recon steering rack (exchange) . . .	£125.00
Steering column shaft 151032 . . .	£75.00
Track rod end GSJ157 . . .	£11.50
Gearbox (exchange) . . .	£275.00
Recon exchange J Type overdrive . . .	£275.00
Rear shock absorbers . . .	£19.50
Rear sub frame mounting 150382 . . .	£21.00
Rear wheel bearing kit . . .	£18.00
Service exchange drive shaft 311914 . . .	£125.00
Recon rear hub assy (exchange) . . .	£92.50
Recon Brake Calipers (exchange) . . .	£55.00
Caliper seal kit inc pistons . . .	£27.50
Set brake pads . . .	£13.50 set
Recon brake master-cylinder (exchange) . . .	£120.00
Recon Servo (exchange) . . .	£145.00
Rear wheel cylinder GWC1211 . . .	£15.00
Service exchange oil pump 215573 . . .	£22.50
Viscous fan coupling TKC101 . . .	£72.50
Window regulator and motor assy 309024/5 . . .	£76.00

### TR6

Front L/H fliitch panel 907097/576477 . . .	£105.00
Late type rear centre bumper O.E. . .	£82.50
Rear quarter bumper O.E. . .	£57.50
Seat belts with sensor wire type . . .	£85.00 pair
Prop shafts recon (exchange) . . .	£65.00
Recon exchange water pump GWP201 . . .	£29.50
Recon steering rack (exchange) . . .	£57.50
Front trunking 142377/8 . . .	£17.50
Top ball joint GSJ131 . . .	£10.50
New Brake servo (exchange) . . .	£110.00
Brake disc 209327 . . .	£15.00
Recon (exchange) caliper type 16P/16PB . . .	£55.50
Brake pads early/late type . . .	£10.00
Hand Brake cable end fork . . .	£2.50
Gearbox (exchange) . . .	£275.00
Recon drive shaft assy (exchange) . . .	£135.00
Recon rear hub assy (exchange) . . .	£92.50
Diff mounting upper 134235 . . .	£2.50
Diff mounting lower 134236 . . .	£2.50
HT lead set . . .	£10.00
TR5/TR250 w/wiper motor, new (exchange) . . .	£185.00
Boot spare wheel cover . . .	£55.00

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet . . .	£715.00
Nearside/offside front wings . . .	£69.50 each
Front wing 'D' plate 706311/2 . . .	£11.00 each
Front outer wheel arch 903137/8 . . .	£41.00
Front inner wheel arch 706548/9 . . .	£35.00
Bonnet hinge tubes 811679/811680 . . .	£35.00 each
Hinge tube pivot bracket . . .	£15.00
Side light mounting panel 907157/8 . . .	£48.00
Door skins . . .	£55.00
Battery box 806707 . . .	£22.50
Rear valance lamp panel 563900 . . .	£55.00
Boot lid 575787 . . .	£250.00
Dash top cover 714482 . . .	£32.50
Vinyl hood Mk III inc zip window . . .	£115.00
Hood Mk III original material/zip window . . .	£160.00
Chrome bonnet catch 607663 . . .	£35.00
Rear lamp assembly 208532/217025 . . .	£42.50
Track rod ends . . .	£9.50
Gearbox 4 Syncro (exchange) . . .	£185.00
Rear leaf spring 305894 . . .	£97.00

Recon exchange brake caliper type 12.....	£45.00
Recon exchange brake caliper type 14.....	£40.00
Original head gasket GEG314.....	£8.00
Distributor cap.....	£4.00
Front valance support bracket 712567/8.....	£6.00

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£12.50 pair
Front wings 909663/4.....	£39.50
Front wheel arch outer 909351/2.....	£37.50
Front wheel arch inner 909797/8.....	£34.00
Headlamp support panel assembly 818871/2.....	£34.00
Front quarter valance 815391/2.....	£67.50
Door skins.....	£55.00
Sills non original. 903097/8.....	£37.50
Sills O.E. 903097/8.....	£60.00
Sill reinforcement panel 806634/5.....	£6.50
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Bonnet hinge tube L/H-R/H 91107/8.....	£51.00
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Front suspension top ball joint GSJ155.....	£10.00
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Recon exchange D Type O/D Mk IV.....	£225.00
Recon exchange J Type O/D Mk IV.....	£225.00
Recon exchange J Type O/D 1500.....	£225.00
Rear wheel bearing kit GHK1029.....	£14.50
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Recon exchange drive shaft assembly.....	£147.50
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Recon exchange brake caliper type 14.....	£40.00

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Handbrake cable end fork 104749.....	£2.50
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Clutch kit GCK160 (original).....	£77.50
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Recon distributor 1500 (exchange).....	£47.50
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HT lead set.....	£7.00
Recon starter motor (exchange).....	£32.50
Recon w/wiper motor (exchange).....	£40.00
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Seat cover set, brown houndstooth material.....	£115.00
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Wheel arch to bulkhead seal 613666.....	£2.75
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Hoods vinyl inc zip window.....	£115.00
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Inertia seat belts less sensor OE.....	£60.00 pair
Inertia seat belts less warning light wire Red.....	£45.00 pair
Radiator cradle TKC 1761.....	£15.00

## GT6

Bonnet assembly Mk I.....	£745.00
Bonnet assembly Mk III 913766.....	£875.00
Front wings Mk II 908113/4.....	£92.50
Front wings Mk I 907154/5.....	£69.50
R/H front overrider Mk I 710717.....	£35.00
Boot floor carpet Mk I/II 810841.....	£32.50
Main carpet early Mk III new tan 819813.....	£29.50
Main carpet late Mk III new tan 822633.....	£23.50
Main carpet Mk III black 822631.....	£29.50
Dash veneer set Mk III 820073.....	£120.00
Steering lock 216449/UKC2719.....	£40.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£50.00 pair
New crankshaft 308034 (exchange).....	£115.00
Recon (exchange) water pump GWP201.....	£29.50
Gearbox (exchange).....	£195.00
Recon exchange D Type O/D.....	£225.00
Clutch kit.....	£75.00
Front suspension vertical link.....	£67.50
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£26.50
Rotoflex bush kit inc tubes.....	£15.00
Brake shoe Mk I/II/III rotoflex GBS750.....	£17.00
Brake shoe non rotoflex GBS746.....	£15.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.00
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Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£125.00
Mk II boot lid 910506.....	£111.50
Mk II rear lamp panel 910509.....	£95.00
Mk II boot reinforcement panel 910505.....	£60.00
Bonnet seal 613894.....	£12.00
Rear centre bumper (estate) plain 576530.....	£85.00
Rear centre bumper (estate) for insert 917813.....	£85.00
Rear quarter bumper (saloon) plain 910158/9.....	£60.00

Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£20.00
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Interior grab handle ZKC 701/711.....	£17.50
Boot carpet 728551.....	£18.00
Late Mk I 2000 steering wheel 307493.....	£20.00
Recon power steering rack (exchange).....	£125.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£200.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£10.00
Clutch kit.....	£75.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£18.00
Rear shock absorber.....	£19.50
Recon exchange brake caliper.....	£55.00
Brake shoes Mk I (axle set).....	£22.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Toledo Static Seat Belts O.E.....	£29.50 pair
Dolomite Sensor Seat Belts.....	£60.00 pair
Dolomite h/lamp mount panel 724263/4.....	£27.50
Front underider XKC 83/84.....	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£30.00
Dolomite Rear lamp assembly R/H TKC938.....	£50.00
Head lamp assembly 1300/1500 Dolo.....	£52.50
Headlamp bowl 1300/1500 Dolo.....	£22.50
Rear screen rubber 913937.....	£32.00
Boot floor carpet 1300 F.W.D. 617831.....	£15.00
Recon windscreen wiper motor (exchange).....	£40.00
Dolomite 1300/1500 new exchange distributor.....	£52.50
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£27.00
Set of Sprint H.T. leads.....	£37.50
Sprint Lucas distributor cap GDC134.....	£22.50
Set of HT leads 18.50.....	£9.50
Distributor cap 1300/1500 GDC136.....	£4.50
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## Mark Blease

# The 'Mental' list

**W**e all have one - a mental list of jobs we need to do to our cars, that we never seem to get around to. There always seem to be more pressing matters that require our time and energy, so the little tasks and improvements tend to get put on the roaring furnace that is the "back burner".

Having a few days off work, I decided it was time to tackle some of the jobs I had been putting off, and first on the list was the exhaust. We had made it through the summer season with an increasing number of holes appearing in the tissue-thin remnants of the mild steel exhaust system, and it became quite clear that my hastily applied patches were not going to last. Santa was kind enough to leave a stainless system in my Christmas stocking, and there it was, all shiny and curvy, just begging to be fitted [Picture 1].

I had opted for a "semi-sport" system - two silencers in place of three in the original restrictive system, but without the noise of a full-on "sport" single-box system.

To my surprise, fitting was fairly straightfor-

ward. I had to drill the holes in the manifold flange slightly larger, but other than that everything fitted surprisingly well. Big saloon owners and Stag owners alike will be aware of the problems associated with the mounting close to where the exhaust passes through the hole in the subframe. The whole set-up is a particularly Heath Robinson affair with a complicated arrangement of spacers, tubes, plates, and rubber bushes that do not last

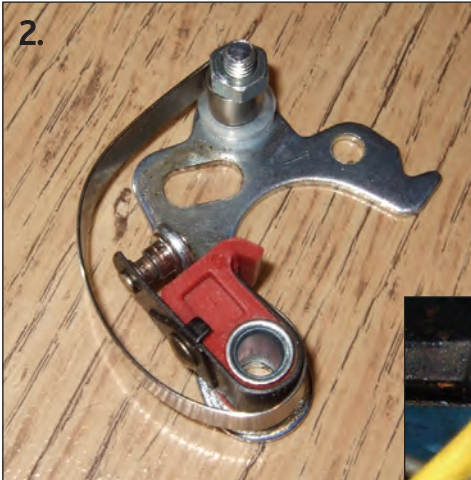


long. The exhaust needs to be well supported at this point, as play or poor adjustment means the pipe will foul the subframe arm producing unpleasant noises and nasty vibrations. I opted to replace everything here with new stainless steel items, including uprated polyurethane bushes, which gives better location and should last much longer. If you are suffering from noise and vibration it is certainly worth checking this mounting and replacing if necessary.

I am very pleased with the finished result.

There is a pleasantly throaty "straight-six" sound without being too intrusive, although I am yet to be convinced about the "boy racer" tailpipe jutting out from the rear of our very original and unmodified saloon.....

Next on my job list was electronic ignition - Santa was feeling kind this year! You may recall a breakdown I suffered last year caused



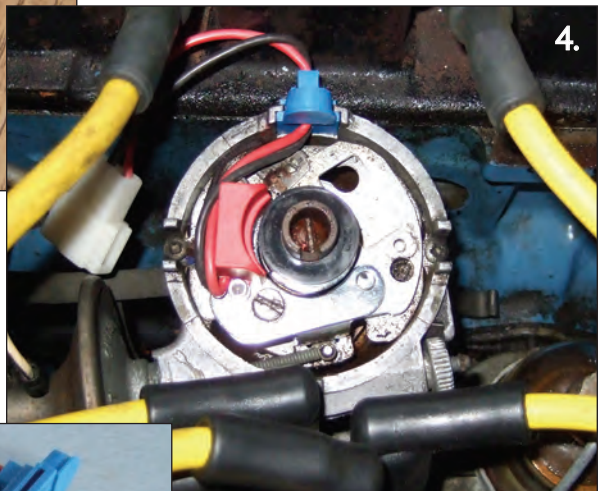
by poor quality points – the orange plastic tab had bent back on itself reducing the points gap to almost nothing [Picture 2]. Many people swear by the original points and condenser set-up, rightly pointing out that in the unlikely event of a



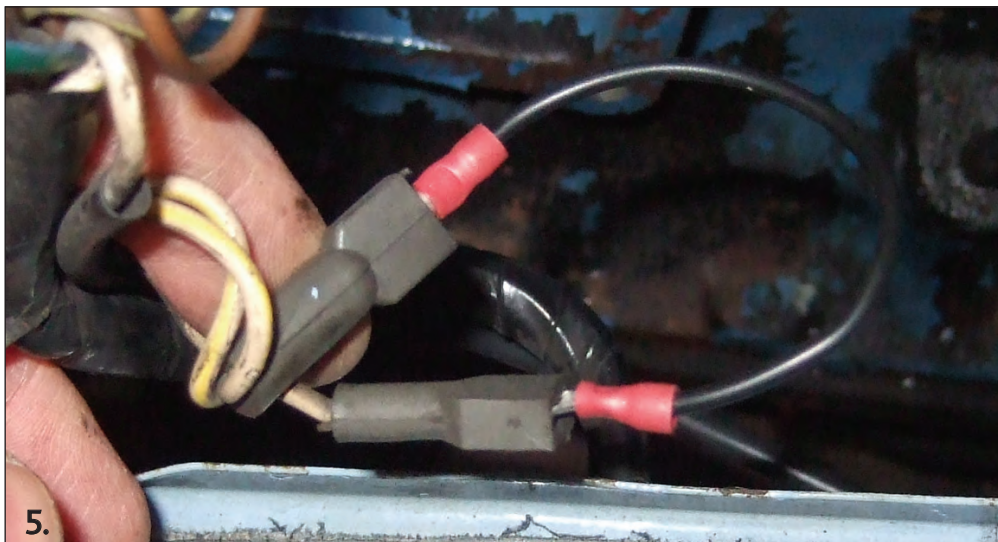
breakdown it can be easily repaired at the roadside, whereas the cost of electronic systems means that you can't really carry a spare.

However, having suffered a breakdown I decided to go the electronic route, and to try one of the new "low cost" systems that have become available recently [Picture 3]. The system is housed within the distributor cap and consists of an electronic sensor that fits in place of the points, and a magnetic rotor that fits underneath the original rotor arm [Picture 4].

Fitting was relatively easy, with no permanent modifications required, so I still have the points, condenser and screws in my spares box just in case. The instructions with the kit specify that a non-ballasted coil should



be used, so I replaced the coil with a shiny new 12 volt one. On my pre-facelift 1972 car, the ballast resistor is a separate item that sits just under the alternator. I by-passed it with a small length of wire but left the original connectors and the resistor in place [Picture 5, overpage], so that I can easily revert to standard wiring if I need to, and tucked the by-pass wire out of the way. On a later Mk2, the ballast resistor is built in to the wiring loom, so a 12v feed would need to be taken from elsewhere.



5.

The moment of truth – would it fire? It did, and first time. I had checked the timing using a strobe light before commencing work, and afterwards found that it had drifted slightly, but a quick tweak of the distributor soon put that right. For ignition timing, I use the strobe light for getting a basic setting, then find a final setting whilst driving. During a road test, I advance the timing until the engine starts to “pink”, then retard it slightly. I have always gained good results using this method, and I know many other big saloon owners use the same technique.

So, how is the car running with the electronic ignition? So far, I am very impressed. The engine starts instantly, idles smoothly and pulls from low revs without the slight “fluffing” or hesitation I got with the previous set-up. Unfortunately, due to the weather, I haven't

been able to cover many miles but I will give my full verdict on the new system once I have notched up a few hundred miles.

Hopefully, with these and a few other jobs completed, our car will be ready for the season ahead. The calendar always seems depressingly empty at this time of year, although we do have the International Triumph Spares Day at Stoneleigh coming up on the 7th March. We're going to try to attend this one - it's always a nice way to kick off the year and there are usually a few bargains to be had.

Enough of my ramblings for this month! I am hoping to feature some members' cars in future months, so if you are proud of your big saloon, work you have carried out to it, or have a story to tell, please drop me an email and some photos. See you next month!

*Mark*



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## Colin Lindsay

## A Fresh Start?

**N**ow that the dark evenings are definitely here it's time for a few indoor jobs to keep things ticking over until Spring or at least keep me off the streets and out of trouble. I decided – for the sheer interest factor – to refurbish one of my spare starter motors, taken off the GT6 when I fitted the hi-torque starter. It also happens to be one of the few jobs I can do indoors thereby not suffering frostbite. If you want an illustration of the argument against global warming, come and stand in my garage.

Our cars used the Lucas 35J but earlier cars such as Heralds used the type 35G, and I've read that the 35G was a better starter; certainly it's easier to access the internals. Have a look at the writing on yours – just above the "Made" of the "Made in England" it should read 35J. Type 35G is easily identified by the large brush cover band running around the outside which makes brush replacement a doddle. However, it's the other end that I want to concentrate on, having been towed home a few years ago after the starter jammed in the flywheel. Both the bendix gear and the flywheel ring gear were badly worn so I



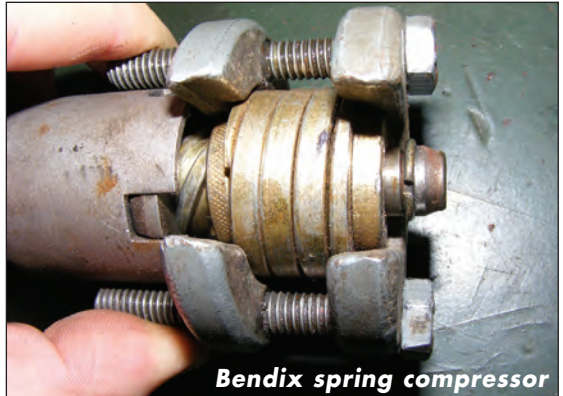
decided on refurbishment.

If you look at the photo showing the side view of the assembly you can see that the Bendix gear is designed to be drawn back into the flywheel on startup; the meshing of a spinning Bendix with a static ring gear will obviously cause wear to the teeth on both, but in many I've



*Wear to the Bendix teeth*

seen, the damage appears to go beyond mere meshing. Our cars use an alloy spacer between the backplate and the motor body, but this view of the assembly appears to show the spacer holding the starter too far back so that the teeth are already partly engaged and the wear on the Bendix would seem to be the corresponding overlap. One of the other Bendix that I have shows circular scoring to the main body; this must have been striking the flywheel itself during rotation. Does this indicate that the spacer is too thick? However, if no spacer is used the Bendix



gear off the shaft by rotating and lining up the slots in the gear with the grooves on the shaft.

The 35G is somewhat different – instead of a ring there is a brass screw-cap which holds the assembly on. This has a split pin through it – easily removed – to allow



may not fully mesh, so this disparity in motor spacing is something I'll have to explore in greater depth.

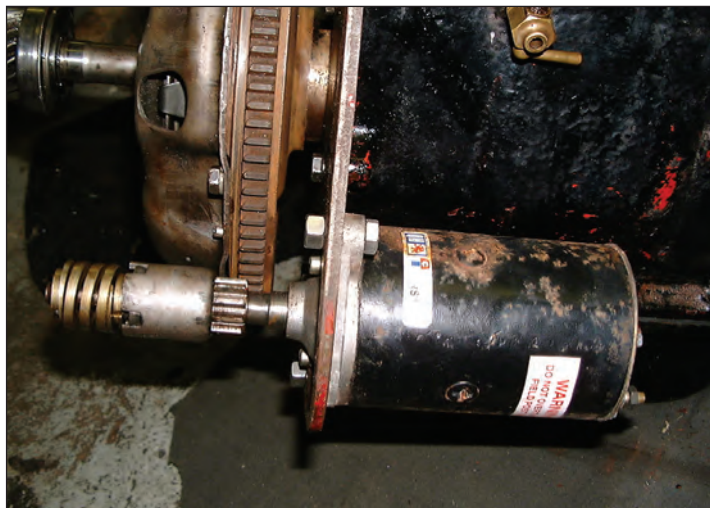
A replacement 9 tooth Bendix is easily found; I paid around £9 on eBay and as I write one is showing a high bid of 99p and this includes a new spring. Removing the old one can be a bit of a problem, the spring has to be compressed just as on a suspension coil spring. Fortunately eBay came up trumps again and for £2 I was the proud owner of an original Bendix spring compression tool. Tightened with a 1/2 inch socket this reveals the jump ring which fits into a groove on the shaft – prise it out with a screwdriver (watching out for your eyes or at least watching how far it flies!) and then pull the entire Bendix

access to the cap – not easily removed, in fact jammed on after years of use. A little



improvisation with a grinder and an old socket made a four-pronged adaptor and off it came.

Once removed the shaft could be cleaned using wire wool and paraffin or petrol, and all dirt or rust needs to be removed totally before the Bendix goes back on otherwise it will cause sticking. If lubrication is required on reassembly, use graphite dust.



Reassembly is simply a matter of reversing the dismantling process – compress the spring to allow access to the groove for refitting the jump ring, or else tighten the screw-cap down sufficiently to allow the split-pin into the hole, which is why I prefer the 35G for ease of access and replacement. That’s it – ten minutes work at most. I’ve a set of brushes to fit too plus I want to replace the ring gear on the flywheel, so I’ll cover these in a later article. Incidentally for those of you with long memories or extensive libraries this was apparently covered on page 11 of Practical Classics magazine in 1980. Don’t you hate it when magazines do that? Some poor soul appeals to a help page for information and they refer him to a back issue that’s probably in the British Museum beside the Dead Sea Scrolls.

Don’t forget that Stoneleigh is coming up on Sunday March 7th, an excellent show and well worth attending. Remember to bring all your rare and obsolete parts, and sell them to me for pennies. Tickets 28

and information are available from 0845 017 9683, £10 on the day or £11 by pre-order. Didn’t it used to be the other way round? How times change...

**February is GT6 IVR month** but a word of warning - I'm running so far behind with both replies and data analysis that it's still 2008 here.... but I'll make a superhuman effort in the coming months to get all replies answered, and lay a solid foundation for a database of GT6 so keep the information coming in on the IVR forms. I can't tell you everything about your car, but I can tell you the small details which are of interest to dedicated owners: if it's known to the club or a new addition, if it's original or modified,

and where it fits in the jigsaw of production including in many cases the all-important tax-free dates. In order to do this, I need all the data you can give - commission number, engine number, gearbox and differential serial numbers if you can find them (top of the gearbox and underside of the diff!) and don't forget the body number which is often hidden behind the large VIN plate on the side of the bulkhead. Non-original parts aren't always a botch - you may have an uprated gearbox or engine, a more modern colour or even a rare variation, and I can explain the benefits of the good points and help you overcome the bad.... and remember that by supplying this information you're helping fellow members fill in the blanks in their history too. Photographs are always welcome - I keep a reference library of photos to explain how parts fit, especially optional extras which may not feature in any manual, so it all helps. Keep it coming!

*Colin*

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## Derek Giles

## LED Lighting

I was pleased to see Colin Lindsay's information last month re modern style headlamps. Modern cars seem to have ultra bright lights and I must admit when I swap between the 13/60 and my Citroen the difference is noticeable! So I took the bull by the

which means they have a quartz envelope with U/V protection, something to do with not melting the plastic lenses. It's personal preference whether you go for blue or white as both colours seem to give great illumination, which is what it's all about really. So if you are upgrading your headlamps then perhaps this may also be the time to think about the other lights.

The old tungsten filament bulbs do get dimmer over time and often fail at the most inconvenient of times! Modern technology has given us the brighter, very long-lasting LED and this has been incorporated into vehicle lighting with great success. With this in mind I checked around and found that some of it



horns and fitted a pair of Wipac RHD units a month or 2 ago (photo 1), and like him I am very pleased with the look and light output!

Colin suggests the use of Osram high output bulbs which I am sure work well; my set however came with 60% up-rated 7500k bulbs from another source. The main thing is make sure the bulbs (photo 2) are 'xenon gas' filled and are polycarbonate friendly,



3.



Like I always say it's your choice. One final aside: For those of you who have sent in an IVR recently and are waiting for a reply there may well be some delay. It has been decided that IVR's are to be made available 'on line' and it will

could be used to good effect in our cars. I say some, because not all of it works without **\*extra modification\*** in older cars. There also seems to be a cut off point (in law) as cars built between 1975 and 1999 may not be fitted with LED's.

take some time to set up. This is due to the club having to conform to the Data Protection Act and it seems that less personal information will

I have no real data on this, so if anyone knows please tell.

The common bulbs used in our cars with their LED partner are as follows:

4.



5.

6w sidelight/number plate (photo3), 21w indicator (photo 4), 21/5w stop/tail (photo5), 5w courtesy/dash (photo6).

be held by, or be available to, Register Secretaries. I am at the moment in limbo as to what the outcome will be, so watch this space!!!

Cheers for now,

*Derek*

It seems there is no LED to replace the 2.2w screw type instrument bulbs as yet.

One word of warning, if you do fit LED indicator bulbs they may not flash correctly unless you also fit **\*load resistors\*** to each circuit, as the current the bulb draws may not activate the standard 42w flasher unit.



6.



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## Trevor Collett

# Better than the real thing?

**I**f I said, "*Triumph Herald based MG TF replica*" what would come into your mind? I bet you're thinking, "Gentry". Fair enough, the RMB Gentry, which first appeared in 1973, is the best known Triumph

Herald based MG TF replica, but did you know that in around 1990 another Triumph Herald based MG TF replica became available.

This month I be mainly writing about (suits you, Sir) this second Triumph Herald based..., which was called the Douglas TF.

When I first read about this car I was pleased to know that there was a new addition to the family of Herald chassised cars, but my excitement was curbed by the fact that the kit had been developed on the island of Cyprus – as I said when I first wrote about the Douglas in these pages in October 1991, "*There are quite enough problems building a kit car without having to import it in the first place.*"

It was in 1991 that two guys, Skip Pearson and Reg Talbot, set themselves up to make the Douglas available in the UK, from an industrial unit in Barking, Essex. I contacted them and got a brochure and price list. Later in the year I invited them to bring their demonstrator

to a show I was organising for Triumph kit cars and specials at Brooklands, in the summer of 1992.

The Douglas demonstrator did indeed turn up at Triumph Specials Day 1992, so I could get a good look at it. More than a good look, I got to drive it round the internal roads of the museum grounds.



I was very impressed by the Douglas.

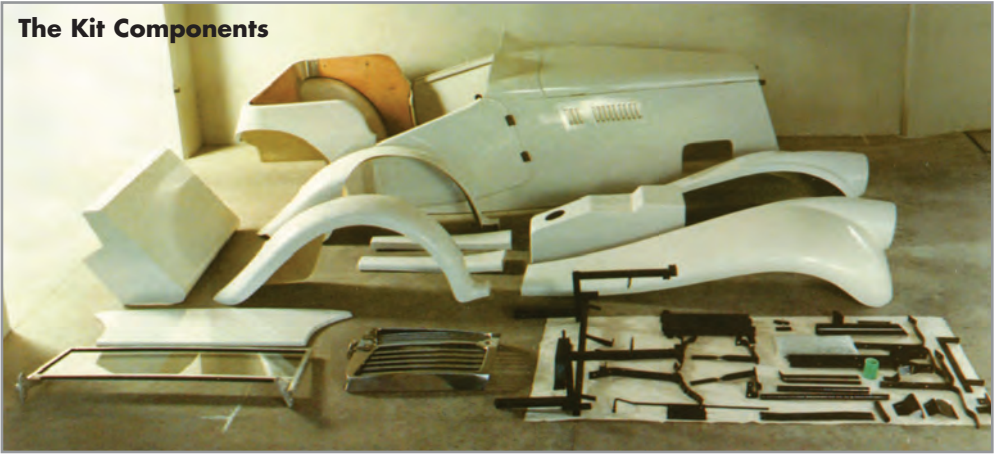
I don't need to say much about its body shape; how exact a copy of the MG TF it is I don't know, but it for all intents and purposes it looks like one, and you either like or you don't (be honest, who wouldn't like it).

As for the way it drove, it drove just as you'd expect a Herald based sports car to drive, fun, fun, fun. The mechanics obviously need no description here, no mystery.

There is one aspect of kit cars like the



## The Kit Components



Douglas that always needs serious consideration: what's it's like to build. There is an obvious benchmark here, the other Triumph TF, the RMB Gentry. I've seen lots of fantastic Gentrys over the years; well built ones look lovely and if you grab a bumper iron and give a good hoick you get the definite impression of a very solid construction. There is a down side to the Gentry's solidity: it is achieved by a fairly complicated body construction involving metal frameworks and all sorts, which, I have been told more than once, makes for a mildly difficult build.

In contrast, the Douglas body construction use a smaller number of pieces; you can see a picture here of the components, taken from the brochure. This promised a nice and easy body build.

All in all, this new car had real potential and should have found plenty of eager buyers. As it turned out it never did sell in sufficient numbers. By 1992 the kit car building boom

seen in the eighties was well and truly over and the economic climate was not conducive to such frivolous frippery as impractical replica

Robin Pellatt's Douglas TF at the South of England meet 2005



sports cars. Unfortunately for Douglas, despite manful effort, sales figures never really reached a sustainable level.

In 1997 I read a small news item in one of the national kit car magazines that the car's Cypriot parents wanted to reintroduce the Douglas TF onto our kit car scene and were looking for an agent. I don't think they found one; the great British car loving public were still short of spare cash for non-essential purchases

like kit cars and their like.

I don't know exactly how many Douglas cars were built, but I can definitely say it's more than four and I guess it's less than 30.

I know it's more than because that's how many different examples I can remember seeing in the flesh over the years.

The last time I wrote about these cars I guessed a build total of 60 but on reflection I've brought this down – perhaps one day I'll have the time and resource to find out the right answer.

You see I have included pictures of three cars here, they all happen to be finished in a shade of white. I've also scanned the cover of the Douglas brochure from 1991.

The photo of **KPP480G** on the previous page was taken by me at the SEM at Leatherhead in 2005, it is a regular at this event, first attending in 1998.

It belongs to Robin Pellatt, who loves driving the car so much he never takes it off the road



Car **SEG151G** was snapped at the Cambridge TSSC meet in 1996, where I had made a special effort to invite Triumph kit cars and specials – there were three Douglas TFs there that day, perhaps the largest ever gathering of Douglas TFs ever seen, before or since – unless you know different.

One of the other two at this event was **EAR760F**; I've got some stuff to tell you about this particular car.

The picture here is not one of mine from 1996,

it was sent to me in 2005 by Vic Ellis, who lived on the Isle of Wight and had owned the car since 2003.

The really interesting thing about **EAR760F** is that it is the car you see side-on on Douglas brochure. Yes, it is indeed the original company demonstrator, used for all the publicity shots, and the one I drove round Brooklands in



long enough to finish it – the white finish is still the unpainted gel-coat. When it is finally finished it is my ambition to feature it in detail here – you reading this Robin?

1992. I wonder if Vic still owns it?

There you have it, a brief résumé of one of the what-might-have-beens of the fascinating history of Triumph kit cars.



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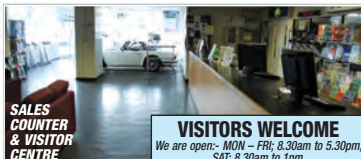
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**Dave Rumens**

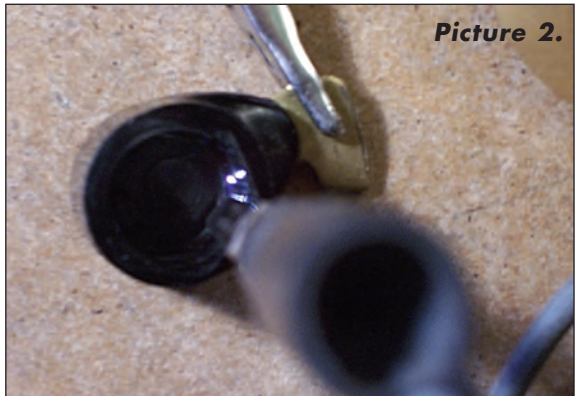
## Rotor Arms & Vitesse 1600

**H**i folks, it's now February and hopefully Spring should be just around the corner. If your Vitesse has been

off the road for the Winter months it's easy to forget that it still needs some attention. So now's the time to give it a check over for any problems caused by both vermin and damp. Have a good look to make sure mice haven't chewed through your loom or made a nest in the seats!

Last December I related the problems I had with a new old stock rotor-arm when coming back from a show in SUT. As the offending arm was of the original 1960's type I was very surprised it

failed. So I thought it would be interesting to investigate just what caused it to fail. So where to start? Well ask anybody that has had a rotor-arm fail on their car and they will report that there was no obvious visual cause.



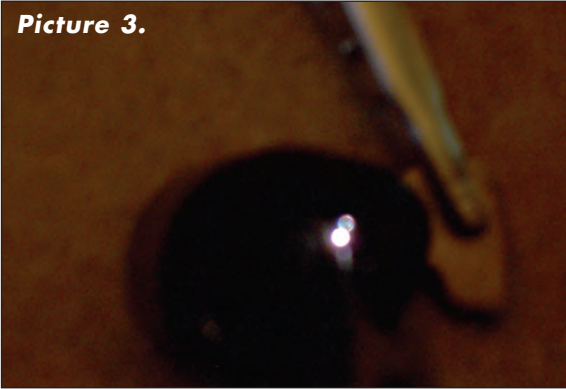
**Picture 2.**



**Picture 1.**

I say obvious because it is sometimes difficult to detect a fault when the suspect component is fitted to the car. My answer to the problem was to make up a simple test rig, *Picture 1*, so I could find out where the rotor-arm was shorting out the high tension. At first, to take the place of the points, I lashed up a relay and capacitor in a flip flop circuit. But I thought this was overkill and in the end just intermittently applied the 12volts to the + connector of the coil. The results showed the rotor-arm had arced right through,

*Picture 2.*

**Picture 3.**

I took *Picture 3* with reduced light to show the arc more sharply. The arc was only present on one side, so I decided to look closely at that part of the rotor-arm. Sure enough there was a very thin hair line crack leading down from the brass arm. I tried to get a photo of the crack but it was so thin it wouldn't show up in a picture. I can only guess this was a stress crack that must have appeared over time in storage. The crack once there, had than absorbed moisture and when I fitted it, it started to arc across. Once the arcing had started it would have formed a permanent carbon track. So that's why the high tension was shorting down to ground through the rotor-arm's insulation to the cam on the distributor. As interest I did a short test on the red rotor-arms and did not find any problems. Though as I said, it was a short test and in no way should be regarded as a true long term test.

Though I have covered the Vitesse 1600 in the past this was some time ago and our newer members may have missed the articles so let's have another look at these unique cars. I believe the Vitesse 1600 is one of the best kept secrets there is. As not only does the 1600

have the originality of being the first of its type, it also possesses the feel of a car produced by a small volume quality car manufacturer. Things like - the wooden dash and door cappings, the carpeted floor and the padded seats. A short sporty gear lever and of course like the Herald, the Vitesse is built on a chassis. All these give that feeling of quality. At the time Triumph marketing made much of the advantages of using the traditional pre-1940's chassis construction, which was used as a strong selling point and was all part of the quality up-market image. Couple all this with the use of a small 6 cylinder engine to give a refined performance, this was very much in the 1930's vogue. All the ambience was there from the 1930's in a 1960's styled package using a modern wishbone front suspension, front disc brakes, a reliable overhead valve engine and in the Vitesse a close ration four speed gearbox. I guess the best of both worlds. The Vitesse was first launched in May 1962, these very early

**Picture 4.**

cars had what is now known as the single dial dash, *Picture 4*. Though I should mention that most export models were fitted with a temperature gauge.

From late 1963 the now familiar four dial dash

was introduced, *Picture 5*. The engine used was not a sleeved down version of the 2 litre

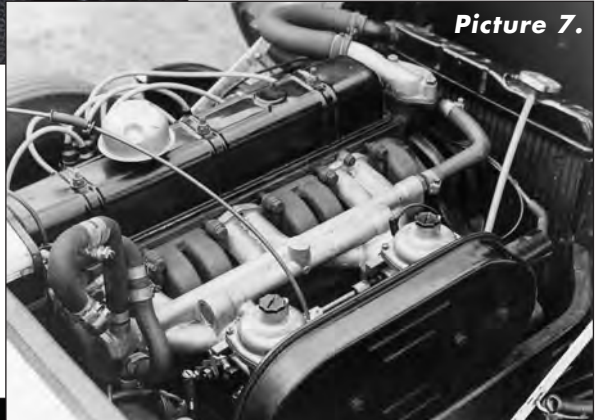
saloon the Vitesse. As I have stated the 1.6 engine had been developed along side the Vanguard 6 engine and as a result it received the same down draft solex carburetors, *Picture 6*.

Both the Vanguard 6 and the Vitesse were in production in 1962. The Triumph 2000 with the 2 Litre engine and Stromberg carburetors was not introduced until the next year, 1963. The Vitesse had to wait until late 1965 before it too received the Stromberg carburetors, *Picture 7*, and there has always been much speculation as to just how much extra BHP this change gave. Figures like 15BHP have been



**Picture 5.**

used in the Vanguard 6, as often stated, as both the 1.6 and the 2 Litre engines had been developed along side one another. The 1.6 was originally intended for a budget version of either the Vanguard 6 or its replacement the Triumph 2000. This as we know never happened. But what did happen was the engine found a home in Triumph's new upmarket small



**Picture 7.**



**Picture 6.**

used in the past though strangely Triumph never published any change and still gave the output as 70BHP.

A contemporary test report gave a reduction of 13 seconds in the zero to 80 MPH and an increase in top speed of 6 MPH. Whatever the true BHP figure was there was a worthwhile improvement in the overall performance. The 1600 continued in production until October 1966 when it was

**Picture 8.**



Finally if you are looking for a Vitesse don't dismiss the 1600 out of hand, have a very close look before rushing out and buying a later 2 Litre Vitesse model.

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

Safe Driving &  
Keep Running On All Six

*David.*

replaced by the 2 Litre model. *Pictures 8, 9 & 10* show the early through to the late Vitesse 1600.

So who came up with the idea for the Vitesse? Well it was Harry Webster, ST's chief engineer who thankfully for us was a true enthusiast when it came to Triumphs.



**Picture 9.**



**Picture 10.**



# Toledo/Dolomite 1300/1500 Register



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**Andrew Burford**



## Stafford here we come!

**H**i and welcome to the small saloon register. Well sorry I haven't written for a while but I had various things that took priority for a while but I'm back now and as keen as ever.

I have already been busy on the forum with the topic "Special 40th year of the Toledo and 1500 FWD for Stafford" in August. Whilst we don't have a large range of models we do have different colours and also there are some rarities from my own collection I could display. Several members have already offered support to bring their cars and as ever we don't need just concours examples on display.

There are I know rally cars based on 2 door Toledo's so that would be nice to see one of those and one if not the lowest mileage Toledo's I hope will be there.

Well hope that gave you some ideas for Stafford and also some food for thought. Always welcome your ideas and of course your IVR's pictures and stories.

I have already contacted the Dolomite Club

and hope that this year we will get a number from the club to attend to swell our numbers.

I can't say that I have been monitoring ebay recently so hope that I have not missed much. There was a nice example of a 1500SE with a low mileage and restored body that went for a very reasonable £1,500.

I haven't really seen if my predictions on the car values not being affected by the credit crunch as come true. May be you can tell me your experiences.

So just to wet your appetite here is some pictures of Toledo's.

I have featured this car before in Dec 2004



but now with a new younger owner and now re sprayed like a mini in Red with Black and White check roof. If that makes it appeal then

## Toledo Dolomite 1300/1500 Register

it keeps another on the road and it is in daily use now. I would have rather seen it in the original condition and colour but hey we are not all made the same way.

At the other end of the scale here is one from London that would be best described as

needing some TLC. However it could pass an MOT and as long as you do the routine maintenance there's no reason why it couldn't last a few years. Cars like this often appear for a few hundred pounds and could be very cost effective motoring.

Did you know that also it's very green, yes, no tons of carbon making a new car, just recycle. Wonder if President Obama had that on his agenda. I know the US car scrapage scheme does not allow pre 84 vehicles to be crushed thus saving their heritage. So why didn't we do the same? Politics over.

I know it may be snowy outside and dark early but look at the "half full" approach. Yes from now it starts to get lighter in the evenings.

Until next time, see you at the shows. *Safe Winter Motoring.*

*Andrew*



# Sidescreen TR Register

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**Andrew Heywood**

## Aviva MSA Classic

**F** Following Nigel's glowing introduction last month, detailing the new format of alternative monthly contributions from me on Sidescreen ramblings v Nigel's polished column inches relating to all things P.I., I then have to try and follow an excellent report of last years run around the Ring of Kerry. So here goes.

### First a little history

The 2009 Aviva MSA Classic, (Previously known as the Norwich Union RAC Classic) is a non-competitive run for Classic Cars and for 2009 offered 9 different start locations all converging on the finish at the Silverstone circuit in Northamptonshire.

The original events ran from 1986 to 2000, and at their peak attracted an entry list of 1770 starters in 1996.

In 2007 the event was re-instated, and we quickly decided to enter, utilising the York start, as we live in the North of Derbyshire. Scheduled stopovers were Clumber Park, Donnington for the F1 collection, Gaydon for the National Motor Museum and two laps of the grand prix circuit at Silverstone to finish.

For 2008 we started from Chester, visiting the Mill Meese Pumping Station, two laps of

the handling circuit on the top secret MIRA proving ground, Stanford Hall and to finish, the now customary, two laps of Silverstone.

### 2009 & Decisions & Decisions

For 2009 whilst Chester was again the northern start location, we were keen to visit other Motor Sport and industry locations that are not normally accessible to the General Public. A quick browse of the website ([www.msaclassic.co.uk](http://www.msaclassic.co.uk)) identified Andover as a possibility, starting from the Army Museum of Flight in Much Wallop, visiting the Williams F1 Collection, an untimed run up Prescott hill climb, the National Motor Museum and finally the fin-



**Pic 1.**

ish laps at Silverstone, by a 170 mile circuitous route of England's country lanes and byways.

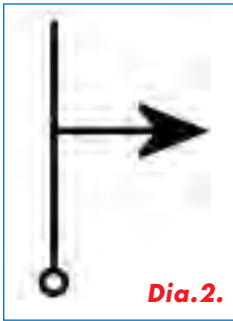
Entry accepted, B&B booked in nearby Thrupton, we set off on Saturday and had a leisurely drive via some great driving roads through the English countryside to our arranged B&B only 6 miles from the Much Wallop start.

### The main event

We needed to complete documentation and sign on by 07:45 as our start time was 08:15, (all cars are released at one minute intervals) so an early start was the order of the day, the entry list



**Pic 3.**



**Dia.2.**

is seeded by car age, our car being the sole 1957 starter from Andover meant we sat between a 1956 Morris Isis and a 1958 Austin Healey (Frog Eye) Sprite. Signing in complete we parked between two period

Bentley's (See Photo 1) their sheer size made the TR look even more compact.

The preset route is provided in a detailed, well laid out route book, providing all changes in direction by means of Tulip diagrams (see Diagram 2) (arrive by the dot, leave by the arrow) and accurate mileages between the instructions provide a scenic and interesting route away from main roads and heavy traffic.

Flagged away at 08:15 we followed the route book heading across the Wallops, through the garrison town of Tidworth, (9.5 miles) skirting the Salisbury Plain and the many tank tracks, the route continued through Great Bedwyn (22.1 Miles) and passed through the Savenake Forrest.

A brief blast up the A4 before turning left and via several narrow lanes headed out

towards the Horse stables and gallops of Lambourn (37.0 Miles).

A left turn at 44.3 miles brought the route abruptly back into a built up area, this would continue for the next 4 miles to our first stopover at the Williams F1 Collection.

The collection is not open to the public via

general admittance, but is available as part of their corporate hospitality programme. At the entrance a fine example of topiary (Photo 3) gives an indication of the attention to detail inside! All I can say is if you ever get the opportunity to visit the collection (and enjoy F1), you will not be disappointed; I could have stayed all day! (Photo 4 D.Hill 1996 World Championship car)



**Pic 4.**

To ensure a steady flow of entrants throughout the event, all stopover points have both an opening and closing time, too long at one location may result in a later stopover being closed when you arrive.

The run over to Prescott wound its way across the Cotswolds via the villages of Black Bourton (14.2 Miles), Lechlade (21.1 Miles), Foss Bridge (34.2 Miles) and picturesque lanes ensured we enjoyed the 64 mile route without undue traffic congestion.

Those who drove, or witnessed, the 2008 Standard Triumph Day at Prescott will understand why driving this hill is a

great opportunity not to be missed, another element of the day's organisation is because of the multiple start locations, stopover locations can be used by more than one run, both the Bath and Cheltenham starters had Prescott as their first stopover before leaving via different routes. We arrived as the last of the Bath starters were clearing the hill, we had an enforced delay which the ever friendly marshals explained was due to extracting an over enthusiastic drivers Aston Martin from the gravel trap at the exit of Ettore's bend (yes that's where the Spitfire dropped its rear wheel in 2008).

Following a great (un-timed) run up the hill we were offered another run, well it would have been rude not to accept wouldn't it!

The run over to Gaydon included a small diversion for a well earned lunch to the Red Lion in Ilmington, the car park and adjacent streets crammed full of Classic's, after over 5 hours and circa 140 miles, the car enjoyed the rest too.

Another 14 miles of back lanes found us at the last stopover at Gaydon. Browsing the exhibits, the fiftieth anniversary of the Herald seemed to have been overlooked in favour of a car called Mini! That aside the usual varied collection of Triumph's remained on show.

The last leg of our run was a 41 mile pleasant run through the countryside enjoying the late Indian summer afternoon; the last 10 miles were via the Brackley bypass and Stowe school.

As we neared Silverstone other routes converged and with classics leaving Silverstone the roads were awash with cars of all ages and sizes.

The last element of the run is to collect your finisher's medals and partake (should you wish) in a lap or two of the full Grand Prix circuit (not including the pit straight, instead you slowly drive through the pit lane).



Pic 5.

To clarify the rules, a circuit speed limit of 70 MPH is imposed, and no overtaking is allowed, my experiences indicate arriving later in the day (Track closes at 18:00) reduces the risk of track congestion.

The two laps are wonderful, in my opinion, worth the entry fee alone, to experience my Wife's reaction to exiting Vale on opposite lock Priceless!

Then it's all over, a quick pit-stop for coffee in the paddock then just the 120 mile journey home, (photo 5) again avoiding motorways, enjoying the older routes such as the A5, A38, A515 etc. The car ran faultlessly, averaged 32.4 MPG over the two days and 547 miles, using  $\Omega$  pint of oil. Who says old cars are past it? Not me!

Andrew

Thank you to Andrew for his inaugural article. I will be back next month with more about the TR4-6 range.

Nigel



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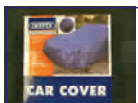
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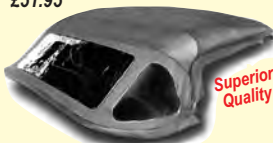
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**Guy Singleton**



## Bonds in Belgium

I have been in contact with Frank Bosmans for several years now and met him a few times, hearing of his progress with the engine swap in his Bond 4s and looking forward to it being back on the road. I had asked whether he might be willing to write a few words about his car for an article. He has now done so, and so well that I can sit back this month and let you enjoy reading about his car. I'm looking forward to seeing it at Le Mans Classic this year.

*"About two years ago I was driving my Bond on a nice stretch of road when all of a sudden the engine went "bang". I immediately pressed the clutch pedal and cut the ignition but it was too late. After a check around the engine, turning it around by hand and verifying that there was still oil in the sump, I restarted it. It ran ok but there was a noise that shouldn't be there.*

*Back home I drained the oil and took the sump off the engine and found some metallic debris. Not so good then. I decided to take the cylinder head off. This turned out to be quite a struggle but eventually the head came off. I discovered that one of the rings on a piston had disintegrated and scratched the cylinder wall quite badly. If I was to re-use this engine then a complete rebuild was the only way to go.*

*I have had my Bond for nearly 8 years and always found it was a little underpowered. A few years back I met Andy Rangecroft [from Sheffield] in France. He was driving a Spitfire and I just loved the sound of his car. Ever since then I have been thinking of getting a six cylinder Triumph. Over here on the continent, the choice isn't as broad as in the UK so I stuck with my Bond.*

*Now that my engine was in pieces I was looking around for a replacement engine and getting quotes to have my engine rebuilt. I was looking on the internet hoping to find a good engine at a fair price.*

*One day I found a Vitesse for sale. It was presented as a RHD car imported in Belgium*



*but needing work. I phoned the vendor but he told me it was already gone. About a week later the same car appeared but with different contact details. It was a friend of the original vendor who was selling the car on behalf of his*

mate because of a row with the missus over the car. I made an appointment to view the car in the weekend. When I called on Saturday morning to check if the car was still there, the vendor told me it was sold.

About six weeks later the car reappeared on the net. I called the vendor and he remembered me. He told me that he had received a deposit for the car but that the buyer didn't collect it. So I made a new appointment to see the car on a Friday evening. Me and my mate Ronny would drive up to see the car and Ronny arranged a trailer. On Friday I called the vendor just before I was leaving just to make sure he still had the car. When we were nearly there, my wife rang me up: there was a thunderstorm and water was coming through the ceiling of the conservatory. As I was 120 km

500e but the vendor wanted the full 750e. I tried to haggle but he would not give in so I decided to take the gamble and bought the car. We loaded her up and returned home.

When Ronny and I arrived back at my place, my wife was not so happy. One reason was the water damage to the house, the other the Vitesse. As she doesn't like to have many cars lying about the house, I had told her I was going to buy an engine. I never told her the rest of the car was still attached to said engine!

The next day I tried to start the engine, it would turn over and cough a bit but it didn't start. So I decided to inspect the car to see if I was going to break it up for spares or if it was restorable. As there was some very serious rot in the rear body tub and the rear of the chassis I decided to break her for spares. I took pictures of the car and started to dismantle it. I posted some parts on a website and very quickly got a response from another Vitesse owner. He came over and bought some parts and offered to rebuild the distributor as part of the deal.

With this rebuild I had a brighter spark but still the engine would not fire. I had the carburettors cleaned with ultrasonic waves which made a huge difference. I made some temporary gaskets so that petrol sort of stayed in but the engine still did not fire. I was puzzled as I had



from home, I couldn't do much at that moment which was quite frustrating.

Ronny and I arrived at the address and saw the car standing behind the house in the garden. The body of the car, especially the rear tub, was badly corroded. The engine did not start as there wasn't a drop of fuel in the tank and the battery was dead. I had a battery with me and the engine did turn over slowly. I then turned it over by hand and could feel and hear that the engine had quite good compression. I tried to get the price down from 750e to

followed the original workshop manual that came with the car. Everything seemed ok, the distributor was in the same position as on the picture in the manual but still the car didn't start. It puffed a bit and sometimes it fired as I cut the ignition.

As I had no idea what I was doing wrong, I asked a mechanic named Jos to come over and have a look at the engine. Jos is quite a character but a very good mechanic and a scrutineer and Marshall at the Zolder Circuit in Belgium. He looked at the engine, tried to start



it and asked for a cup of coffee. Then he showed me the VW campervan he had just bought. We were talking about how convenient it would be for when he was at the circuit when all of a sudden he said "and now we will fix your car". He walked up to the Vitesse, took

at certain speeds. Eventually this was traced down to a cracked exhaust manifold in combination with the ignition leads. Although they looked quite recent and ok, they turned out to be past their best.

On Saturday 7 November 2009 I participated



the distributor out and turned it a 180°. The car fired right away!

Jos told me to never trust pictures in a manual. I made the mistake not to think for myself but to look at a picture and to believe that it was correct. I was a very happy bunny now the engine was running so smoothly. I took a compression test and got a reading between 9-10 on all six! Not bad for such a gamble.

Now I could dismantle the car further and swap all mechanical bits over to my Bond. All the parts off the Vitesse were cleaned and checked over. I decided not to cut too many corners and refurbish all the suspension and brake parts. The gearbox and differential received new gaskets and fresh oil. I also bought a kit to rebuild the carburettors. As I could not work that often on the car, it took me nearly 2 years just to swap the mechanical parts over.

When I finally got it "running on all six" I started to take it on test drives to get the bugs and niggles out. In the beginning it would not run that good, the car would splutter and cough

in a night rally which took the car nearly 265km over small roads in the Ardennes. The Bond performed very well, only the exhaust pipe gave me some concern. Andy Rangecroft also participated in this rally and brought a set of professionally rebuilt Stromberg 150 CD carburettors over which I hope will improve the car even more. I hope to get the car mechanically sound and reliable for Classic Le Mans 2010. I still need to improve the cooling although I have a re-cored and improved radiator. It seems that the engine heat from the six cylinder stays stuck under the bonnet. I already have had several tips and recommendations from other club members so I think I'll get it solved. I definitely need an electrical fan and I am looking in to fitting one from a Citroen ZX.

The body could do with a repaint and the interior needs attention to but for the moment I need my funds for other projects.

There are a Ford Corsair and a Yamaha 250 US Custom waiting for some attention in the garage. Oh, and there are plans to take the garage down and put a new one with cellar

and double carport up. Hope to see you in Le Mans next year with the Bond!"

At the same time he sent me this article, Frank

when I saw it. It was in the process of being put on a Belgian registration. It runs on what I think is a Herald spec engine with a single carburetor. The seats seem to be from a Herald as well. There are a lot of modifications and personalisations on the car as well. It has an aftermarket sunroof and a rear screen wiper which looks rather nice. It has the Bond name on the hubcaps but to me they look very home made?"

Frank hopes to make contact with the owner of this car again so, if we're lucky, we may hear more of

it in the future,

And finally, although it's not exactly a 'Bodge' in the great scheme of things, it was rather a surprise when I took the rad cap off my 2000 when topping all the cars up with antifreeze to find that it fell apart in my hands, the spring had rusted right through.



sent me some photos of another Belgian Bond he had discovered.

"I also met a second Equipe GT 4S in Spa. It is a RHD car which was still on UK plates

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**Richard Briscoe**

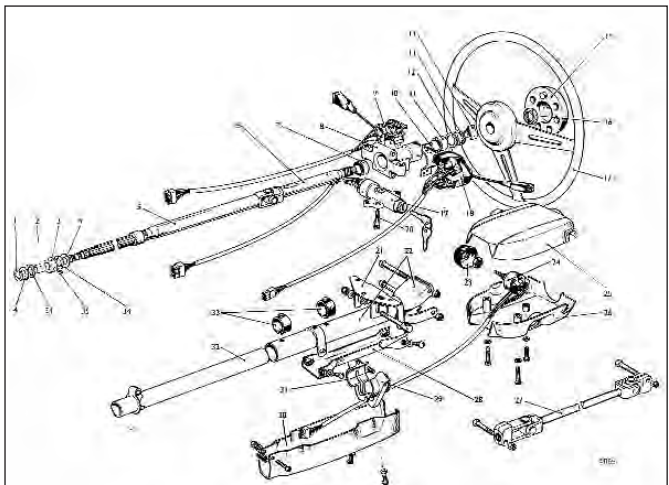


## Steering Column Overhaul Part 1

**T**he steering column on a Triumph Stag is a much more complicated item than the ones fitted to the small chassis Triumphs. Not only does the column have adjustment for reach but it also has adjustment for rake. This means that the shaft not only has to slide in and out but also move up and down so the inner shaft of the steering column has a universal joint. There are roller bearings on the top column and a series of bushes and thrust washers at the the bottom column. See diagram 1. The columns are generally pretty robust but a small amount of wear can cause an unpleasant driving experience and a MOT failure.

If you do not adjust your column very often, and lets face it not many of us do, the main wear appears to occur in the top part of the column. This is where the headaches start!

To do any work on refurbishing the steering column you need to remove it from the vehicle and this is not as easy as you would think. Ah but the "Haynes manual" tells you how to



- |    |   |   |    |  |
|----|---|---|----|--|
| 1  | Clip                                    | Steering column bottom bearing assembly | 17 | Steering wheel                             |
| 2  | Bearing                                 |   |    |  |
| 3  | Retaining flange                        |   |    |  |
| 4  | Alignment washer                        |   |    |  |
| 5  | Thrust washer                           |   | 18 | Wiper, wiper stalk                         |
| 6  | Lower shaft—telescopic                  |   | 19 | Ignition switch and steering lock          |
| 7  | Lower bush—upper shaft housing          |   | 20 | Steerball steering lock                    |
| 8  | Upper shaft housing                     |   | 21 | Support bracket                            |
| 9  | Disc, indicator and horn stalk assembly |   | 22 | Support tube—inner                         |
| 10 | Clamps for trafficator and wiper stalks |   | 23 | Control knob—master light switch           |
| 11 | Upper bush—upper shaft housing          |   | 24 | Master light switch                        |
| 12 | Washer                                  |   | 25 | Nutshell—upper half                        |
| 13 | Retaining washer                        |   | 26 | Nutshell—lower half                        |
| 14 | Trafficator cam                         |   | 27 | Intermittent shaft (lock pulion to column) |
| 15 | Pad—steering wheel boss                 |   | 28 | Cable channel                              |
| 16 | Nut—steering wheel                      |   | 29 | Clamp—rake adjustment                      |
|    |   |   | 30 | Cover                                      |
|    |   |   | 31 | Spring clamp                               |
|    |   |   | 32 | Support tube inner                         |
|    |   |   | 33 | Bushes—inner and outer support tubes       |

Fig. 57.01: Exploded view of steering column and components

remove it in simple steps I hear you say. Yes it does but see stage 2!

Be warned though that not all parts are currently available. The top two roller bearings in particular are not available.

The solution in this case is an aluminium ring which replaces the crinkly washer at the top of the column. These are only available at EJ

Wards as far as I can tell. They work by eliminating end float and reduce the movement to a minimum.

**Stage 1 - Disconnect the battery.**

Inside the engine bay, remove the bolt securing the column to the lower shaft. You may have to turn the column slightly to get better access, turn it back once the bolt has been removed

Remove the steering wheel after making sure the front wheels are in the straight ahead position, the steering wheel is simple to remove but always have the key in the ignition and do not use the vehicle steering lock to stop the wheel turning. Firmly grab the rim in one hand and loosen the nut with a ratchet and socket in the other.

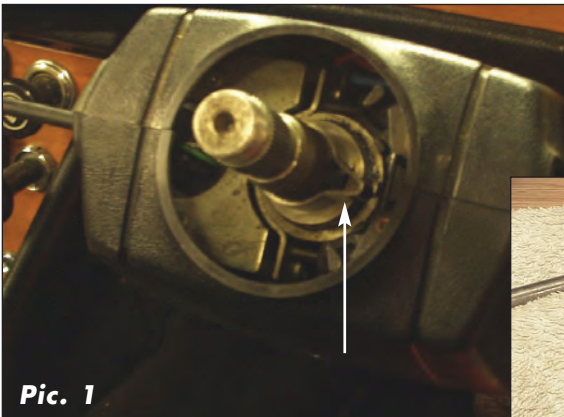
Remove the lower plastic cover. Be careful and ensure the lower fixings are completely removed.



**Pic. 2**

wiring cover and the switches, you will notice that the column adjustment clamp (*pic 2 removed from car to show components*) is in the way.

To remove this you will either be lucky and someone has removed the small rawl pin on the right hand side of the clamp (*see photo 3*) or you will have to be very careful and remove the column switches on the bench as the rawl pin can be extremely difficult to remove which stops you extracting the bolt holding the clamp in



**Pic. 1**

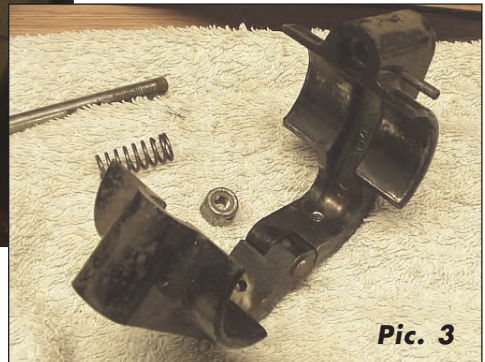
Remove the upper and lower cowls, removing the knob of the light switch and slackening the nut on the switch to allow it to slide free of the plastic cowl.

Check your indicator cancelling clip is located as in *Photo 1*, Don't worry too much if it isn't but that will be why your self cancelling hasn't been working!

This can be resolved on re-assembly.

**Stage 2.**

The Haynes manual advises you to remove the



**Pic. 3**

place! If the pin is in and you cannot remove it you need to remove the dash mounting bracket which has 2 bolts and 1 nut and bolt holding it in place. Then skip Stage 3 until you have the column on the bench but be very careful you do not damage any of the column stalks.

If the pin has been removed, remove the long

bolt, catch the spring and gently lower the column.

### Stage 3.

Remove the wiring cover which has 4 bolts holding it in place.

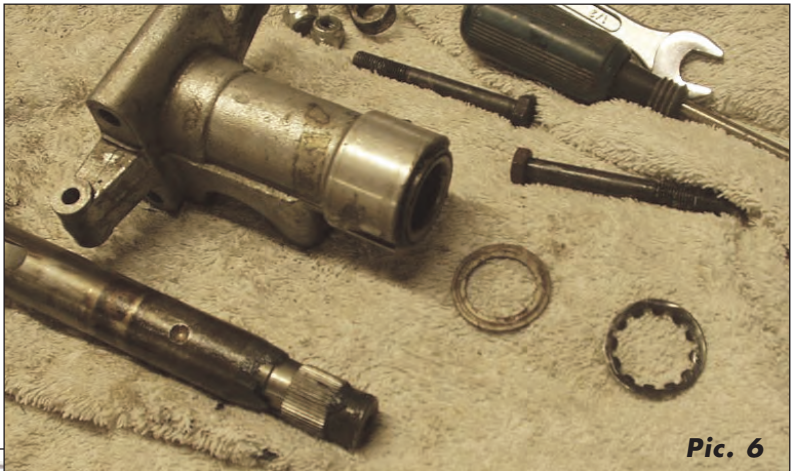
Trace all 4 cables back to their multi connectors under the dash and un-plug them pulling the connectors not the wires. If you are nervous about re-connecting them you can label them but the plugs should all be different to prevent wrong connections. The light switch can then be removed, remembering to remove the earth connection by undoing the relevant bolt, observing the routing of the wire

If your column lock has bolts instead of the original shear bolts securing it, remove it from

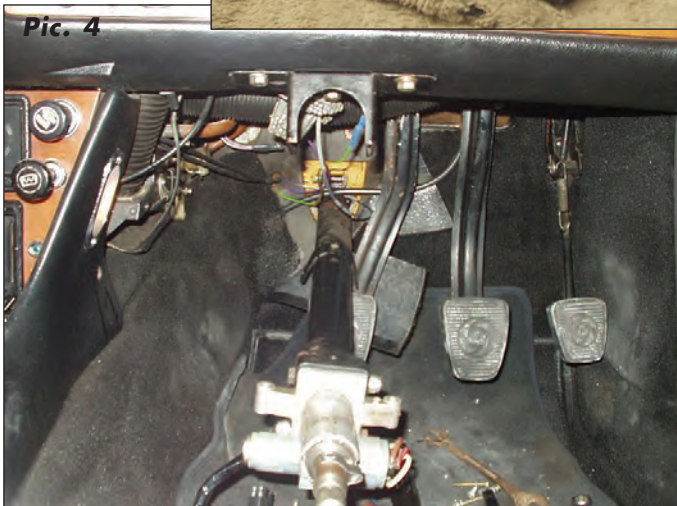
reassemble the stalks with their screws to ensure they do not get lost.

the column. If it is still fitted with shear bolts leave it in place but ensure the wire is fastened where it will not get caught and the key is left in the switch to stop the steering lock activating

Remove both stalks by unscrewing the screws, temporarily



Pic. 6



Pic. 4

### Stage 4.

Remove the bottom bolt which secures the bottom of the column to the bulkhead. You can just see the brackets in (pic.4) and the tube is visible on (pic.5)

The column should now be free to remove from the car. Pull the column carefully rearwards and it should now come out of the lower column socket.

If not you will need an assistant to prise the column socket in the engine may



Pic. 5

slightly open with a large blunt screwdriver and possibly tap the column out.

**Stage 5.** (Carry out stage 3 if your clamp had the rawl pin now)

Remove the 2 bolts securing the aluminium to the outer column (pic. 6 shows all the components separated)

Remove the crinkly washer by alternately pushing on each side until it pops off the steering wheel end of the shaft.

The aluminium casting which the column lock fastens to will now slide off the top off the column.



**Pic. 8**

(Pic. 8 shows the components and final assembly of the new aluminium part.)



**Pic. 7**

Keep the large flat washer. (Pic. 7.)

When you examine the casting you will see the roller bearings at each end.

I found re-greasing these carefully without removing or dismantling them to be advantageous at this stage.

Use normal wheel bearing grease and keep forcing grease through the small gap with a finger. Can anyone else remember when all bearings came un-greased?

Slide the casting back on the shaft and refasten the bolts, slide the flat washer back down the column and slide the new aluminium part down as hard as you can and tighten the three grub screws with the provided allen key.

That's all for now, replacing the bottom bushes next month.

*Keep running on eight*

*Richard*

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# Chicks & Triumphs - C.A.T.S.



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## Pip Flegel



## You get out what you put in!

### By Janet Davies

I have to write this article if only to stop Pip from nagging me to come up with something for her, so please forgive me as it's my first attempt to write a 'story' since I left school many moons ago now.

My husband - Pete bought a 1500 Spitfire five or six years ago, and joined the TSSC. After a few months, Pete decided to attend his local area (Manchester) meeting. He said that he would go to see what it was like, if anyone pulled his beloved (Although tatty) Spitfire apart, he just wouldn't go again. He came

back saying how good it was and how positive everyone was about the car, and that they had given him constructive advice on how it could be improved (He also mentioned the A/Os were keen Man City fans - guaranteed to endear him to them). He also asked if I'd like to go to the next meeting as there were lots of couples there and that everyone seemed to have a really good laugh.

I wasn't particularly keen on going; I'm not a 'car person'. I can appreciate a nice looking car, but it's not really my scene, still, I agreed to go - I work shifts, so any time we can spend together is a plus for us.

To cut a long story short, I did attend and got sucked in good and proper to the atmosphere and the camaraderie there.

We agreed that we should try to take part in as many events that the area organised as possible to get full use out of Pete's 'weekend car'. I particularly liked the way that if one of the cars in the club broke down, the bonnet was up and as many heads as could fit were under it. I thought I can do that, and any time this happens, me and Kerry



**Pete - nearly finished!**

**Can we fix it? - yes we can!**



After a lot of help, and a little welding up of the floor, Oscar received his first MOT in many years and we took him on many runs whilst Pete stripped the interior on his Spitfire and began by replacing it's sills.

Our finances improved and we decided we could probably afford a Stag. The downside of this was that we didn't have room for a third Triumph (and our eurobox everyday cars). Oscar had to go. We told the Manchester Area that we would be

always offer to take a look.

It was after going to Le Mans in 2006 that I finally had the courage to tell Pete I wasn't keen on travelling in the Spitfire, it's just too much like a go-kart and it REALLY messes up my hair - it feels like I've just got out of a washing machine!!!

We decided to buy another Triumph just for me. I had always wanted a Stag just like the one my ex-boss had had when I was in my teens. It was a white one with black interior and I always remembered how classy it looked. We checked our 'disposable' finances and realised a Stag was a little out of the budget available, but a 2000/2500 saloon was within our grasp.

Pete found one on ebay, it was a PI, none-runner, stored in a barn for many years, custom black paintwork and immaculate interior. It even had a full-length webasto sunshine roof. We put in a bid of a few hundred pounds and won it!

This is where the local area comes in. As stated, 'Oscar' was a non-runner, but a member of the Manchester area had a spare 2500 automatic gearbox, and another had a spare 2.5 engine - he even said we could fit them at his house! - This Manchester area is **VERY** friendly.



**Oscar Before and After**

putting him on ebay, and there and then one of the members said he would have him for the asking price! Wish we could have kept him.





of the Courier outside Man City's Ground. Pete's had to strip and recondition the heads (with a little help from me of course) and once it let us down in Scotland with a fault in the electronic ignition, but apart from that it's a fabulous car and gets attention wherever I take it. If I go to work



As I said, I wanted a white Stag with a black interior... I got a blue Stag with a custom-grey leather interior - and I love it! He's been christened 'Blue' and has even appeared on the front

in it (I'm a Police Officer), you can always hear bobbies coming in asking whose is that car in the car park 'the blue Stag'?, they can't believe it when the answer is me, I think they expect it to be owned by a man!!



## Chicks & Triumphs - C.A.T.S.



So we've done many miles in Blue since we got him, and the future looks good with him too with all the events we're planning on attending in 2010, even as far as going to Le Mans again and afterwards a tour of Normandy.

It's not just the cars that have changed in my time with the club, we used to attend the camping events with a small - two man tent, this we upgraded to a much larger 4-man tent (Which let me fit in all my clothes!). Then in the 'Oscar years', we bought a Dandy trailer tent, which subsequently got upgraded to a Raclet trailer tent. And now, finally with Blue we tow a caravan - LUXURY!!! (Shhhh - don't tell Pete, I'm now looking to upgrade the Caravan!!!! He He).

Next project is to have Blue's seats re-foamed for the long trip to Le Mans, they need doing and it's a long journey with little foam in the seats (did that in Pete's Spitfire - not recommended).

So in conclusion, I really recommend all you ladies out there to 'have a go', *you get out of this club what you put in.*



# Readers Write

## An Apology

In the December Courier I published a letter from Philip Bellamy. A Typing error meant that some text had not been included (Which I have Highlighted below). My apologies to Philip for not picking up this error at the time.

To clarify here follows his letter in full.

**Bernard Robinson**  
Courier Editor

## Headlamps

When a head lamp bulb fails, there is more stress applied to the other head lamp bulb because the voltage applied is a little higher, so it's life will probably be shortened, and a week or so later will also have to be replaced. Thus when replacing one head lamp bulb replace the other as well, to help minimise the risk, of again having one headlamp that works.

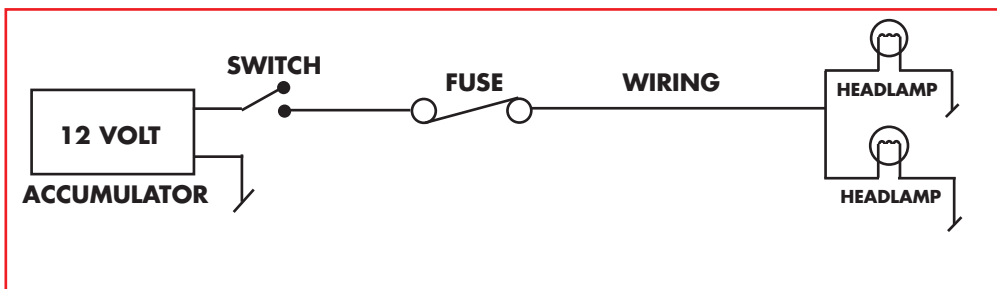
The drawing shows the basic electrical circuit for the two head lamps. On the left is the 12 volt accumulator, then comes the main on/off switch, then the fuse and finally the two

headlamps in the right. It could be that the switch and the fuse are reversed in the sequence, but this does not matter with regard to the problem. The accumulator will actually have a voltage a little above the nominal 12 volts when new.

Now to the problem, the switch contacts have finite resistance **which can hardly be measured, the fuse has a finite resistance** otherwise it would not blow with either a short circuit, or near short circuit, the wiring also has a finite resistance, and finally the bulb socket/bulb also have a very small resistance.

Now when both bulbs are switched on there will be a voltage drop in the circuit so that the bulbs have a slightly lower voltage than the accumulator. Now when one bulb blows there will be only half the current flowing, the resistance being always the same, so the voltage applied to the remaining bulb will be higher, thus causing it to have a shorter life. So always change both main light bulbs at the same time, that which did not blow can always be retained as an emergency spare.

**Philip T Bellamy**  
Memb. No. 71298 Switzerland





## Herts & Beds visit HQ

This is a short summary of the Herts and Beds outing to Sunderland Court after winning a visit to HQ in the monthly Area Draw organised by Pip & Frank.

We had a few drop out in the end, but had a good group turn out, and Nigel picked up a couple of new members, we managed a motley crew and a varied assortment of machines

Pete Jill and Iain Duncan in our Vit 6, Stuart Vit Mk1, Ashley, Janet and family and Bill Goodwin (USA) in the 1850 Dolomite, Martin Wood and friend in Spitfire 1500 then Pete Fern, Robert Finney, Richard Jones in 3 Heralds, Rob Hall, Stag and Garry TR7 and his family in a modern car.

Nigel Clark gave a short introduction to the club and its benefits, Trudi and Angie put on a nice buffet and manned the site till we left about 3pm. Many thanks.

This was our first time winning the Area draw and that the Area had made the visit to HQ so we get a brownie point for trying.

The sun shone, Rob did a routemaster run through the local countryside from Burton Latimer where we grouped up, we all arrived around 11.45 and all had a good day out.

Thanks to all who made it and especially to Headquarters staff, it was a good day out and thanks especially to Bill (USA) who entertained us with tales of why he loves the UK and his Triumphs which started with "Last of the Summer Wine"

Regards

**Peter Lewis**  
Herts & Beds AO

## Where have all the Cars Gone?

A few years ago the Courier Magazine used to have a good selection of cars for sale, but recently, very few. Where are all the new marques we cater for?

What has happened, as there are still plenty of Triumphs advertised in the professional publications on sale.

As the TSSC is now such an 'all encompassing' Triumph organisation, surely our classifieds should be much healthier. I think that the TSSC needs to re-think this section of the Courier, not only in price but also in content. Let's have some colour down this end of the magazine and display pictures of cars for sale. Perhaps a new section akin to ebay - auctions by email.

I have a car for sale, or part exchange, but what incentive is there for me to use the Courier when I can advertise for free in CCW, CCM or CC for Sale with lots of pictures of my vehicle.

Our vehicles changing hands and possibly moving through the ranks to younger enthusiasts who can keep the marque in the public eye, is the lifeblood of the club.

Let's get more people looking.

**Jeff Baker**  
77/00024

*This letter has been passed to the Council of Management for consideration at their meeting on 24th January.*

**Nigel Clark**  
General Manager

# THE AMERICAN DREAM

Importing a Spitfire from the USA

by Richard Powney



**I** blame eBay, or the Internet at least. In hindsight of course it's obvious that there would be thousands of Spitfires and spare parts in the USA, since that's where the majority of them were shipped from the factory.

The concept of the "Californian import" was certainly not new to me but it was the advent of eBay and seeing photos of non-running Spitfires with tatty interiors but absolutely perfect bodysells selling for less than \$1000 that pushed me over the edge : I was going to buy one. I had no idea how I was going to persuade the seller to sell it to a Brit living in Denmark, or how I was going to get it home but these were mere details to be resolved at some undefined point in the future.

In a delightful brown colour and being sold over the Christmas holiday, it was not a busy auction and I got the car for \$1500. What a fabulous bargain – the car had no rust ANYWHERE, was complete and had even been running recently - with the dollar at the lowest level in many years, this worked out at about £800.

But what to do about getting it home? I had made the acquaintance of Breck Kincaid in Missouri (again on the internet) through his assistance with my misguided purchase of some suspension parts on eBay. It transpired that he was also a restorer and his apparently low rates, coupled with the low exchange rate encouraged me to accept his quotes for a full respray and mechanical overhaul. The only problem was Missouri was a long way from Arizona – no problem for a net-savvy obsessive



**Brown MkII in Arizona**

Having bid on and lost a number of auctions for abandoned restoration projects, I found a late mk3 on eBay, in a scrapyards in Arizona.

like myself : several enquiries and quotes later and the transportation was arranged for a further \$700. So far so good – total expenditure

still under £2500 for a rust-free, resprayed & running car.

By some complete fluke I happened to be talking to a colleague at work about my obsession and the latest problem when he said "you want to talk to my brother – he's in the import/export business". Well, he most certainly was – anything shipped anywhere seemed to be his motto and bringing a small car halfway around the world didn't pose a problem – did I want to have it driven to a port, put in a 20ft container on its own or buy two more cars and rent a 40 footer? Hmmmm..... buy two more cars? Now that sounded like a plan I could buy into!

As you've no doubt spotted by now, common sense had left the building – the obsession was in full flow – enthusiasm and plain stubbornness knocked down

to filling a 40 foot container. At this point I was still fairly relaxed however as I had established that high-quality, left-hand drive cars fetched a premium in Denmark. I had even started tentatively advertising a build-to-order service for Spitfires and was getting some encouraging feedback. I had just agreed a price on my first sale when I was offered a job in Australia for 15 months. There was no way I was going to turn it down so I dragged my wife and 3 month old daughter to the other side of the world and tried to explain to Breck how the project would need to slow down a bit until I returned. I sent funds regularly to cover the work we had agreed on but his emails became less frequent and upbeat until they stopped altogether. I simply could not believe that this kindred spirit, this fellow enthusiast and potential business partner had done the dirty on me and ripped me off. There

was very little I could do about anything while I was in Sydney so mostly I fumed and plotted and tried to get Breck on the phone. Once I got back to Europe however, I pulled out all the stops to find him and finally tracked Breck to his place of work. It was clear that something had changed drastically in my restorer's attitude – he was subdued and



obstructions and hurdles and roped others into the cause. After a blissful month of website-scouring and photo-browsing, I had the other two : no.2 being a Mk2 from the same Arizona scrapyards for \$2500 and no.3 another eBay purchase – a very low mileage California Mk3 with overdrive for just \$1500.

## The American Nightmare

With transport to Missouri and additional restoration costs agreed with Breck Kinkaid, I was now heavily invested in this project. Somehow it had grown from importing a car

apologetic, making promises and commitments that he continually failed to meet. After a year, I had practically given myself an ulcer with the frustration of the situation – I finally came to the conclusion that I would either have to involve the police or a private detective. The local US police were not especially excited about my classic car problem but offered to investigate if I could commit to attending whatever court appearances were required – great : more expenditure as well as time off work with no guarantee of a successful outcome since jurisdiction would no doubt become an issue. I decided that I would establish whether the cars were still with Breck –

### All 3 cars in Missouri



shipped to the UK. That's right two..... Mr Kinkaid had a parting shot to deliver – he had also failed to have the title on the Californian Mk3 reinstated, so US Customs would not have let it through and the entire shipment would have been impounded. After only a couple of weeks I was finally

if not I would take the legal route, if they were then I would take whatever steps I could to recover them. At this point I made the acquaintance of a wonderful gentleman from Nebraska called Joe Guinan. Another Triumph freak, I was referred to Joe by members of Triumph Clubs and when I explained my predicament to him he immediately offered to drive the enormous distance to Missouri and see what Breck was playing at. To my great relief, Joe discovered three Signal Red Spitfires and sent me many detailed photos. My elation was short-lived - it seemed that there were many parts missing and the quality of the paintwork was poor.

### Loading container in Missouri



able to lay hands on the US cars at a warehouse in Ipswich. Even in the dim light, I could see that the paint shades varied between panels and the interiors were completely bare –

### Coming home

After some soul-searching, I decided to make the best I could of the situation. I asked Joe if he would manage the filling of the 40 foot container at Breck's property (since I now couldn't trust the guy to tell me what day of the week it was). Joe agreed and kept me sane with his hilarious and acidic comments about Mr Kinkaid's attitude and workmanship. In January 2007, three years after I bought the cars, two of them were put into the 40 foot container and



### The Cars in Ipswich

I didn't know whether to laugh or cry : apart from the fact that they were rust free, both cars were effectively rolling shells. When I bought

them they were complete cars.

I had spent three years and several thousand pounds reducing them to this.

### Resurrection

After about 6 months of moping about, I was politely reminded by my colleague's brother that I ought to remove the cars from his warehouse. This was the stimulus I needed to make a final effort to make something

worthwhile from this disaster. I had the Mk 3 shipped to Esbjerg in Denmark, where I put into the workshop I rent space in. The Mk2 I decided would stay in the UK, where I could



**Mk II after respray**

Nick Ledger, the lovely man who had previously painted my Royal Blue Mk2 and twisted his arm to cut his price to the bone. He went out of his way to accommodate my wishes

– letting me paint the windscreen frame and bulkhead myself so that I could complete the assembly of the panels before sending the car to Nick, picking me up and dropping me off at Redhill train station countless times when I brought doors and other parts and by allowing the car to be stored at his paintshop until I could find funds to continue the respray. However the best was yet to come – when I asked Nick if he knew anyone who might be able to get the engine started after 20 years in the desert, he had a go himself.



**Mk II in London**

work on it in the evenings while I was working in London. More begging and cajoling secured the use of a narrow lock-up in North London where I was able to establish what was needed to complete the car.

It was clear that the car needed to be repainted and there was certainly no room to do an amateur job in the lock-up, so I approached

I ordered parts from James Paddock as Nick found he needed them and over a three week period, Nick breathed life into the engine and electrics and turned the rolling shell back into a car.

In the summer of 2009, I took the Mk2 back from Nick to fit all the trim and interior prior to driving it to Denmark. I spent many long but very enjoyable evenings in an underground



garage near Regent's Park fitting moulded carpets, various bits of chrome, badges and seats, as well as ensuring all the lights and dash controls worked. In August I joined two colleagues in a white Mk1 and a blue Mk2 and we drove in convoy to Harwich to board the ferry to Denmark.



### Would I do it again?

The Mk2 is finally tucked up with her friends in the workshop and is now for sale, in an attempt to recover some of the expenditure over the last 5 years. I would like to be able to say it was worth it. Certainly the Mk2 is absolutely gorgeous – the fact that the sills and floors are original has meant that the panel shut lines are the best I've ever seen.... but only just – the gaps achieved by Nick on my UK Mk2 are very nearly as good. The absence of any moisture at all over the car's life is an obvious benefit, but not to me since I won't be keeping it. I also still have to deal with the other car that did make it home (which is little more than a bare shell) and the one that didn't (which is now in Nebraska). I have gained a lot of satisfaction from the rebuild and met some very helpful, genuine and honest

enthusiasts. Unfortunately I have also met a couple of complete scoundrels. So on balance I think I will chalk this project down to experience and leave US imports to those with the connections and economies of scale.

If you are considering repatriating a US Spitfire and I haven't managed to put you off,

I offer the following advice:

**Title** – make sure your car has a valid title – it won't be leaving the States without one.

**Location** – Try to avoid additional transportation costs by buying a car near a major port. Look at maps and do some research.

Be patient – you may have to wait a few months for the right circumstances to exactly coincide.

**Condition** – a running car is much cheaper and easier to ship than a non-runner. It

would be better to spend an additional \$1000 to buy a runner.

**Hidden costs** – you will have to pay Import Duty and possibly VAT on your import and any loose parts that are in the car or container.

**The Bad Restorer factor** - minimise your exposure to hopeless numpties – limit your risk to the original purchase and shipping.



**Mk II in workshop at home**



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# WIGGLIES & WATTS

## Avoiding Electrical System Overload

by Hugh Glossop

**O**ver the last year or so its become increasingly apparent that people are confused as to the electrical systems and popular add ons that appear in our cars, for those of you that understand such things I apologise in advance!

Most of what we need is contained within ohms law which is:

$$\text{Voltage (volts)} = \text{Current (amps)} \times \text{Resistance (ohms)}$$

The transposition of which is  $V/R = I$  or  $V/I = R$

In addition  $V/I = W$  (watts) or transposed  $W/V = I$  or  $I/W = V$

For example a 55w fog lamp will pull  $55/12 = 4.58A$  so if you fit two spotlights extra on the car you will need the ability to provide  $4.58/2 = 9.16A$  from the charging system, so hereby hangs the nasty!

A typical C20/21Dynamo on our cars outputs between 20 and 22 amps

A Lucas 15ACR alternator is 32 amps

A Lucas 16 ACR alternator is 34 amps

A Lucas 17ACR alternator is 36amps

Please note that the 15 and 16ACR alternators are replaced by the 17ACR type as they only make the one type now.

There are larger alternators available more of which later but none are fitted as standard to our (UK spec) cars except the Acclaim which has a 45A alternator as standard.

Typical power consumption on our car looks like this when that item is switched on:

Side lights 6 x 5w bulbs (Inc number plate)	= 2.5A
Instrument bulbs at least 4x2W bulbs	= 0.6A
Rear brake lights 2x24W bulbs	= 4.0A
Wiper motor 4.5A average	= 4.5A
Heater motor 4-5A	= 4.5A
Headlight dip (sealed beam) (45W x 2) = 90W	= 7.5A
Headlight main (sealed beam) (55W x 2) = 110W	= 9.16A
Headlight Halogen STD dip (55W x 2) = 110W	= 9.16A
Headlight Halogen STD Main (65W x 2) = 130W	= 10.83A
Ignition system 3 to 4A	= 4.0A
Electric radiator fan 10-15A	= 15A
Horn typical 30A	= 30A
Spot/driving lamps (2x55W) = 110W	= 9.16A
Fog lamps (2 X 55W) = 110W `	= 9.16A
Radio 20w	= 1.6A

**Note:** all the calculations have been done on a nominal 12V, in practice a charging system in good order will put out up to 14.5 volts which actually can increase the power consumption slightly and if you use higher wattage bulbs this also makes the situation worse

So on a dark cold wet night (which seems to be most at the moment) even without extras and sealed beam units a typical TR7 / Spit / Herald / Dolomite etc will use around 22-23 amps and 23-25A with Halogen bulb headlights on continuously and considerably more intermittently, so even with the low wattage sealed beam units if you then even add a modern radio into the equation you are over the top and actually taking power out of the battery continuously.

Basically the standard Dynamo is only just about able to cope with an absolutely standard car with no electrical upgrades at all even adding halogen headlights will push you onto permanent discharge of the battery on cold dark wet nights.

So what do you do about it, in short upgrade to an alternator but if you add to 55W spotlights onto a Lucas 17ACR type with a 36A output you are straight away almost at top limit for the alternator and believe me alternators don't like running at full output for long, they overheat badly and that leads to a very short service life

So on a typical car with a couple of spot lamps

and an electric cooling fan you should really use an alternator rated around 65-70A, which may involve you running an extra wire back to the battery to provide a sufficient current capacity, but better this than running out of electrics on a cold winters night or worse still having an electrical fire!

Now as regards the thickness of wire used for accessories I have produced a table for the thickness of the wire against its current capacity and the recommended fuse rating.

This should enable you all to use the correct rating of wire for your goodies!

Battery cables, trailer cables have been added for completeness

For battery cable it will stand a 100% overload for 15 seconds

To determine the correct cable to use for replacement purposes, count the number of strands of the existing cable and measure a single strand with a micrometer.

If there is no exact equivalent then cable at the next size up should be used or you can work it out exactly using

$\text{Pi} \times (\text{radius} \times \text{radius}) \times \text{no of cores}$

Where  $\text{pi} = 3.142$

Radius = half the diameter of one core previously measured

This will give you the actual cross sectional area to compare against the following chart if you are so inclined!

## Single, Twin 3,4,5 core cables

Conductor Specification	crosssectional area (MM2)	continuous current Rating (amps)	maximum wattage (12v)
9/0.30	0.65	5.75	69
14/0.30	1	8.75	105
21/0.30	1.5	12.75	153
28/0.30	2	17.5	210
35/0.30	2.5	21.75	260
44/0.30	3	27.5	330
65/0.30	4.5	35	420
85/0.30	6	42	500
97/0.30	7	50	600
120./0,30	8.5	60	720

Conductor Specification	crossectional area (MM2)	continuous current Rating (amps)
-------------------------	--------------------------	----------------------------------

### Standard Battery cables

337/0.71	15	105
266/0.30	20	135
37/0.90	25	170
61/0.90	40	300
61/1.13	60	415

### Extra flexible battery cables

196/0.40	25	170
315/0.40	40	300
475/0.40	60	415

### 7 core cables (trailer type)

7x16/0.20	7x0.5	4.25
7x9/0.30	7x0.55	5.75
6x14/030 + 1x28/0.30	6x1.0 + 1x2.0	8.75 (earth 17.5)
6x21/0.30 + 1x35/0.30	6x1.5 + 1x2.5	12.75 (earth 21.75)

So for a pair of headlights you would use 21/0.3 cable as an absolute minimum for main beam pair and again for dip beam pair. An electric fan should use at least 35/0.30 cable

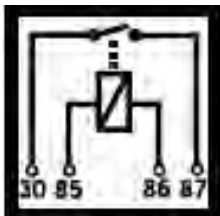
All fuses should be rated at around 15% higher than the cable rating as it will stop the cable melting in the event of a short.

So now you have no excuses for fitting 5A cable on to a 36A alternator (which I have seen!) I hope this helps to keep you all safe from the electrical gremlins that are breeding in the recesses of our cars and avoid the Triumph "Roman candle"

Relay Numbering is as follows for additional wiring

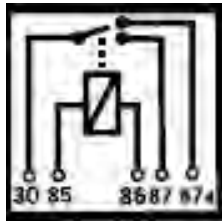
A typical relay has a rating of 20 or 30 Amps on the main contacts and typically 250ma (milliamps) on the actuating coil you pay your money and take your choice!

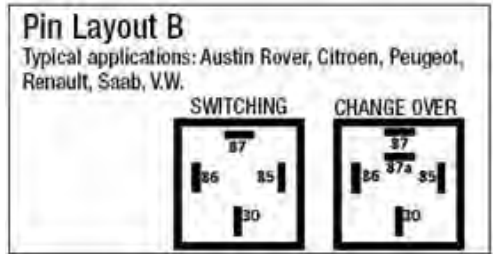
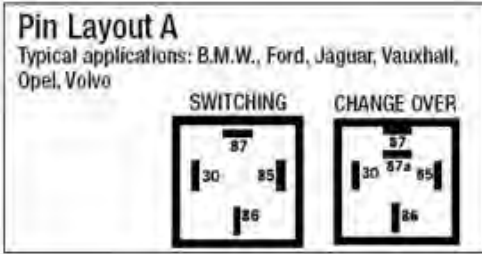
### Switching relay



- 85 = +V actuating coil**
- 86 = -V actuating coil (usually earth)**
- 30 = high power feed in**
- 87 = high power feed out (to lights/fan etc) when energized**
- 87a = high power feed out (to lights/fan etc) when **NOT** energized (I/E the opposite of 87)**

### Change over relay





I have included typical layouts for the relays, positions might change but the actual contact numbers stay the same

**Headlights** are a subject that crops up frequently. It has been proven over a number of years that the standard switches can only just about cope with the sealed beam 45/55W headlights and even the upgrade to 55/65W halogen units can considerably reduce the service life of the switches, particularly if they are old and slightly higher in resistance than normal as they then get much hotter on the contacts than they should and melt the plastic! I know I've been there many a time, so do yourself a favour and fit some relays in the lighting circuit.

In theory the closer to the lights the better, you will need two relays one for dip and one for main beam, I tend to fit them up inside the leading edge of the bonnet as the separate wires from the headlights join here and this is a convenient junction point.

I would use a 28/0.30 17.5A cable (a little reserve is not a bad thing!) Suggest Brown as per Triumph wiring for permanent live feeds or Red cable)

**Fit a 20A line fuse in this main power feed**

**30** both relays on contact will have the fused high power feed from the battery (Brown or Red or whatever you use)

**86** on both relays will go to ground (body) (black wire)

**85** on one relay will go to the old main beam feed wire (blue white tracer)

**85** on the other relay will go to the old dip beam feed wire (blue red tracer)

**87** on the relay with the old main beam feed will go to both headlights main beam (pair blue/white tracer from both headlights)

**87** on the relay with the old dip beam feed will go to both headlights dip beam (pair blue reds tracer from both headlights)

And there you have it, it's not difficult; you will probably find your lights considerably brighter than they were and the relays hidden neatly out of the way!

And your expensive switches/stalks don't melt! And leave you in a black hole in the middle of nowhere!

Driving/fog lights are a minefield of regulations or not depending on the age of the car and I deal with these together with cooling fans in a future issue!

*Hugh*

TR7 Registrar  
 Spitfire MkIV/1500 Registrar



Pic courtesy Dick Twitchen



# CLUB SHOP NEWS

Tel. 01858 434424 web. [www.tssc.org.uk](http://www.tssc.org.uk)  
e-mail. [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

## by Garth Jupp

Firstly a plea to all members that place an order through the club shop. PLEASE, PLEASE, PLEASE, can you have your membership number to hand. If I had a pound for every time that I ask a member on the phone who is placing an order "what's your membership number?" and get the reply "I knew you were going to ask me that, I don't have it" then I would be writing this from somewhere a lot warmer and sunnier than it is currently!!

Seriously though, please try to have the number handy as it saves so much time in processing orders in the shop and helps us provide a speedy service for you.

You can find your membership number in one of three places, it is on the address label of every Courier that drops through your letterbox every month, it is on your membership card, and if all else fails, you can find it on the club website. If you log in, go to My Profile, which is just under the login button, then chose Edit My Profile, you will find it under the Membership Details tab. So really there is no excuse. Go on make it a belated New Years resolution.

## New Products

We are now stocking a new range of coils made by **Lumenition**. The MS3 coil is specifically designed to match the existing Magnetronic electronic ignition kits we sell. There is only one version of the coil available, and it is ballasted, fear not if you have a Herald, Vitesse or other older model that does not run a ballasted ignition system, as the coils come with a ballast resistor and full instructions on how to wire these up for cars that currently do not have a ballasted system.

By fitting this coil you can guarantee that it is a perfect impedance match for the magnetronic ignition system which will ensure that it works correctly and can not supply too much current to the system, which CAN be the case with many of the so called "sports" coils that are widely available.

These coils are priced at £35.25 inc VAT at 17.5%. However if you buy the coil with a Magnetronic kit then you will save 22% on the coil price compared to buying it alone.





**Paul Richardson**©

**A Herald**

**12/50 Restoration**



**W**hilst walking around the cars on display in the Stamford classic car show last summer I noticed a couple of classic car enthusiasts chatting happily together in the summer sunshine beside their extremely smart Herald 12/50.

The prospect of my first interview with the owner of a Herald 12/50, in the hope that it had been a home restoration project, prompted introductions. To my delight the Herald had been restored by its owner Colin Issitt, and a further bonus is the fact that his wife Sonya also played an invaluable part in the restoration.

The Herald 12/50 was originally produced on the assembly lines in Coventry from 1963 to 1967 and with the 1147cc engine producing 51 bhp the 12/50 has considerably improved performance over its predecessors - and problems with copious water leaks on the first Herald models had been rectified.

Colin, a local transport manager, had served an apprenticeship as a panel beater in his early career, which obviously affords valuable professional experience on restoration projects, and judging by the superb paint finish on the car, Colin is also an expert with the spray gun and is fully experienced in the time consuming and exacting task of bodywork preparation. If this is not done properly and every blemish removed from panels before primer and topcoats are applied, the finish will be poor.

I asked Colin how he acquired his Herald.

*"I was in the local pub when a pal of mine asked me if I would repair the bodywork on his Herald and respray it for him. As I'd served an apprenticeship as a panel beater in my earlier career, I suppose repairing bodywork on the cars of pals of mine*

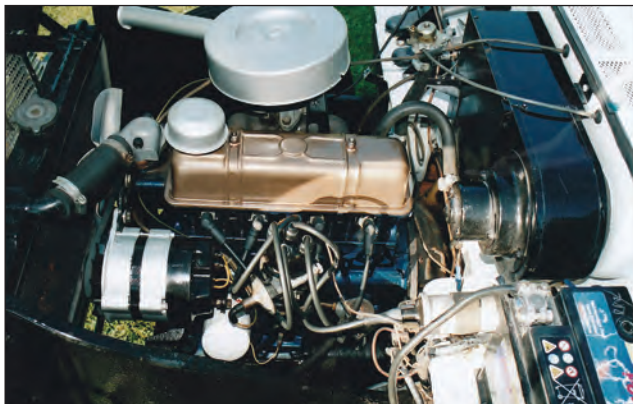


**Colin and Sonya Issitt standing beside their immaculate Herald 12/50 at the Stamford Classic Car show**

*became a hobby. Anyway I saw this pal in the pub one week end a few months later and asked him if he still wanted me to spray his car, and he told me he was thinking about selling it instead. I decided I'd like the car myself and asked him to give me first option to buy it. I subsequently bought it from him for £300. This was in the May bank holiday weekend of 2004. I took the job on as a home restoration and my wife Sonya also decided to get involved and help be bring the car back to life."*

*"Before I bought the car I don't think it had been on the road for about a year, but I'd been assured by my pal that there was nothing mechanically wrong with it when it was last driven. It was the bodywork on the car that needed major attention throughout and the interior was extremely tatty. As the car had no MOT I took it home on a trailer and the restoration started almost immediately. I decided to check the engine over and it ran very well so all that was needed was a full service and*





### Spotless engine compartment

*an engine tune. The first thing we did was to remove all the interior of the car, but I'll let my wife Sonya tell you all about that because she took charge of all the interior restoration."*

Repairing bodywork requires patience and attention to detail and Colin described how his professional approach involved a complete strip down in order to evaluate the extent of panel damage etc.

*"I decided that in order to do the job properly all the body panels had to be removed from the chassis to evaluate everything, and the only body panels I decided to replace which were beyond repair were the front inner wheel arches. I could tell that some of the bodywork had been repaired before I bought the car but there were no major problems as far as rotted panels were concerned and the door skins did not need replacing. I obviously needed to take a good look at the chassis in case there were any corroded sections that needed replacing. The only really bad sections were the chassis outriggers*

*on both sides of the car, which were beyond repair, but the main chassis sections along its centre were in surprisingly good order including the rear outriggers, which I noticed had been repaired sometime before I got the car. I stripped the chassis right down to bare metal any way and when I'd finished welding in the new chassis outriggers, which I bought from Rimmers, I primed it with phosphate primer and sprayed it black. The final finish on the bodywork was achieved by five*

*coats of primer and five coats of cellulose paint."*

*"During the rebuild I naturally took the opportunity to replace all the brake pipes with the latest copper type, which don't rust up like the original production ones. I completely stripped the brake system down to check everything over and naturally, as a matter of course, replaced the brake linings and front pads. The rear drums and front discs were not scored through general wear and tear they just needed a thorough cleaning and the master cylinder and wheel cylinders were also inspected to make sure there were no fluid leaks."*

Obviously, Colin, as an ex professional, is fully conversant with the costings involved with the repair or replacement of body panels and he's also a highly proficient welder. This brings me to a point I can't over emphasise. Welding is a skill and I've seen 'amateur' welds on main chassis members of a restoration project this summer - before they'd been covered with underseal - that would not pass an MOT inspection! In this instance 'blobs' of molten metal were just 'stuck on' to the seams to be



### The interior of the car was brought back to showroom condition by Sonya's hard work.

welded together. This was due to the unskilled operator merely heating up the end of the welding rod to molten temperature without ensuring that the seams to be welded were also molten to effect the necessary fusion. To form a perfect weld, the seams and the end of the welding rod have to become molten in synchronised fashion. Thereafter, the

## Herald 12/50 Restoration



**Not a mark could be detected on the paintwork of Colin and Sonya Issitt's Herald 12/50**

molten pool so formed must be moved along the seam to the conclusion of the weld. This involves a steady hand - and overheating, or oxidising, the molten metal pool also causes a poor weld. The choice of jet size in the welding torch and the adjustment of the oxygen and acetylene pressures to suit a particular gauge of metal is also vital, and to achieve a perfectly flowed -and neat- weld pattern, this involves experience like all crafts.

I asked Colin if he'd had any major problems on the restoration.

*"Well, the engine, gear box and transmission were in good mechanical order before I bought the car, so besides a full service and a general tune up there was no major work involved on the mechanical side and I found out that a lead free cylinder head had also been fitted to the engine. As far as the transmission is concerned, I naturally decided to replace the complete clutch assembly to rule out any problems developing in that area as well as renewing the universal joints in the half shafts, which I also thought important. I did decide last year, after five years of using the car, to overhaul the engine because fumes began coming into the car, which were emanating from the crank breather and the oil filler on the rocker box. I stripped the engine and found the bores were in good condition with no scoring so all that was needed there was to hone the bores out, replace the worn piston rings and I naturally replaced all the crankshaft bearings. I also checked and decoked the cylinder head and reground the valve seats."*

Not to leave Colin's wife Sonya out, I asked her about the extent of her input on the car.

*"Well, when Colin began taking the car to bits the first job was to take all the seats and interior trim out. There were dead mice skeletons everywhere underneath the seats and on the carpets, and I was naturally first in line for the job of*

*cleaning all this up. When I'd swept up and got rid of all the debris and mice skeletons and droppings, I disposed of the old carpets and the whole of interior of the car had to be scrubbed, and cleaned properly and we eventually fitted a new set of carpets. We then took the seats into our garage where I scrubbed and washed them and when all this was finished we carted all the seats and door trims into our house and stored them upstairs our spare bedroom. I also cleaned and polished all the chrome work and other bits and bobs that we took off the car, which were also stored in the spare bedroom and the work also included scrubbing and cleaning up the white rubber bumpers. Of course my jobs didn't end there. The worst job I got involved with was helping Colin scrape off all the old protective under seal from the underside of the car so he could see what repair work was needed on the chassis and floor panels. That was extremely dirty work and I also helped with the general rubbing down and preparation of the body panels before Colin sprayed them which was hard work, and I broke no end of finger nails working on the car but it was all worth it in the end."*

Colin and Sonya use their Herald regularly for trips out and visits to classic car shows both in summer and winter and their Herald was displayed on The Boston Classic Car Club stand at the NEC classic car show in Birmingham last November. It really was a pleasure to talk to Colin and Sonya who are so enthusiastic about their Herald and all their hard work has resulted in another Triumph being rescued from the scrap heap.

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

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All magazine material must be received **BEFORE 8<sup>th</sup>** of each month prior to the month of publication.

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

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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.

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**February 2010**

Plus

**CLASSIFIED  
CARS & PARTS**

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# AREA DIRECTORY

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*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**

<b>Area</b>	<b>Area Organiser/s</b>	<b>Meet at</b>	<b>On the</b>
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 White Lion - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. Eves.
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 01452 790126	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
SALISBURY	Adam Fiander: 01722 421427	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Phil Kinsella: 01275 340336	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WYDEAN	Clive Speaks: 01531 650035 or 07828 250517	St Leonards Hotel - St LEONARDS 3 Horseshoes - ALLENSMORE Herefordshire	3rd Thurs. 8pm 3rd Weds. Eves.

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U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	



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



## AREA LIAISON OFFICERS REPORT

Tel. 01524 791607

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

To all our Area Organisers and Members, Frank and I would like to wish you all the very Best for the New Year.

We would like to apologise for not attending the A/O Seminar in December, we were as sick as a parrot (with swine flu and not bird flu no pun intended??) at not being there. Thanks to every one who sent well wishes, cards, and emails?

We would like to say a big thanks to Dave Smith for standing in and helping out.

The next A/O Seminar/AGM will be at the TSSC AGM on **Sunday APRIL 11th** at 10.30am taking place at the Village Hall, Lubenham.

This change has come about due to several members and A/Os pointing out it is National Driving Day on the 25th.

Please can you send any items, questions ideas and opinions to Frank and me to include on the Agenda.

Anyone who requires a TSSC Sail/Feather/Power Flag approx 3 metre complete with 5 metre flexible pole and 2 ground stakes with your Area name printed on it and will cost approximately £55 plus VAT.

Below is a picture of something similar.



Please can you get your order in to Frank or Pip and hopefully we can have them ready in time for the New Season. (Thanks Suzie & Guy)

We are still awaiting several Areas to register please can you get these into me and Frank as soon as possible, remember you are not registered without, you will receive a free Tool Kit Pack, packed with informa-

tion and freebies as soon as you have registered.

Open Day at TSSC Club H/Q will be **Sunday 25th April** which is of course Drive it Day, so if you are driving your classic anywhere, then drive it to TSSC HQ where you will receive a warm welcome. Hope to see you there.

Your opinions and ideas are important to us and we like to think we are listening to you (Oh!!!! do I sound like a politician)

From January the Area Draw will change First Prize will be a £50 Regalia Voucher and Second Prize will be £25 (instead of a visit to H/Q)

TSSC Club H/Q is still open to visitors as individuals and Areas and you will always receive a warm welcome.

Congratulations to **Newbury** you have won a £50 Voucher and **West Kent** £25 Voucher.

All the best for the New Year enjoy the year's events and shows and we will see you in your area soon

*Dip n Frank*

## ANDOVER

Tel. 01672 514241

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

Our regular meet being in the second week of the month does lead to some delays in these reports and this time is no exception, writing about Christmas for you to read in February!

I believe everyone did enjoy themselves at the Christmas dinner at The White Lion in Wherwell, it being very good in terms of turnout, food and company!

The Naff raffle went very well, although most people seemed to have found very good presents and the 'naff' part of it seems to have dwindled, although Graham may not have thought so when he opened his jewellery roll/make-up bag! A quick switch with Sue's wash-mitt soon solved that problem though. I thought I'd looked in when the bottle bag was still there when it was my turn - the mincemeat, pastry and baking cases were an inspired idea and just as enjoyable as the bottle I thought may have been in!

The election of AO took place during the year and, although I did ask if anyone else would be interested in taking over I was quickly press-ganged - sorry, voted - back in, with Suzie also being voted in as joint AO - just as she thought she could sit back and relax having passed her role as Southern AO over to Mike Goolding just the week before.

We were all pleased with the venue for our dinner and have decided to have a change from the Wyke Down and move to The White Lion in Wherwell as from the February meeting.

Dates

**11 February 2010** - The White Lion in Wherwell SP11 7JF

**7 March 2010** International Triumph Spares Day NAC Stoneliegh

**11 March 2010** - The White Lion in Wherwell SP11 7JF

*Guy & Suzie*

### IMPORTANT NOTE

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

## AVON

Tel. 01454 327059

A very quick report in the hope I meet the deadline. We had a fantastic turnout for our January meeting, considering the weather conditions. We talked about a few ideas of events we want to cover this year and I hope to have a list and application forms where they are available for the February meeting.

We have been accepted to put on a display stand at Bristol Classic Car Show on **1 and 2 May** and we hope to recreate part of the 1960 Earls court show stand with early Herald coupe/saloon/convertible. I have already approached Rob for the loan of his car (hopefully the answer will be yes). If you have a car that you would like to contact me about to put on display, please do so.

The first error of the year is the forms I handed out for Coleford show. They are for club displays, so I will send one off for the Avon area to cover those interested in going. You just can't get the staff can you? Thank you Colin for noticing and letting me know.

Top tip for keeping warm in this cold weather - wear tights whether you are male or female. Stockings and suspenders can be an alternative, but if you are wearing them to keep warm playing football, make sure they do not show beneath your shorts. (was that a hamstring I pulled, no my suspender went ping) Just an example of the insane pub conversations we have, as I keep saying it is not all about cars. Full events list next month.

Stay warm and safe.

*June*

ps don't bury your Christmas decorations, you may need them for Breaan.

## SOUTH BUCKS

Tel. 07818 05276

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [southbucks@tssc.org.uk](mailto:southbucks@tssc.org.uk)

As I write this it is -5 degrees outside and covered in snow, not really the best weather for classic car meetings, and definitely not good weather for driving Triumph's in. Try doing that in July.

All this cold weather, and my car being stuck in the garage just makes me look forward to summer even more, and especially the Isle of Wight camping weekend in May which I am determined to go to this year (after hoping to and then not being able to make it for the last two years).

I (or the new A.O. if there is one!) am still interested in new ideas for events for 2010, if you have anything you want to do let me (or, even better the area as a whole) know and we'll get it organised.

The best thing to do is get a date early and stick to it.

Our next meeting will be on **February 17th** from 8pm at the Squirrel in Penn street.

Stay warm until then!

Regards,

*Daniel*

# CAMBRIDGE . . . CHESHIRE CORNWALL . . . COVENTRY . . . DEVON



## CAMBRIDGE

Tel. 01223 836535

e-mail: [tssc-cambridge@rochfort.org](mailto:tssc-cambridge@rochfort.org)

A good turnout for the January meeting, especially considering the inclement weather, but only one Club car in the car park - Toby's Hurricane, but as it's plastic the salt on the roads doesn't bother it.

A big welcome to Dave and Ian, both proud Spitfire owners. It will be great to see the cars at a meeting when the weather warms up - it will redress the bias towards the 6cyl cars that usually dominate the car park.

A possible change of venue for the regular meeting is still being discussed, and is likely to start from the 3rd May meeting (Bank Holiday Monday) I'm also looking at organising a driving event that day, so we can end up at the new venue for a meal as well as the meeting. Until then, we continue to meet at The Unicorn in Trumpington. The new venue will be published here next month.

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.

Some dates for the Diary :

Stoneleigh Triumph Spares Day -

**Sunday 7th March.**

The TSSC AGM, Lubenham Village Hall -

**Sunday 11th April**

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.

Duxford Classic car show -

**Sunday 2nd May**

Cambridge Area countryside drive and meal at the new meeting venue -

**Monday 3rd May.**

Beaulieu Spring Autojumble - Sat/Sun 15/16th May

Standard Triumph Marque Day - Prescott

- **Sunday 23rd May** - Possible convoy drive with the Herts & Beds area

Enfield Pageant of Motoring -

**29/30/31st May**

Luton Festival of Transport - **Sunday**

**13th June** - shared stand with the

Herts & Beds area

Date of next meeting - **Monday 1st February** - 8pm onwards.

Dates for 2010. **1st Monday** of the month, normal venue, 8pm onwards, The Unicorn, Church Lane, Trumpington, CB2 9LA

Future meetings - **1st March, 5th April, 3rd May, 7th June, 5th July, 2nd August, 6th September, 4th October, 1st November and 6th December.**

*Kevin*

## CHESHIRE

Tel. 01625 425845

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

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

By the time this gets into print we should have come out of the big freeze. It is minus 10 (new money) when I left the house yesterday morning, so all the snow

that was around was frozen solid and not really that much of a hazard. I also spoke to a lady from the Ukraine who pointed out that winter temperatures there were typically minus 20 or colder, so what was all the fuss about? Well, when several inches of snow falls on Macclesfield and the gritters haven't caught up, the place is like a skating rink and even the smallest incline becomes difficult.

Last month I listed all the dates for shows and things so those aren't going to get repeated! The Organiser form has been posted to the right place, before New Year, a first for Cheshire. There's even an event calendar ready for our next meeting.

I think Adrian has new seats ready to install in the GT6, having successfully negotiated the huge cost of these with his lady wife (or perhaps he omitted to mention the cost to her, so I wonder if she'll read this?). Other than that, the GT6 apparently ran out of petrol, but it was in the garage at the time so it didn't really matter. And I think that's all the Triumph activity in the locality - Heap the Vitesses has once again become the vegetable and general rubbish store over Christmas.

Our meeting this month was very cosy indeed. Adrian and I drove there in the green petrol Peugeot, which needed fuelling on the way there and was very reluctant to allow its petrol cap to be removed due to the ice all over it. The petrol station lent us a can of WD40 to help the situation, and we then lent the WD40 to the man next to us who had a similar problem! There was no surprise to find no Triumphs in the car park at the Cock, and it was really only what was expected that no-one else risked driving longer distances given the weather conditions. So, we hope for better weather for February, when I expect to be in Toronto!

Anyway, our next meeting is on **Thursday 4th February** at the Cock and Pheasant. Maybe the weather will be more clement, so I hope to see you there.

*Henry*

## CORNWALL

Hi all, well we hope everyone is enjoying this lovely winter weather that we have been having which has been leaving all our lovely cars shut away or covered up.

By the time you read this report we will have had our meet at Country Skittles, if the weather has cleared up.

Our meeting on **Sunday 28th February** is going to be a Sunday lunch, we are going over the next couple of months to have lunch at a couple of hotels in the Newquay area, that we are looking to have our Christmas Party at this year. Get in touch with us if you would like to come along if you can let me have your name by the **15th** we can then get a menu to you for your meal choices.

We are now also looking for some ideas of things to do during the next few months and more especially over the summer months, we are more than happy to organise events for weekends or evenings. Alternatively if you would like to organise an event let us have the details and we will get all the information passed around to all

the area members.

Our next meeting will be taking place on **Thursday 11th February** 2010 at the Hawkins Arms in Zelah. Meeting at 8.00pm. We look forward to seeing those of you that make it.

Best wishes

*Tony and Helen*

## COVENTRY

Tel. 02476 410180

e-mail: [tssc\\_coventry@hotmail.com](mailto:tssc_coventry@hotmail.com)

Snow 'stopped play' for our January meeting, as the snowfall continued throughout the evening. I decided not to venture out to Corley Moor, as my Jaguar S-Type is not the best vehicle in the snow, but which is a pleasure to drive in normal conditions. I apologise to you if you did make it along, and the meeting was poorly attended, or you were alone! However. We hope that February will be a more successful event, and would urge you to get along if you can. The welcoming open-log fires and good value meals, real ales and friendly Group make this monthly get together something to look forward to during the winter months, albeit without our Triumph cars!

I took my Dolomite 1500 for a short drive after Christmas, to blow away a few cobwebs (prior to the recent snow conditions). My first Triumph was a Triumph 1300 FVD. That was one of the best cars I have experienced driving in for the snow and ice, with a heavy front-end with engine and gearbox together. It was the luxurious interior that attracted me to the Triumph brand, together with the Michelotti body styling.

Over the years, I have been lucky enough to have owned and driven most models, including Spitfire, Herald, Vitess, Dolomite, TR7 and the Stag. Hope to see the whole model range at Stoneleigh! See details below.

Not much more to report at this time of year, so I will keep this note short. Look forward to seeing you all at the next meeting **Tuesday 2nd February** at 7:30 onwards. We can discuss what events / classic car shows we intend to support this new season, beginning with Stoneleigh Spares Day on **Sunday 7th March**.

Regards,

*Kevin*

## DEVON

Tel. 01548 821348

[www.northcotts.clara.net/tssc/devon](http://www.northcotts.clara.net/tssc/devon)

e-mail [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

A car full of Devon members, me, Dan and young Chris were driven by Colin up to Lubenham for the Christmas Open Weekend. Dan and Colin who had not been before were well impressed and Colin has mooted the idea of us going up





DEVON Cont.

to camp for a weekend to take advantage of our winning a visit to HQ last year - anyone interested?? Many thanks to Colin for driving all the way from St Austell - yes that IS in Cornwall.

A big thanks from Steve to Dave and Kay Wilkinson for standing in at the North Devon December meeting, as Steve and Sharon were both sick and welcome to Ray and Wendy Sweet who have a White 1500 Spitfire. Hope to see them again soon. Geoff Bailey (who previously ran the Anchor Inn at Chudleigh Knighton) again organised his Christmas run from the Anchor which was well supported by TSSC members. Of the cars out, six were Triumphs - Colin (yes from Cornwall) with his TR7, Karen's Vitesse, Dan (Herald Estate), his sister Jasmine with her Vitesse, our Stag and Steve Lovegrove's TR7. There was still a little ice on some of the back lanes of the Teign Valley, some of which were new to us, but there had been so much rain beforehand luckily all the salt had been washed off the roads.

Not so the following week (!) when we had our first Club run out of the New Year. Allan and Jackie organised this one and we met for the usual excellent carvery at the Smugglers Inn at Holcombe. Having originally booked for 20 - we sat down as 27 including young Sam and even younger Robbie. The pub was brilliant in fitting us all in and that was the day before they close for a week for refurbishment. A definite again for next year! Maurice and Mary were attending for the first time as TSSC members - a big welcome to them. Also with us for the first time were Geoff (Gerald) and Anita Bailey from Exeter, and Richard & Diane Charlton who brought their lovely Plymouth registered Vitesse all the way down the M5 from near Taunton. We were interested to learn from Geoff a little of his rallying history in Triumphs in the 1960s.

Afterwards Allan had done a lovely route which took us through Haldon Forest where the ice on some of the back lanes proved little problem for our Triumphs. There were eight cars out in all, 7 of which did the drive and the rest of us chickened out bringing a variety of moderns. We ended up at Powderham where the brave even had a cream tea. Many thanks to Allan and Jackie for a great day. COMING UP

North Devon meet at the Tarka Inn, Heanton on **Thursday 4 February**. On **Sunday 7th**, we have a run and lunch organised by Brian and Anita and we will be celebrating Dan's birthday!

We will meet at Exeter Services at 11 am and as usual will need to know numbers attending so that the lunch venue can be

booked. Club Night at the Star Inn, Liverton will be **Wednesday 17th** and we look forward to welcoming members old and new at our events.

Our **March** weekend run on the **7th** will be around the South Devon area. Details will be in the March Courier but we intend to meet at the IVYBRIDGE railway Park & Ride which is signed off the A38.

Remember we have an email list of members who we keep regularly updated with what's on - if you would like to be added to the list please contact us on [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk).

We are hoping to join up with Cornwall Area again on **25 April** for DRIVE IT DAY - more details later but keep the date free. We are already planning our trip to the Isle of Wight for their popular camping weekend - first May Bank Holiday - why don't you come along?

Diary Dates

**Thursday 4 February** North Devon Noggin & Natter. Tarka Inn Heanton

**Sunday 7 February** Drive/Lunch

Meet 11am Exeter Services

(email us with numbers)

**Wednesday 17 Feb** Club Night at the Star Inn, Liverton

**Sunday 7 March** South Devon Run

*Sue & John*

ESSEX

Tel. 01375 672072

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

As I sit down to start writing this there are 90 days to go to the first show of the year, how many of you have done the jobs on your cars that you promised yourself you would do this winter. I have only scraped off some under seal on Theodore, as I have been house fettling is it fettling if you're not doing it to a car?.



Only 90 days and the convoys start again. My office - I have brought some bling bits for Tallulah (Spitfire) but not all the bits I am looking for but there are a few more chances to get them before the season starts. And I MUST do the welding on Theodore, luckily Father Christmas brought me a new battery powered wander lead light as I managed to push the car over my last one and it didn't survive the experience. I have managed some spanner time this month, all be it putting a new rad in a modern car as it had a slight leak and I could not get any heat from the heater and with it being -5 some mornings when I go to work it is getting a bit much. Putting the new rad in did not make any difference even modern plastic cars can be as frustrating as old Triumphs. Moving on to where we have been either as a club or to represent the club.

OUT AND ABOUT - HQ. Janet and I took

the opportunity for a weekend away as Joe was at scout camp. I managed to persuade her that a weekend away in sunny Lubenham was a good idea and we could go to HQ on Saturday and look around and I could attend the meeting on Sunday morning I think I got away with it as she agreed to it. We left lunch time Saturday taking Theodore (TR7) as he needed a run, arrived at HQ needing the loo, then a coffee, had a look around then tucked in to lunch, Angie's chilli, spent some money in the shop, it just has to be done, this was the bling mentioned earlier, I will get around to fitting it some time honest. Back to the Premier inn for Janet's major soak in the bath I think this is all she came for and the meal out. Sunday after a major breakfast it was back to HQ we were the first to arrive, not just the first member so I parked up outside this gave me chance to look under the car, on the way to the premier inn last night I hit a pot hole that was deeper than I thought and it appeared to have broken the back exhaust hanging rubber, on asking around when a few more members had arrived I managed to scrounge some cable ties, marvellous things with all sorts of uses (thanks to the club member who gave them to me) and as Janet and I walked across the yard John and Donna came though the gate, that made 4 Essex members, it was a surprise to see them, quick repair and more coffee then I had to go into the AO meeting leaving Janet John and Donna to look around and spend money. After the meeting some more of Angie's lovely chilli then a convoy home, I took it easy on the way home as John was in his modern car and having trouble keeping up with Theodore

CHRISTMAS DINNER - Today begun as a very icy one and we were wondering if everyone booked would make it to the last meeting of 2009 and the Christmas dinner. Present were John, Donna, Lucy and John Snr, Bronwen and Stuart, Malcolm, Lesley, Nancy and Grace, Steve and Leslie, Caroline and Keith and Caran and Scott as well as us, Janet Allan and Joe, no one was brave enough to bring their Triumph, they were all nicely tucked up in bed unlike the rest of us who braved the icy roads and the cold. We all got Christmas crackers this year, Joe and Lucy did not have to steal the gifts from inside the display on the window seal this year. The meal was excellent and plenty of it. Then we Headed off to the usual corner spot in the pub for coffees, there was still plenty of time for sitting and chatting, we do get there early on a Sunday too. We missed Pam and Dave though hope to see you next year. Then it was back out to the cold and ice, see the web site [www.freewebs.com/essexxtssc](http://www.freewebs.com/essexxtssc) for photos and a short video of the ice crossing in the car park



Christmas meal at Halfway House

## GLOUCESTER . . . HANTS & BERKS

West Kent - A mid week trip out but in modern cars but we had 5 members John Donna, Lucy, Janet and Me, when we arrived we thought we had the wrong night as there were no Kent members to be seen in the pub but we got drinks and settled in some distance from the roaring fire as it was giving out a lot of heat and the next to arrive were Malcolm Lesley and Nancy they live in Kent but spend time north of the river in Essex with us so they don't count as really coming from Kent. A few more Kent members drifted in and the pub livened up with at least five different conversations going on at once, how is a boy meant to keep up with all the gossip with so many conversations going on at once. I was alright as Janet filled me in on the four conversations I had missed as we travelled home.

It was nice to go out to another club for a change and it will be happening again maybe to other clubs as well as TSSC. I will let you know if I am going to any other clubs for a visit can any one out there in the Essex are let me know if they are going to a car club or car run and we can see if any other members are interested

3rd January - Whitewebbs - We met at the Halfway House car park and those present were John, Donna, Lucy, Steve and Maria, Malcolm, Lesley and Nancy, Janet, Allan and Joe after the happy new years all round and a few hugs and kisses (I a sure I missed a few kisses somewhere, I will have to try harder next time). We set off at about 8.30am and made good time on the M25, some times the motorway work, the weather was very cold but not snowing. On arrival quickly parked and walked down to the museum, all us boys soon hit the auto jumble with a vengeance and we all got a little something. Joe got a few car books to add to his collection. Yes he has the book gene. We had coffee and bacon rolls for those who wanted them and a look round the museum in the warm. After another look at the auto jumble it was off to the near by garden centres and a look round. John went and got Sue so she could join us for lunch, he was gone about an hour. Apparently I was so tired out by the shopping at the garden centre I feel asleep on a bench by the tills, photos on the web site [www.freewebs.com/essextssc](http://www.freewebs.com/essextssc) then on to the pub for dinner. We were lucky as we had not booked and they could take us all (12) the dinner was huge, the beef roast excellent and everyone had a slap up new years meal. All too soon time to go home, and we set off, no convoy this time to make our way home, Joe and Janet slept all the way home, and I only had the radio for company

**UP AND COMING** - Advance announcement **March 6th and 7th** trip to Gaydon and Stoneleigh with a stay over at the Premier Inn, only 6 seats booked at the moment, we need a few more to justify the mini bus once again, kindly supplied from Fords thanks John

Followed by the following weekend by another trip to Stoneleigh to see the race retro on the **13th and 14th March**.

Yes another stop over at the Premier Inn but it's only money! This will have to be plastic cars as we can't get the mini bus for this weekend.

Club day **21st Feb** at the Halfway House A127/A128 12:00 come and join us for a pub lunch and a natter

**BIRTHDAYS** - Malcolm Wing from Kent 18th January

I have one sad note this month as we have lost a club member, Bernie, who could regularly be seen in a white Herald and a blue parker, our thoughts are with you Sue.

Did any one spot last months deliberate mistake xxxxxxxx is the clue answer on our club day, the third Sunday lunch time at the Halfway house A127/A128

**SPOTTED** - 28th Dec Mk 2 Jag dark blue Stanford-le-hope, red D reg Capri lake side Premier Inn roundabout

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

Allan

### GLOUCESTER

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

The December meeting was cold and very icy but we weren't put off and a good turnout enabled the meeting to go with a swing.

Jane our AO and chief calendar sales person did a roaring trade (I think the calendar sold itself actually) but plenty changed hands and are now hopefully hanging in a prominent place being filled with lots of events for the coming year.

They look great too.

Paul and Clare pushed the boat out and arrived in a classic adorned with tinsel but that was overshadowed by "the coat" that comes out at this time of year. Paul took the mockery well and once that had died down Jane's Christmas card delivery set it all off again. Nice legs!

It's great to relive the events of last year all over again. I thought the cards were fab. It should make this years Stafford outfits really interesting!

The Cotswold classic car clubs New Years day meet at the Frogmill was a really good run out. We were bathed in glorious sunshine that had absolutely no heat content whatsoever but the hardy turned out and there was a fantastic selection of cars on show. The soup and coffee were a most welcome and warming addition to the day. It was a great way to see in 2010.

Bits and pieces at Malvern was next and although it's not one of the biggest shows it is great for gathering up the things you need at the start of the year. Paul, Bev and I all got lots of goodies that we were after.

Just as the snow started to fall Barry, Paul and I trundled off to the Worcester meeting to catch up with the gossip and take names for the rolling road session at the end of January.

Lastly this month was the coffee morning at Rowley towers. Unfortunately the weather wasn't too helpful with this and Jane only had one car full of visitors. Vicky came along with friends. They were fortunately in possession of a 4x4 which was on test for a magazine article.

So if you can't test one in this snow then there's no point at all.

They did have to bring their own biscuits as Jane had been working from home for a week and supplies for baking cakes



weren't at their best.

Andy

Events.

**Monday Feb 1st** Worcester area meeting at The Berkley arms, Spetchley.

**Sunday Feb 7th** Coffee and Cake at Paul & Clares, Prestbury.

**Monday Feb 15th** area meeting at The Swan Coombe hill.

**Saturday Feb 20th** Area annual dinner at The Swan Coombe Hill.

### HANTS & BERKS

Tel. 01252 810828/07822 801275  
[www.fraewebs.com/hantsandberkstssc](http://www.fraewebs.com/hantsandberkstssc)  
e-mail: [hantsandberks@tssc.org.uk](mailto:hantsandberks@tssc.org.uk)

Christmas cancelled due to Snow!! Well our Christmas meal at the Hogget on Tuesday 5th January was anyway. Very disappointing but it was pretty unavoidable. About 6pm on the Tuesday the snow started to fall in North Hampshire and it was very very heavy. However, I decided what the heck and tried to get down to the Hogget for the meal but after about two miles of uncontrollable slithering around I realised it was not a very sensible option and turned back, all together we had at least 20 cm of Snow that night.

See my Triumph blog at <http://cook1e.blogspot.com> for a picture taken at about 9pm that evening to see just how bad it was within just 3 hours of the snow starting! I did speak to Carl, Paul and Pete & Lorraine and Gren that evening. Carl and Lorraine passed on messages to the pub and most of the others booked in for the meal. I also had emails shortly afterwards from the two Marks and Bruce confirming that they didn't venture out to try and make it to the Pub that snowy night. The only one that I had no contact details for was Peter Boxwell, hopefully Peter you and your wife didn't try and get there? We'll have to try and organise another meal, to be discussed at the area meeting in February, maybe still on a Christmas theme as Carl had used some of the money raised during the year at our Naff raffles to buy lucky dip Christmas presents for all who were attending and some decent prizes for a free raffle at the meal so we still need to do something with these!

One event a few of I did attend the week before along with Mark, Jason, Carl & Beckie though was an informal end of year meet with Club Triumph down in Wiltshire. This was at a lovely little pub on the River Avon called the Bridge Inn, excellent food and a nice setting. Plenty of Triumphs in the car park (including my GT6, Carl's Sprint and Mark's 2000 saloon) alongside the river made for some good photo's (again see my Triumph blog at



# HANTS & BERKS . . . LEICESTER & RUTLAND LINCOLNSHIRE . . . MANCHESTER . . . NORFOLK

you would like to visit and let's discuss them at our meetings early in the year to see if we can manage to arrange some of them. Keep warm.

*Dave*

● **LINCOLNSHIRE**  
 Tel. 01529 307302  
 www.lincstssc.co.uk e-mail:  
 garth@lincstssc.co.uk

Snow, Flu and Nasal Operations (as opposed to Naval Operations) meant a low turnout at our January meeting. Unfortunately we didn't manage to get to the planned Peterborough Area meeting due to adverse weather conditions so we will rearrange this for later in the year. Hopefully the weather will change before March comes around!

Tony's plans for the Herald Downhill racer are progressing well now that he has



completed his home-built 16ft canoe project. We look forward to the launch party and wish him well with the Spitfire roof rack!!!

Keith has finally fixed his (Dad's) car and is busy polishing it to perfection. My chassis is STILL being prepared for welding and Will STILL hasn't got a Herald Project (mean parents didn't buy him one for Christmas).

We're hoping to have a Family Bowling event on the **27th February**. Please let me know if you'd like to join in ASAP so I can book the lanes etc.

**February** dates are; **3rd** Area Meeting, **24th** Lincs Club Triumph meeting, **27th** Bowling at Washington.

Our plans for **March** are as follows; **3rd** Area Meeting, **7th** Stoneleigh Triumph Show, **15th** TR-Register Meet at Wragby and the **20th** is the rearranged Lincoln Ghost walk.

Further ahead, in **April** the current plans are; **7th** Area Meeting, **17th** South Lincs TSSC Area Meet, **20th** South Yorks TSSC Area Meet.

On the **25th April** we are hoping to have another non-Triumph family day following the bowling event in **Feb**. If anyone has any (good) ideas - please let me know.

Ta-ra,

*Simon*

● **MANCHESTER**  
 Tel. 01524 791607  
 www.tssc-manchester.org.uk

Happy New Year to all our members and let us hope we are as busy with events this year as we were last year.

This is the very first report for 2010 and already we have cancelled Area meetings, and events due to the really heavy snow-

falls, I think this will be affecting areas up and down the country.

We had our Xmas Do at the Village Hotel Ashton on the 19th December and a good time was had by all. Kerry and one or two others got drunk (no change there then) and that includes Bumble our area mascot



who can't hold his drink and got into a fight (he originates from Notts Area what do you expect??) 'I don't dance' Gary & Steve boogied on down to YMCA, I worry about them two!!! It seems every body enjoyed themselves and a good time was had by all. I write this second hand as Frank and I were unable to go and to be honest we were gutted.

We would like to say a big thanks to Janet for organising our Xmas Do it is much appreciated, and to Pete for the fantastic art work well done to you both!!!

I would like to say a big thanks to Pete for all his hard work creating our calendars, which incidentally will be on sale at the next meeting.

At the next Area meeting I will be handing out the 2010 events calendar as you will see we have another busy year and you can be part of that as much or as little as you like we are known as the friendly area and I know we are pretty much proud of that.

We should be doing a mini run on 17th January weather permitting and a full report will appear in next month's courier.

Our meetings and events are open to anyone with or without a Triumph so if you fancy joining in the fun get yourselves to one of our meetings you will always find a warm welcome.

Dates of particular interest

**April 11th** Cumbria Fell,

**May 22/23** Prescott Hill,

**June 5/6th** Tatton Park.

Dates to look out for in **February**  
 Area Meeting **Tuesday February 2nd**  
 Barton Aerodrome Bish  
**Sunday** meet TBA  
 (look out on Mcr Area Website)

*Dip & Frank*

● **NORFOLK**  
 Tel. 01603 426539  
 www.norfolk-tssc.co.uk

Happy New Year to anyone I've missed over Christmas, hope it was a good one.

Well here we are another year, another meeting in the cold of winter, non the less a good turn out by those hardy Norfolk TSSC members, even a new member turned out, welcome to Bob Head and his co driver for the evening. We were also

## ● HANTS & BERKS Cont.

http://cook1e.blogspot.com if you want to see some photos). Carl and I were talking at the event and we both thought it may be a good idea arrange an area run out later in the year finishing up at the Bridge for a meal. That's if the snow ever clears, it's still hanging around as the temperature is still below freezing and more heavy snow is forecasted as I write this. I can't even get our modern car's of our drive and out of our road through the snow without getting stuck (like I did yesterday morning in my Jag!) yet let alone the GT6!

That's all for this month.

*Andy*

## ● LEICESTER & RUTLAND Tel. 07774 276564

The January meeting fell foul to the weather, after a slight dusting of snow made the roads treacherous. I hope I managed to make contact with enough of you before hand, to stop you turning up at the Brant for my annual quiz night. Something for you to look forward to, once the weather improves.

The weather was just like the good old days and reminds me of the time my Morris Minor got stuck in the snow between Grantham and Melton. I returned a few days later to dig it out. My digging came down to the roof of a single deck Midland Red bus. I would like to say that it was still full of passengers, but hey, that would be exaggerating the depth of snow we had back then!!

The area Christmas dinner at the Red Lion was perfect, with forty nine diners packed into the bowling alley, and once again great food and excellent company. The annual quiz, this year based on the Football World Cup, cleared out a few vegetable gardens, supermarket chocolates and wine, and no one left empty handed. Unless you were "mugged" for your brussel sprout.

The annual area awards were as follows: Club Member to Dot Udall for fundraising efforts at our annual show. Car of the year award to Niel Spencer and his lovely TR6. Club car award to the members who attended the most area and local events in 2009 went to Chris & Erica and finally, the Golden Spark Plug award went to John Edwards for services beyond the call of duty at the "Its a Knockout" competition at Stafford in the summer. I am informed that he has made a full recovery, with no long term damage.

Sorry, with no meeting this month, nothing else to report, but keep thinking of events you would like to attend or places

## NORTH EAST . . . NORTHANTS

glad to see John and Brenda, albeit, Brenda in a wheelchair, but recovering well. I am also pleased to report Mo is still very positive, our thoughts are with you Mo.

Our meeting this month was rather shorter than usual as we are awaiting all the various booking forms to come through for this year, however our Dinner Dance has been organised for the **6th February** at the Maids Head Hotel in Norwich, 7.00pm for 7.30pm. There is a large car park at the rear of the hotel, ask at reception as you may need a pass code for the gate.

As some of you will be aware we are holding the Dinner in conjunction with the Wensum TR Register and when David was booking the event he enquired as to whether we were expecting large numbers, and by the way when did you change the name of the club. Confused I asked what he meant, he referred me to the booking form, which stated the Wensum TR Register and the Triumph Sports and Sex Club!! I leave you to draw your own conclusions as to my comment.

Now back to the Dinner, below I have provided the Menu, which if you would like to join us you would be most welcome, but I will need to know numbers and menu choice urgently, please tel. 01603 426539 or my mobile 07825 994 927. The price is £25.00 per person

Starters: Soup of the day, Farmhouse Pate, Melba Toast, & Fruit Chutney, Waldorf Salad.

Mains: Braised Beef Steak, Horseradish Jacket Potatoe. Roast Hake on Braised Leeks, Citrous Sabayon. Mushroom Wellington, Creamy Mushroom Sauce. Chicken & Creamy Mushroom Sauce. All served with mixed vegetables.

Deserts: Apple & Pear Crumble with Custard. Passion Fruit Creme Brulee. Mature Cheese & Biscuits with Chutney. Chocolate Tart.

Following this Joe reported that he had a fair bit of feedback from people all over the country, on the MOT, although none of this would alter our position, however regrettable, as we are unable to provide the necessary support and organisational



arrangements to keep it. He then went on to present the cheque for £4900.00 to Jessica from the East Anglian Childrens Hospice in Quidenham. Jessica informed us how grateful the trust were for all the support we have given them over the years and invited us to join them later in the year, to meet some of the recipients. Details to follow later.

On another note, Mike Carrol has offered to organise a run in February, probably the 21st, to either the Fish & Chip hut at Dulwich, or a pub lunch in Walberswick. Please let either Mike or myself know if you are interested. Hope

your cars will be ready, but if not don't worry, mine will probably still be in the garage getting the electrics sorted, or was it the paint job on the rear wings or maybe that new.....( more like what I can flannel past the other half, preferably without getting caught)?!!!! Hope to see you all soon.

*Mark*

### NORTH EAST

Tel. 07917 738091

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

Hi all. Well quite an impressive turnout at the first 2010 meeting given the weather, well done to all the hardy souls that made the effort. Good to see bionic shouldered Martin about again. Commiserations to Mick who managed to get his dented BMW stuck in the car park and then again round at the front of the pub, also to Rich who got stuck on his drive! Unsurprisingly there weren't any club cars present. Usual chit chat and banter stuff. Welcome back to Kevan.

Calendar pics to me for February as well please, please email me with your intention to send one in and I'll advise you of the email address to use as it's different to my usual one, thanks.

Got a new year long competition for this year, it's a meeting quiz (individual) this time, there'll be a number of questions (5 or 6), probably multi choice, at every meeting starting in February and finishing at the November meet. One question will be the hidden bonus question each month. I'll also accept at least one emailed question each from area members, but you won't know which month they'll go into. There'll also be the usual stuff as well.

First scheduled event is a Supper run, Saturday 13th March, departing Washington A1S services 5:30pm for a meal at Coatham Mundeville near Newton Aycliffe. Organised by Steve O.

Holy Island has two suitable choices to be decided on in February, either Sunday July 18th or Sunday August 15th. If someone knows which one will be windy we'll go for that one, mind seeing as Aug 15th would be the BVVR it'll probably be July.

There was the suggestion of a camping weekend down near York as a purely touristy trip this year, no doubt we'll also have another informal camping weekend somewhere again, maybe even back in Rosedale seeing as it was so popular last time.

Ken probably has some plans but seeing as he was probably below snow level in Brynnes he didn't come out. There are informal plans for a NE group to go down to the Isle of White weekend this year as well as some of the other big shows. To find out properly, you'll need to come along to a meeting as much is organised there on an adhoc basis between participating members.

Hope everyone got through the bad weather unscathed, unlike me who did 90 degrees worth of a back flip on a path, Julie's probably been sticking pins in an effigy of me after the last TOTM.

Anyway, all the best,

*Mark*

TOTM Don't fall over.  
Don't eat yellow snow.



### NORTHANTS

Tel. 01933 229992

[www.tssc-northants.org](http://www.tssc-northants.org)

e-mail: [tsscnorthants@aol.co.uk](mailto:tsscnorthants@aol.co.uk)

We really are in the depths of winter. With a snowy January it is hard to keep my golden rule of keeping my Triumph running all year round. Although our Herald didn't make it to the New Years Day Run, (My fault for not keeping the battery fully charged). We enjoyed the meet at Brixworth. The car park displayed a respectable number of Triumphs and the view over the lake was beautiful. Despite the sub zero temperatures the sailing boats went out competing in a race and after a short walk we made our way to the Coach and Horses for lunch. A perfect way to start the New Year.

Although the Spring seems a long way off it is a very busy time for us planning the events for the spring and summer season. The events calendar is now starting to fill up. Take a look at the events page of our web site and I hope you will find some events you would like to join us on. If you prefer to have a paper copy just give me a ring on 01933 229992 and I will be more than happy to send you a copy.

If you have a suggestion for a show or an event that we can attend do let me know and I will do my utmost to include it in our calendar of events.

TSSC Northants main event of the year our Standard & Triumph Rally at Wicksteed park will be on **4th 5th 6th June**. With the success of last year we are very happy to be back at Wicksteed Park. Jigsaw Triumph Specialists have kindly offered to sponsor the event which enables us to deliver a first class event. Many of the arrangements are in place but there will be some announcements regarding the event over the coming months. Do make a date to join us for the weekend or the Rally on the Sunday.

I was very sad to read that Norfolk Area has decided to draw the Mile of Triumphs to a close. The 2009 event was a vintage year and I am glad that so many of us from TSSC Northants were there last year. Having attending many over the years it has played a big part of my Triumph life. I for one will miss it this year.

Our 2010 area Calendar is now on sale for just £6.00. The beautifully presented limited addition Calendar with 12 Stunning photographs of cars and events that form our area and has plenty of room to plan the years events. Available at our area meeting. Don't miss out!

I would love to see you at the Elwes Arms for our area meet. The Elwes Arms is a lovely comfortable pub that serves good food and drink. We have a lively and friendly group and it is very much a family affair,



# NORTHANTS . . . NORTHERN IRELAND PETERBOROUGH . . . SCOTLAND CENTRAL WEST

## ● NORTHANTS Cont

so if you have not been to an area meet before do make the time to join us.

To find out more about TSSC-Northants visit our web site at:  
[www.tssc-northants.org](http://www.tssc-northants.org)

Our next area meeting will be at the Elwes Arms, Great Billing on **Wednesday 10th February**. Old and new members are always welcome.

*Adam*

## ● NORTHERN IRELAND

Tel. 028 2564 2770  
[northernireland@tssc.org.uk](http://northernireland@tssc.org.uk)

Last year I frequently complained about the rain - well what about the weather we've had over the Christmas and New Year period! Talk about the snow and cold. On the way home from the January monthly meeting it was minus 10.5 on the motorway at Templepatrick and worse in other places I believe. By the way many thanks to those who turned up at the meeting, Alan (F), Lawrence, Stephen, Michael, Stephan, John(G) and myself and thank you to those who sent their apologies. Believe it or not it was quite a good meeting and certainly there was plenty of craic - of course that would be the norm any time John (G) is about. We set aside £100.00 of club funds for the local charity that is assisted by Nortel Social Club and a donation will be handed over next month, via Barbara.

The MG club quiz night was raised and found support from an unusual source - Alan French. We will enter a team with members turning up on the night - with or without their partners. I understand that we have attended in the past - and even won it once. It is well worth supporting as I note that they raised in the past well over £40,000 for charity. So if you are free on **Thurs 18th Feb** at 8 pm come along to the Ivanhoe Hotel on the Carryduff Road, out of Belfast, and support the TSSC team and the MG club, as well as the local charity.

There was a further discussion on the TR6 gearbox saga, especially on the electrical part of the system, as I've no idea how it goes back together again and it is not the same as the Spitfire.

At long last my son, Nicholas, has made an effort to have his GT6 Mk I, or is it a Mk II, restored. Hopefully we will collect the car from Alan (F) during the beginning of Feb (2010) and have it taken to Chic Doig to have it returned to a reasonable standard before the beginning of the summer period, even though there is a fair amount of work to be done to it. Alan has looked after the car for some considerable time

and we are grateful to him. Remember the Annual Dinner will be on Sat 20th Feb at the Ross Park Hotel, Kells, Ballymena - so book with Alan (H) as soon as possible. There will be a presentation to the "Member of the Year" and, of course, the Ladies Award - the "Coupe Des Dames". The following information gives you the background to the award. In the 1950s and 60s, Triumph competed with great success in events like the Monte Carlo and Circuit of Ireland rallies. Back then lady rally drivers had considerable success with the likes of TR sports cars, Spitfires and Heralds. Among the famous drivers was Annie Soisbault (also the French tennis champion), who competed in many events for the various trophies, including the much prized, Coupe Des Dames.

To encourage other ladies to follow in Annie's tyre tracks, last year we commissioned our own annual Coupe Des Dames trophy.



**"Ladies with the Trophy pic".**

Apparently Annie brought a cheetah on the 1960 Monte Carlo Rally (which must have come as a bit of shock to scrutineers). Our new trophy features a beautiful silver plated bronze cheetah. Made for the Club by the same firm that makes bonnet mascots for Prince Charles cars, this is definitely a trophy well worth winning! So there's a couple of further reasons why you should be at the dinner.

As mentioned last month the truncheon oiling will be on **Sat 27th Mar** at the lay-by at Belfast Road, Carrickfergus. I still haven't been given the final dates for Eglinton, The Argory and our own Totally Triumph, that is held in tandem with the Lisburn Mayors Parade and Show. When they become available I will pass them on to one and all.

As usual the Shanes Castle show will be on the **first May Bank Holiday**, if the pipeline is completed. We then, as a club, will be going to Westport on the **second Bank Holiday in May** from the Fri to the Mon or Tues. Stephan is looking after the Westport run so keep in touch with him over these next few months.

Further details in relation to the Sperrins, Antrim Hills and Franks run will be given later when they come to hand.

Unusually I can confirm that Alan's Mourne run will be on **Sat 9th Oct** so that we will still have plenty of daylight and time for that all important BBQ that he has become so famous for.

So there you have it folks a few details just to get you going through these winter months of frost and snow, and snow, and snow! Don't forget our monthly meeting on the **first Wed** of each month at Nortel Social Club at 8 pm.

*Douglas.*

## ● PETERBOROUGH

Tel. 01778 560507/01780470358

Fourteen people sat down for a very nice meal at the Bertie Arms on Friday the 11th of December. I think Steve must have upset the landlord Pete as his meal was forgotten, but when it came it was piping hot! Tina Meek drew the raffle at the Christmas Dinner and surprise, she won the prize! I thought she had her eyes closed when she drew the ticket.

The December Monday meet saw another new member join us. We look forward to seeing you again soon Mike and the Spitfire 4. We look forward to seeing it on the road again soon. Though we were low in numbers there was some quality discussion with regards to 2010 and especially the Sacrewell Event. What's the Sacrewell event? Well read on folks!

Sorry some of this news is real history but January's report had to be in at Headquarters well before the normal deadline and way before we had had the Meal and the Meeting.

The January meeting saw Paul rise from his death bed (well he had man flu!) for a quick visit for us to approve the new club calendar. Those of you who would like to purchase one of these prestigious and desirable limited edition productions either be there at the next meeting, phone us or e-mail a reservation. It was good to welcome two new members to the meeting, 'Chelle and David. They have a Herald 13/60 Convertible which has taken 8 eight years to rebuild. Oh what joy David! We look forward to seeing her when the weather improves. At the time of writing this report the snow is still lingering with more promised for tomorrow night. How many weeks have we had this white stuff now and how many of us has had to retreat from the garages as the weather was too cold. I don't think too many of our club cars have been driven on these treacherous roads since early December. Due to the weather we have not been able to do much with regards to the Sacrewell event.

Our next meeting will be held on **Monday the 8th of February** at around 8.00pm at The Bertie Arms at Uffington, near Stamford, PE9 4SZ. Join us for a noggin, natter, raffle and roll and a bit of banter.

We look forward to seeing and hearing from you all soon. Safe motoring and arrive alive! Regards

*Doug*

## ● SCOT CENT WEST

Tel. 0141 952 4624  
[centralandwestscotland@tssc.org.uk](mailto:centralandwestscotland@tssc.org.uk)

Into the new decade then. The Area is registered and we had the first meeting of 2010. There was as you know some snow and ice about but, 4 hardy persons turned out. Lochinch still had snow lying and it was very icy. David got the ice manoeuvres award. Not surprising that no Triumphs were out on meeting night. As we sat in Martin's car the temperature fell to minus 4 Celsius and we were joined by 2 mountain bikers, in shorts, going through the trees in the snow. Despite assurances last month, Lochinch was



in total darkness. Lochinch never opened up and the bingo people went home, so we went to the Rugby Club at the Park entrance. This is our standby venue and is good at short notice as it is still in Pollok Park. David, Gareth and myself went in but Martin had to go early and Dave phoned in snowbound. The Rugby Club let us have a table for the rest of the evening.

We discussed what we could, but we are still really waiting for a Scottish events guide to be published. This usually comes out Feb / Mar. We are agreed that more Scots should try for Stafford; we can set up a good area to camp/meet up. Gareth seems to be the only one who had a Triumph out in the snow during the week as it was booked for an mot. The rest of our cars are away for the winter, still needing thing done. The idea to go to Le Mans has been put on hold for this year. For me, at least. One of the other clubs that runs events in Western Scotland has opted not to run them this year, so we may try alternatives. We are looking for ideas for Drive It Day in April and Club runs.

Gareth knows of an Oxy Acetylene welding kit needing a new home (full size bottles, oxy needs filled?) again, how to get them refilled is raised. I have his details, if you want them. Apart from that there is little going on at this time of year. I do know of someone looking for a Vitesse to rebuild. I guess that all the cars for sale will come to light in the spring. I have said to some show organisers that we would support their shows if they chose to run them this year. It might just work.

No one has found the hub puller yet, the reward still stands. I would still like to know what happened to the Spitfire in Edinburgh 1661 SC, if you know could you let me know.

I will bring a sales and wants folder to the next meeting in which you can put items for sale and items wanted. If I manage to Stoneleigh I can look for smaller items, within reason. I will have to take stock of what my Mk1 Spitfire needs as it has been sitting so long now. And here's me looking at others??? As you do.

That's it for now I'm off to see if I have space for gas welding bottles (neighbours have shown concern over these in the past). Here is a word association test. Ready... snow ..... doughnuts of course. (not the sugary ones). But do take care.

The next meeting is on **Wednesday 3rd February 2010** at Lochinch, all should be back to normal (famous last words) so do hope to see you there. As ever.

*Gregor G*

**SOMERSET**  
somersetareameet@tiscali.co.uk  
Tel. 01275 340336

Firstly, I hope everyone has had a good break over the silly season of over indulgence and over spending!! Now that is out the way for another year we can focus on the coming year and hope for a decent summer so even fewer events are cancelled as a result of poor weather! Before anyone accuses me of looking too far ahead too quickly, A local supermarket was selling all its Xmas stock off in a sale, and

next to these items, another employee was putting out Easter eggs.....! I nearly told them that valentines day was next - but didn't.

We have actually had a proper winter over Xmas, with some snow, proper frosts and the amusing sport of watching people trying to drive on icy roads. During the high winds, Pete and Joyce lost some the roof off the house and water poured in trashing the loft conversion, and most of the ceilings on the second floor as well. By the time you read this, the builders should have turned up, scratched their chins, breathed in through their teeth sharply and promptly bu\*\*ered off again? Then again, they may not and work should be under way. The worst we had, was my garage door wire snapped causing the door to drop suddenly, nearly hitting our Stag - it would have added value I hear the cynics amongst you cry (Dirk)

Talking of the Stag, it is off the road currently undergoing some fairly serious work - it was road legal and MOT passable, but most previous repairs had involved plating over rust which as you all know solves nothing long term. So far, I have cut off and replaced, both Outer full sills - which means cutting the lower parts of the front and rear wings off first, new Boot floor, new rear Spring mountings, new rear valance, replaced the rear seat pan section, repaired the chassis legs where necessary and cut out any other grot in the rear wings and let in new metal. It is all being bare metalised as I go along in prep for a full respray. Any recommendations for a good Sprayer gratefully received.

The last gathering we had was at the Admirals table in Dunball where we met up with Rod and his son Dave - who has promised faithfully to come along to meetings again. It was good to see them both.

I have sent some E-mails to those on my list, of events that are coming up, and if you are not on the list but want to be, then E-mail me (even if you can't make the meetings) as I send lots of stuff that way and it does not always appear in here due to short notice etc. (sorry Ed)

Also, you have stitched me up.... oop's I mean voted me in again to try and cobble the Somerset area together for yet another year - So thank you - I think? Seriously though, Thanks as I do enjoy doing this role - although it may not look like it! And I think this is my fourth year - can't be sure really, anyway - As always any comments, feedback, suggestions are always welcome - especially those of a constructive kind.....

Next meeting is **Feb 9th.**

*Phil*

Some events on our calendar so far..... (by no means exhaustive, and if you know of any let me know please.) I also need to add the Drive it day and any ideas on what we can do this year gratefully received.

**Easter Mon 5th April** Coleford carnival of transport (deadline will have passed by time of publishing.)

**Easter Sat/Sun 2010** Sea Cadets, Beach Lawns WSM  
**1st 2nd May 10** Bristol Classic Car Show - Bath and West (Avon area organising.)

**5th/6th June 10** South Moulton vehicle rally

- 18/19/20 June 10** Lister tyndale rally Berkeley Castle Showground
- 17/18?? July 10** Somerset Steam Spectacular - Langport.
- Sun 15th August 10** Mid Somerset Show, Shepton Mallet.
- 14th 15th August 10** West Somerset Steam Rally-Norton Fitzwarren.
- 14th 15th August 10** Bridgwater Classic Vehicle show
- Sun 22nd Aug 10** Mark Moor Classic car show
- Sept 10** RNLI - Beach Lawns, Weston Super Mare
- Sept 10 29th** Vintage and Specialist Rally - Tredegar House
- Nov 10 10th** Annual Resto Show - Bath and West.

**SOUTHERN**  
Tel. 01252 722432  
<http://triumphsouth.20m.com>

Hi All, and for this months area news we have to go back to December to bring you a short update on Beccy's Herald.

Last November, Dave Moore and myself went over to Gosport to help Beccy make a start on putting her Herald back together. We made great progress that day but a few jobs were left undone. I was not able to complete putting the front suspension together as the callipers were completely taken apart and on further inspection there was corrosion inside the piston housing and there was play in the way the piston sat in the calliper, so we have advised Beccy to buy new. Also on the nearside the upright had to be replaced as the original stud axle had taken a wallop on removal and the thread was burred over and was unusable.

On the back end, in our enthusiasm we managed to put the wrong back plate on the nearside brake, that had to be replaced. These jobs done and the chassis is now sitting on four wheels, the engine is also in place. Jobs to be done before our next visit:- replacement flywheel to be found , new gearbox mountings bought. Thanks again for the tea and bacon butties.

NEW YEARS DAY found a few brave souls venturing out to the sticks of West Sussex to the Elsted Inn at Elsted. Dave Moore in his GT6 and myself in the Vitesse arrived about 10.30am and managed to get a couple of good parking places for easy exit. Brian had arrived 30 minutes later with his friend from Ireland and Peter after that. A couple of TR6's were there along with a TR3, but I never managed to catch the owners to speak to. By late morning and a cup of hot coffee later a red TR5 had turned up which turned out to be Paul and Carol. Wendy and Alan and their son in law had turned up having made the arduous and at times very hazardous journey from their house half a mile away. There were



# SOUTHERN . . . SUFFOLK THAMES . . . NORTH WALES

## SUFFOLK

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Suffolk@tssc.org.uk

It was forecast by the Met Office to be a mild winter, so why was I walking very slowly across an icy car park hoping that if Chris slipped he did not expect me to catch him! Even in these conditions, Mike with his Dolomite and Russell with his Spitfire were brave (rash?) enough to venture onto the roads whilst everyone else came in a modern car. Temperatures so low that even the log burner in the Maggie struggled to throw out enough heat.

Chris's Stag has turned blue, not with the cold but with shiny new paint. He now feels the pressure building to get it ready for Le Mans. But where to put the Triumph that will have to move out of the garage for the Stag rebuilt? He is also getting V8 syndrome, feeling that maybe 6 cylinders are not enough. As Lyall would say, he wants to live dangerously.

There was chat about Reliant Scimitars and what comparatively low prices they fetch and what nice cars they are. This was started when Chris mentioned his brother had just bought a GTC convertible for very little money.

Le Mans fever is already starting to build with discussions about ferries versus tunnel and which operator had the cheapest prices. As usual it depends what day one travels and whether one is happy to catch a ferry at 2am when sensible people are fast asleep.

The annual meal and quiz are definitely planned for the March meeting, which is, as usual for this occasion, going to start at 7:30pm.

Mike was the only person to mention to me that I had got one of the dates wrong for either the February or March meeting. As it's not a leap year they should both be the same day of the month; he couldn't tell me which one was wrong though (it was February Mike).

That's all for now.  
The next meeting is **2nd February** followed by the **2nd March and 6th April**. Be at the Magpie, 8:00pm on **Tuesday 2nd February**.

*Peter*

## THAMES

Tel. 0777 362 3807  
e-mail: [thames@tssc.org.uk](mailto:thames@tssc.org.uk)  
[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Welcome back. It's going to be a very short report this month as Xmas and the New year has meant we miss a couple of meetings out. But we are back on track now and as busy as can be.

No news on our Triumphs as they have not been used and we have been away so no work was done to them either.

17th Dec - Social meeting at the Fox & Castle. Julie and I were joined by George B, Andy K, Paul M-S & Mark M.

No Triumphs in the car park this evening and no sagas to tell either, just a good time chatting the night away with great company.

Our next meetings at the FOX & CASTLE are from 8pm in **February** on the **11th**

& **25th** and in **March** on the **11th & 25th**. Please come and join us for a warm welcome or call me on 07773 623807.

Up coming events in:-  
**Feb 7th** Newbury Classic car & bike show  
**Mar 7th** International Triumph show & spares day Stonleigh

*Mickey & Julie*

## NORTH WALES

Tel. 01978 359263  
[www.wrexhammg.co.uk](http://www.wrexhammg.co.uk)

New Year emerged through clouds of upheaval. As Tennyson put it: "The old order changeth, yielding place to new..." Michael Cohen finally laid down his Excalibur and Derrick Binning and I had to do our duty and take over as AOs.

It is the last thing either of us wanted. Mick was an outstanding AO and we both did our best to persuade him to carry on. We spent an enjoyable few days with him at Donington and the Coventry Festival, when he appeared to be recovering some of his zest and enthusiasm. But, what many did not realise was that Mick had not been feeling well for some time and, in the end, we had to accept his decision.

He was adamant.  
We will all miss his quiet work. Derrick has already expressed his feelings. Personally, I shall be eternally grateful to a good friend, for the support and kindness he showed to me throughout my wife's sad illness. Get well soon, Mick.

On a happier note, 2009 went out on a real high. For once our Christmas dinner was a rip-roaring success (thanks largely to our friend Stewart of the MGOC) to end what was surely the most successful and active year of the decade. Forty of us had an entertaining night at the up-market Grosvenor Hotel, Pulford, where Derrick cut loose and became the star of the night. He upstaged the drag artist (risky business that!) with a spirited cockerel rendition and won himself a prize of dinner for two at the Grosvenor. Surprisingly, for such a noted ornithologist, he's having trouble finding a bird to share it with him!

The December meeting at the Crown was our prize giving night - and young Sam collected the Triumph over Adversity Trophy for his transformation of the ex-Christine Hughes Spitfire.

I think there should be a duplicate cup for Sam's dad, who must have used a couple of miles of welding wire! It's a really nice little car now and Sam is carrying on the good work with a re-worked cylinder head. Sam's enthusiasm is a healthy sign for the Club. I was pleased when it was a 22 year-old who bought my old white GT6 and is still cherishing it. Encouraging younger members is the future, something which Derrick and I plan to pursue. So, if you know any youngsters who show interest, bring them along.

It was good to see Christine and husband Chris at the dinner. Chris tells me his Stag, an early manual-overdrive model, is undergoing extensive restoration in a Mid-Wales bodyshop. From what Chris tells me it should be quite a motor when it's finished.

Elsewhere on the car front, Debbie has been bitten by the TR7 bug and has bought

## SOUTHERN Cont

of course plenty of old and more modern cars to be seen and a great family atmosphere, all in all, a great way to start the year.

OUR FIRST MEETING OF 2010 at the Seven Stars.....never happened. Yes a complete white out. I was lucky enough to get off the A3 at Waterlooville before it became gridlocked with abandoned cars and jackknifed lorries. But this did not stop one man and his son from trying to get to the meeting.

Some say his laugh is like a Spitfire trying to start without choke and his beer consumption is more than his Stags fuel consumption.....but we all know him as our new AO.

Mike and Mark did a grand job of trying to attend Tuesdays meeting. Taking various different routes through the snow and avoiding all the Mercs and BMW that were sliding and shouting many rude words and regretting their choice of car, he was foiled by several large lorries blocking the last hill on the A272 about 3 miles from the pub from the A32 end. (I did mention that he should have walked the last bit as this shows no commitment to the club!!!!) This forewarned the AO decided to take control and change the venue of tonight's meeting to the Hen and Chicken pub at Froyle.

Sadly no one else bothered to make it so he and his son had a few beers before returning home to their warm beds.

MOVING ON to **Sunday lunches** and **third Thursday** meeting. Do you wish Sunday lunches to continue, if so any suggestions on venues? Also would you like the format of Sunday lunches changed ie meet at one pub and a drive to another or place of interest. The venues for the **3rd Thursday** meetings need to be arranged so Paul and Becca can sort the diary out, so if you have a pub in mind please make your feelings known.

**FEBRUARYS** meet will be at the Seven Stars on **Tuesday 2nd** (barring acts of God or freak weather conditions).

**FEBRUARYS Sunday** lunch will be posted via YAHOO.

Take care

*Mark*

PS Mike, just just because of a freak weather and a change of venue, your walk needn't think its getting away with not buying the first round.

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

## WESSEX WEST MIDLANDS . . . WIRRAL



a drophead to go with her ever-improving Spitfire (ex-Binning). With Lyn's TR7 having won People's Choice at Stafford and Mark having been seduced by a rather sexy TR8, we're in danger of being wedged in....

Both the Colwyn Bay GT6's are in a state of undress. My Pimento's overheating problem seems to be cured with the replacement of a rogue thermostat that finally self-destructed in the closed position. I was lucky I didn't blow it up when I chased Derrick's Bullet in a rapid drive up M1 from Club HQ to Donington. Now the interior is stripped, ready for new seat squabs, body-chassis mounting pads and a sound-deadening kit.

It'll be ready for Prescott.

Up at Lilsfaen, Brian has fitted new sills to his GT6 and is threatening to spray it black. Ugh! He's also acquired a Type 9 five-speed gearbox. Not everyone seems to approve of the modification. But Brian's already spent good money on an exchange gearbox and is far from happy with the result. The Type 9 is a fine 'box and totally bullet-proof. Go for it, mate!

Other changes in the informal hierarchy within the Chester and Wrexham classic group, in which we co-operate with the MGOC, should have been completed at the January meeting. There were talks within the group before that meeting. Rest assured, the TSSC voice was heard. Happy New Year.

*Bob*

This year's event will be held on Sunday 18th April. If you would like to join in, either as an entrant, or to help out on the day please do not hesitate to let me know - or come along to the monthly meeting. Hope to see you in 2010.

*Trevor*

### ● WEST MIDLANDS

Tel. 07969 024999

The north wind doth blow and we shall have snow, and what will poor Triumph owners do then, poor things. So goes the famous poem. But what do poor West Midlands Triumph owners do, poor things. Before the first meeting of the New Year 2010, Tuesday 5th January 2010, we had terrible weather, temperatures -7, and up to 20 cm of snow, so I turned up at the Drakes Drum not expecting anyone, and low and behold, 11 dedicated nutters waiting patiently. Not only that but on the car park shivering in the extreme cold 2 Triumph motor cars, now that's devotion. I am glad to say that the West Midland Triumph owners outnumbered the normal customers of the pub that night so I guess the licensee was even more delighted to seem them than I was. She was extremely pleased with her New Year calendar showing the pub on the first page. We gave her a free copy provided that she hung it up in the pub on general view, and to give her justice within minutes it had a place of honour in the main bar. We left early with snow falling heavily, but happy in the knowledge that fellow classic car owners were just as crazy as me to go out in such weather.

Everyone was really sorry that the New Year run from Ripley in Derbyshire had to be postponed because of the bad weather, but the good news is that Roger and his band of helpers have rearranged the run for Sunday 17th January, same place and times. I will be there.

Our next meeting is on **Tuesday 2nd February**, so I hope we have a little better weather by then. I will be arranging for a visit to the Hamstead Social Club, Old Walsall Road, Great Barr, for **Tuesday 16th February 2010**, so if you cannot make the meeting on the **1st Tuesday** of the month join us on the **3rd Tuesday**.

The Nautical Club would like to see us again so perhaps that will be our trip on the **3rd Tuesday of March**, keep in touch for news later.

I am compiling a new list of members addresses, telephone numbers and 'e' mail addresses, so that contact can be made with everyone quickly to either confirm or cancel arrangements as and when necessary. This proved to be one of our weaknesses, when the new Year run was cancelled this year.

Despite the efforts of everyone to contact those believed to be taking part, one member did not hear of the cancellation and drove all the way to Ripley before finding out. This must not happen again.

Must finish now as I have got to go and train the team of huskies, its still freezing, or as the old saying goes, 'So cold it could freeze the balls off a brass monkey'. Now do you really understand the origin of that

sayin?. On the old fighting ships of Nelson's time at the size of each cannon was a stack of canon balls ready for action. The bottom row of 16 were placed on a brass plate which had shallow indentations in it to hold each of the 16 canon balls. On top of the bottom row was 4 canon balls and on top of them 1 canon ball. In freezing weather the brass plate would shrink and the shallow indentations would not be deep enough to hold the canon balls so they would slide off. Hence the expression. How do I know? I was in the navy and if you visit HMS Victory at Portsmouth you will see the brass plates alongside each canon, and of course the gunpowder to fire the canons was brought from the ammunition holds to the cannon by who? Young boys who were known as 'Powder Monkeys'. No political correctness in those days Eh!

See this magazine is not only about Triumph Cars its Educational. Yo Ho Ho.

See you soon.....

*Roger Haywood*

Able Seaman  
Royal Navy  
(Retired).

### ● WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Wessex Area New Forest Run  
**Sunday 18th April 2010.**

Contact Trevor on 01425 475376 or see  
www.triumphnewforestrun.co.uk

Whilst you pick yourself up from the floor - Yes this is a Wessex Area News Report you see before you!! - Put it down to the delirium that normally surrounds this time of year if you will!

After running the Area for the last few years on an informal basis we have decided that we should return to holding regular monthly meetings and as such you will see the appropriate details within the Area Directory. To start with we have chosen to meet on the **3rd Thursday** of the month at 8pm at the St Leonards Hotel at St Leonards. So if you feel inclined, and are able, please do come along whether you be an old friend or a new member you will be equally welcome.

Whilst we have not yet fixed on an events calendar for this year there are a couple of events which spring to mind to start the season off. Firstly, the Triumph Show and Spares Day at Stoneleigh on **7th March** which is always a good start to the season. Secondly is our Area's Wessex and New Forest Run which is always very well supported by the local Triumph Clubs - see our website :

www.triumphnewforestrun.co.uk for more details. This event is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads".

### ● WIRRAL

Tel. 0151 339 4150

Hello again, you have not heard from me since last year so I wish all our readers a Happy and Prosperous New Year throughout 2010.

Unfortunately Andy did not get into print for the January "Courier" but he is excused on the grounds that he and Alison were very busy moving house. It was very much a hurry job as he had only put his house on the market a fortnight before' and Lo and Behold it was sold. The magic of Christmas knows no bounds! We wish them well in their new home.

Not a great deal to report this month as most folks and their cars have gone into Winter Hibernation and the present weather is not really conducive to driving around the countryside however much one likes the fresh air. Having said that Dave is arranging a run out on Sunday 17th January which will have come and gone by the time you read this but will be duly reported upon later.

We have now planned our route for the Land's End to John'O Groats trip, and all being well will leave Lands End on **Saturday March 27th** and get back to the Wirral about twelve days later. We anticipate at least eight bodies taking part, let us hope the weather is kind to us.

Our December and January meetings were well attended and our Christmas Dinner held on December 19th was very successful with thirty diners present. Many thanks to Carole and Dave for organising





## WIRRAL . . . WORCESTER NORTH YORKS . . . WEST YORKS

### WIRRAL Cont

this event. My raffle ticket won a prize, I had a choice of whisky or a toaster, to preserve domestic bliss I chose the toaster as our present appliance, is, like me and my "Spitfire" showing its age, ah well, "Tempus Fugit" and we can't stop. That's all for now folks, I am sure you will be hearing from Andy again next month and me later on.

Meanwhile, Cheers

*Ray*

### WORCESTER

Tel. 01384 279686  
[www.tssc.org.uk/worcester](http://www.tssc.org.uk/worcester)

Our first meeting of 2010 and the brave souls of the Worcester Area turned up despite clear skies and the hint of a sharp frost - some even venturing out in their Triumphs and risking the salt and gravel. Some members only came in the hope of collecting the 2010 TSSC Area calendar which they had ordered, but as these haven't yet arrived they are going to have to attend next month too!

Unfortunately, several members were unable to attend, apologies were received from Richard & Di, Tim, Mel and Richard D. Not a lot of business to discuss so members had a good chat and were in good spirits. Voting slips were given out for Member of the Year so give it some thought. A brief discussion took place regarding the Annual Dinner which has not yet been finalised but hopefully further details will be given at the next meeting.

Some members attended the Malvern Bits & Pieces Autojumble on 3 Jan and managed to get a lot of bits they needed, including shiny parts!

Keeping it brief this month!

Dates for your diary:

Events marked (\*) attended by Area

**1 Feb** - Monthly meeting \*

**20 Feb** - SVR Transport Event

**7 Mar** - Triumph Spares Day at Stoneleigh

Please keep checking the Website Calendar for scheduled events for 2010. ([www.tssc-Worcester.org.uk](http://www.tssc-Worcester.org.uk))

*Stef*

### NORTH YORKS

Tel. 07766 35449

Hi everyone. Hopefully we will have had yet another wonderful post Christmas meal at the White Bear. Weather permitting we will have returned from the pub. I'm sure we will all succeed in getting there!

Also no one has won the prize for spotting my deliberate mistake from the last write up. My spell checker has a distinct dislike to the word Stillington so changed the pub address to Stillingfleet!

Not a lot else to write about this month due to spending to much time spent cele-

brating Christmas!

Events to look out for

**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.

*Richard*

### WEST YORKS

Tel. 01274 781814  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all, this is the start of a new decade and I hope this one is as good for our members as the last one.

Not a lot to report this month with all the holidays etc. December was taken up by parties and car club nights. By the time you are reading this some of us will have

been to both the North Yorkshire and our own "after Christmas" meal.

It looks as if we will be having a full house at both - weather permitting????

We are well on the way for the Dalesrun with campsite and village hall already booked, and the best possible weather booked in advance!

The first of the recce runs will have been carried out by the time you read this. I will update you at the meeting.

All is going well for the drive it Day on **Sunday 25th April**. We have arranged multiple pick up points along the route. Look for the advert in the mag or check [www.dalesrun.webs.com](http://www.dalesrun.webs.com).

By our next monthly meeting in February I will have a more up to date calendar for you all including shows and our camping weekends. In the meantime please do not hesitate to call me for further.

Keep those Triumph Wheels turning

*Alan*

## NEW RANGE OF REGALIA ITEMS NOW IN STOCK!!



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



## Ideal gifts from the TSSC Club Shop for the Triumph Enthusiast!!

We are now able to supply a fresh range of regalia items.

In each case the logo is printed in finest detail on hard wearing external vinyl. Encapsulated with a scratch proof dome to keep the printed detail in perfect condition. We can supply most model logos, including Stag, TR's, Dolomites, 2000/2500 etc as well as all models of Spitfire, Vitesse, GT6 & Herald.

**Car logo Belts £5.40** Made from black woven material 1.5" x 46"

**Keyring bottle openers £2.70** Made of quality brushed stainless steel.

**Key fobs £4.50** Superb leather keyfob manufactured from genuine leather hide.

All prices include VAT

Telephone 01858 434424

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

**WESSEX**  
AREA PRESENTS

**WESSEX AND  
NEW FOREST RUN**

**Sunday 18th April 2009**

**Supporting the FBHVC 'Drive it Day'**

**A Convoy Run of about 60 miles winding its way  
through the New Forest and surrounding countryside  
with a half way halt.**

**At the finish the cars will be on  
display to the public**

**Run Open to all**

**Triumph Owners and Enthusiasts**

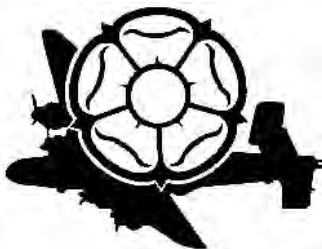
**For further details/ entry form contact**

**Trevor on:**

**01425 475376**

**Or Visit [www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)**

# Yorkshire Air Museum



## West Yorkshire Drive it Day.

Drive it day is on 25th of April this year.

In addition to the Dalesrun we also organise a run out on "Drive It Day". This is a national celebration of historic motoring under the umbrella of the FBVHC and this allows us to promote the classic car movement and our own club. Last year we had over 80 cars on the run.

The 2010 Drive it day will take place on the 25th April and will finish at Yorkshire Air Museum, Elvington, near York.

We have arranged for an extremely low entrance fee of £4 per classic car\* plus £1 to Alan on the day for our nominated charity.

\*Pre 1983 "Y" registered cars only.

Sorry this discount cannot be transferred to a modern car, even in the event of your classic breaking down.

To obtain this reduced entrance fee you must have a ticket which will be sent to you on receipt of a Stamped Addressed Envelope and booking form. No ticket = No discount at the gate.

The route starts at Steeton Hall Hotel, Keighley, BD20 6RY,

Meet by 8.30 leave at 9

Calling at Pick up point 2 at Tesco Superstore car park Seacroft, Leeds, LS14 6JD. Meet at 9, leave at 9.30

Pick up point 3 being in Tesco Superstore car park at Askham Bar, YO24 1LW. Meet at 9.30

We will be departing Askham Bar at 10am promptly to arrive at Elvington by 10.30 am.

Do not send payment with your booking form

Group bookings are welcome from clubs and interested parties. Each

booking requires a fully completed form. Please ensure that your envelope is correctly stamped for the weight of the tickets you are expecting as we cannot be held responsible for extra postal charges.

Please ensure you fill the form in correctly and fully, including your telephone number.

Well behaved dogs are allowed

Name ..... Address.....

Post Code..... Telephone Number.....

Car Make..... Car Model.....

Car Reg No. .... (Must be completed)

Send completed form and a C5 (half A4 size) S.A.E. To Alan Heaton,  
20, South Road, Frizinghall, Bradford, West Yorkshire, BD9 4SU.

Tel -07944 909823 or 01274 781814



## 20th YORKSHIRE DALESRUN, CAMPING WEEKEND, BBQ & CONCOURS 11th, 12th & 13th June 2010

The 20th Dalesrun is returning to High Laning caravan site, Dent, Nr Sedborough, Cumbria LA10 5QJ and we will be taking you through some of the most wild and scenic areas of the Yorkshire Dales and Cumbria.

There will be a lunchtime stop with great facilities and a barbecue will be held at the site about 5.30pm (salad and bread supplied, please bring your own choice of meat.) Evening entertainment has been organised at the Village Hall and there is a pub and cafe's nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be holding a drivingskills competition and an informal Concours.

All profits from the weekend are being donated to the Humber RNLI Lifeboat.

This year we have the following:

- Completely separate area on the campsite      A scenic run through the Yorkshire Dales of Approx 90 miles
- A lunch stop with picnic and café facilities on the Saturday run      Raffle with quality prizes (Donations welcome)
- Night time entertainment with Alan's infamous Racing and quiz      "Western" theme night
- Favourite cartoon character fancy dress competition with two age groups
- Children's games and activities Dog friendly site.

Access to the site will be sign posted.      Please arrive with a full tank of fuel.

The site accepts tents and caravans.      We have negotiated discounted rates and a separate field with the campsite.

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

To attend the 20th Dales Run please complete and return this slip to:

**Martin Appleby, 10 Rowan Garth, Sutton in Craven, Keighley, West Yorks, BD20 8DA**

\*\*\* Remittance made out to M.Appleby, not TSSC \*\*\*

Queries to: [dalesrun@google.com](mailto:dalesrun@google.com) or tel Richard on 07766 354449

or our event website which is - [www.dalesrun.webs.com](http://www.dalesrun.webs.com).

Name(s) : ..... Address.....

..... Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

Nights camping – Friday/Saturday ..... Small tent, £11 per night (max 2 People).....

Large tent / camper / caravan /any other camper, £16.50 per night (Max 4 People) .....

Extra adults @ £ 5 per night. .... Sorry strictly no extra tents unless you pay extra

Under 10's free otherwise classed as adult. Electric Hook Ups available if you tick here .....

I will be attending the following days Saturday run ..... Sunday Skills test/Concours .....

Weekend price per car is £10, single day is £6.      Total enclosed £ .....

Plenty of Bed and Breakfast accommodation, you are advised to book early by local Tourist Information office.



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



**The 22<sup>nd</sup> Peak Run**

**The 25<sup>th</sup> 26<sup>th</sup> and 27<sup>th</sup> 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 **22<sup>nd</sup> 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](http://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

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TSSC Northants

# STANDARD & TRIUMPH

## *Rally*

**4th 5th & 6th  
June 2010**

**Wicksteed Park,  
Barton Road,  
Kettering,  
Northamptonshire,  
NN15 6NJ.**



TSSC Northants are proud to announce that the Standard & Triumph Rally held at Wicksteed Park, Kettering, Northants, will be on 4th 5th & 6th June 2010.

Wicksteed park is Northamptonshire's oldest and most beautiful park and now with brand new camping facilities for 2010 season.

The weekend will be packed full of family fun with a road run, BBQs and evening entertainment. and of course the Rally and Concours that will be held on **Sunday 6th June.**

Whether you come for the whole weekend or for the Rally on the Sunday you will be guaranteed lots of fun and the warmest of welcomes.

**Contact Adam Easton  
Tel 01933 229992**

Email. [tsscnorthants@aol.co.uk](mailto:tsscnorthants@aol.co.uk)

**Web Address:-  
[www.standard-triumphrally.co.uk](http://www.standard-triumphrally.co.uk)**

Event Sponsored by  
*Jigsaw Triumph Specialists*





# The Triumph Sports Six Club

## Celebrate 'Drive it Day' Visit your HQ!



## TSSC Headquarters Open Sunday - 25th April

Please do try and get along to the TSSC Spring Open Sunday. There will be refreshments and a barbeque, discounts in the Club Shop, all the usual Museum displays and a warm welcome for all. April 25th 2010 is the Federation of British Historic Vehicle Clubs "Drive it Day", when we are all encouraged to get out in our classic cars and already, some Local Areas are planning to Drive to the TSSC HQ for the Open Sunday celebration - join us there!

### How to Find Us

Junction 20 M1 then A4304 to Market Harborough.  
TSSC HQ, Main Street, Lubenham, Leicestershire. LE16 9TF.  
Tel: 01858 434424 - [www.tssc.org.uk](http://www.tssc.org.uk)

# 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.

**TSSC INSURANCE PANEL.** CALL FOR A NO OBLIGATION QUOTE.  
LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND  
AND BREAKDOWN RECOVERY  
FOOTMAN JAMES 0845 458 6760 PETER JAMES 0845 0999 500  
LANCASTER INSURANCE 0800 013 0080

## HERALD

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**948 SALOON** 1960. Unrestored, garaged 35 yrs, all original, needs full restoration, engine turns on handle, solid og chassis, lots of paperwork, no log, view in Kent. £750. More details phone Darren (Rochester) 07961 865954.

**TSSC INSURANCE PANEL.** CALL FOR A NO OBLIGATION QUOTE.  
LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND  
AND BREAKDOWN RECOVERY  
FOOTMAN JAMES 0845 458 6760 PETER JAMES 0845 0999 500  
LANCASTER INSURANCE 0800 013 0080

## VITESSE

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**MkII CONVERTIBLE.** 1969. White. TSSCA1+ condition. Massive History file including original hand/service book. Chrome Wire Wheels inc Spinners. Stage 2 head. S/S Exhaust., recon O/D gearbox. New clutch. Heritage Certificate. MOT July 2010. TSSC Insurance Valuation £7,000. Price £6,000 ONO. John (Mansfield) 07738 321817.

**Free Ads!**  
Members only, can advertise PARTS for Sale in the Classified section **FREE OF CHARGE!**  
this offer is for non-Trade advertisers and is restricted to ONE 25 word advert per month.  
A current Membership Number must be supplied on the form

**You Can Now  
PLACE YOUR ADVERT  
ONLINE AT  
www.tssc.org.uk**

## GT6

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**GT6** - Requires Total rebuild. Chassis, gearbox, overdrive, interior panels, carburettors done, £1500 of panels included ready for rebuild, supplied with custom build 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

**MkIII** 1973. Red. Original Condition. MoT March 2010. Good runner. Nice Registration Number. Some Spares. £3,250 ONO. Richard (Lichfield) 01543 258115.

# CARS WANTED

**LOOKING FOR A 1300/1500 OR DOLOMITE 1500/1850.** Preferably tax exempt, must be solid, and reliable for everyday use. Auto a bonus! Price up to £1250. Mark & Tracy Bleas. 07875 560253.

**VITESSE MkII CONVERTIBLE.** I am looking for a Vitesse Mk 2 Convertible - Preferably in Good condition with Overdrive but not essential. Gordon (Skegness) 01754 811581.

classic this July!!!(booked with TSSC) Neil (Hants / Berks) 07969 203902.

**Triumph TR2-6,** all models, also Vitesse and Stags Wanted, Good-Concours Condition Only Please. Please Phone for a Prompt Polite Service. Steve O Connell (Princes Risborough) 01844 344275.

**SPITFIRE 4 MkI /MkII** Wanted for reshell as Le Mans replica. Bodytub/Engine unimportant. To be re-shelled with Le Mans bodytub and engine rebuilt. Full V5/documents required. To get ready for Le Mans

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# PARTS

Parts For Sale  
Parts For Sale  
Parts For Sale

**TRISTAN** conversion to fit Vitesse, T Bar and Frame etc in good condition, White Hood tatty, small tear near front drivers side. Surplus to requirements.offers, Andrew. 07723 399481.

**COURIER** Magazines. 285 March 2004 to 342 December 2008, Free. Could deliver London area. Also Triumph World 13 early issues. Details. Martin (London) 07921 491028.

required. Special club price £6.50 inc p&p.  
B o b . 0 7 9 2 9 7 6 0 4 7 0 .  
boddigby@btinternet.com

**WORKSHOP MANUAL.** I have a hardly used repair operations manual for Triumph Spitfire mark IV part number 545254 issue 1, in a 4 clip brown Leyland folder. £20. Kevin (Great Barton) 01359 231287.

**NEED HELP FIXING YOUR TRIUMPH?** We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork. Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cams border) email: mwrestore@aol.com

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**HERALD 13/60?** Fibreglass front valance, used £10. Front Seats with Headrests, Black, possibly Spitfire/GT6 or Herald. £20 for pair. Glenn (Enfield) 01992 768955.

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**SPITFIRE MKIV** breaking for spares. Nearly complete car including bonnet, bootlid & Hardtop. Also some MKIII spares. Please ring for details. Paul (Norfolk) 01493 700788.

**BREAKING 3 SPITFIRES.** I have 3 red spitfires, 2 half stripped for spares, 1 crashed recently. All parts must go to accommodate and fund a new Spitfire. Henry (Lyndhurst) 01794 399978.

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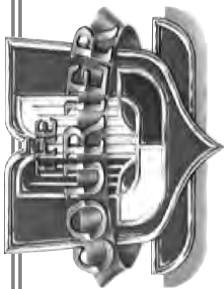
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**Send completed form with remittance to: Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.**

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