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Triumph Sports Six Club

The Courier 366

DECEMBER 2010



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December 2010

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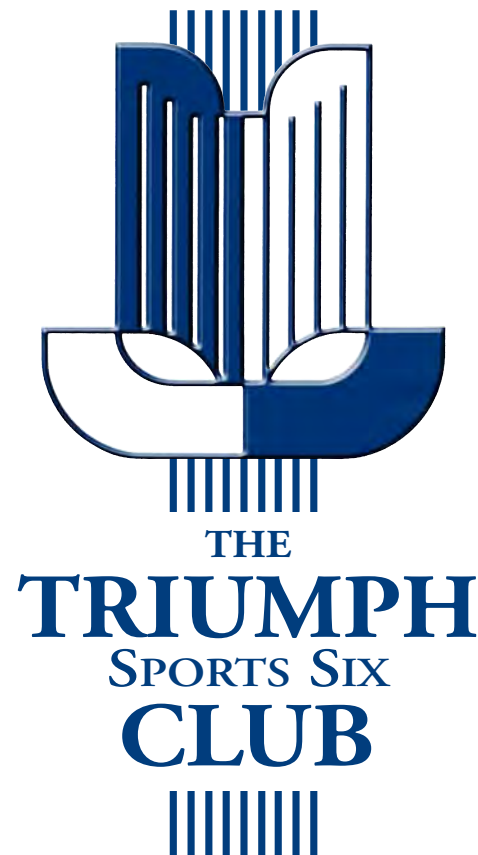
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THE TRIUMPH SPORTS SIX CLUB

No.366 Vol 32. DECEMBER 2010

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Claire Hill, Nigel Hill, Derek Holman,
Jane Rowley, Gary Russell, David Smith,
Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 66.

Honorary MEMBERS

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

Whereas every care is taken to publish accurate
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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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SEASONS GREETINGS

PIC FROM NORTHANTS

AREA CALENDAR

PIC SUPPLIED BY

ADAM EASTON

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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 AT CLUB H.Q.**

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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

December 2010

SAT/SUN 11/12 DECEMBER 2010
TSSC HEADQUARTERS
CHRISTMAS OPEN WEEKEND
LUBENHAM LEICS LE16 9TF
10.30AM TO 3.30PM

January 2011

SUN 9 JANUARY 2011
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March 2011

SUN 6 MARCH
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“Comment

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

Let's enjoy our Triumphs this Winter

As I sit writing this month's Comment column, it's a cold, grey November day with the wind howling and the rain lashing down outside. The team at the TSSC Office are busy making the final preparations for a spectacular club stand at the NEC Classic Motor Show.

The Classic Motor Show or simply "the NEC" as it has long been known, is always the grand finale to the classic car event season. And the NEC certainly is a grand show, with the most amazing selection of shiny classics on display, viewed by almost 50,000 visitors last year. After the NEC, the classic car event season seems to go into hibernation until the International Triumph Day at Stoneleigh Park in early March.

But does this mean that Triumph life must go into hibernation until spring? I certainly hope that we can all keep finding ways to enjoy our Triumphs through the winter months. For a start, there is still one more event on the Triumph calendar, the TSSC Open Weekend held at Sunderland Court on Saturday and Sunday 11th and 12th December. The Museum will be open, Bernard will be running his now legendary bazaar with huge price cuts on end-of-line Club Shop items, discounts in the main Club Shop, plus refreshments, hot and cold snacks and lots of fun. Please do come along and join in; better still bring your Triumph and you might just win a prize for the car of the day.

There are lots more ways to keep enjoying our Triumphs in winter. It does our cars good to be used regularly, as when sitting idle in the garage there's no question that cars can and do deteriorate, whether it's hydraulic brake seals failing after a



Using your Triumph this winter?

winter lay up or a seized clutch on re-awakening in spring. So let's get out and drive through the winter. If the car is protected with polish and underbody wax, rain really won't do much harm. There's nothing to beat driving a Triumph on a cool, crisp sunny winter's day!

Some of us use the winter as a time to improve our cars, tackling those restoration or maintenance jobs for which we couldn't find time in the summer. Is there a job or a project to improve your Triumph that you could tackle and enjoy this winter? As an example, the final part of the seat rebuild article is in this issue of the Courier, and that's definitely a good DIY project.

So in which ever way you choose, I hope that you are able to keep enjoying your Triumph through the winter.

Finally, I would like to wish TSSC members and Triumph enthusiasts everywhere a Merry Christmas and Happy New Year. I look forward to seeing you and your Triumphs out and about in 2011.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Club Shop to absorb increase in VAT rate

The increase in VAT rate to 20% in January 2011 has been widely publicised by the media. In line with our aim to give TSSC members the best value, the Club Shop will absorb this increase for as long as possible, so our prices will not be increased in January. The VAT increase, coupled with price increases from suppliers, means that unfortunately we will be forced to increase some prices during 2011 but we will do our utmost to delay any increases as long as possible.

Nigel Clark
General Manager

Don't be caught by Change in insurance law

Specialist insurance broker **Footman James** is warning club members who renew their insurance at the last minute that new rules could land them in more trouble than ever before.

Footman James says that it is the people who leave their insurance until the last minute that need to take action before the expiry of their motor insurance policy, especially when the Department of Transport's Continuous Insurance ruling comes into force in January next year.

Continuous insurance is the next step in a national clampdown which, according to the latest data from the Motor Insurance Bureau (MIB) has already seen a 20 per cent reduction in uninsured drivers. Figures show that since police were given the power to seize vehicles without insurance in 2005, the number of uninsured vehicles has fallen from 1.8 million to 1.5 million.

The ruling will make it an offence to own a vehicle without having valid UK motor insurance – this includes while a vehicle is off the road undergoing restoration or repair works.

From January, the MIB will send out letters to all

motorists owning cars that do not show up on the national database as having valid insurance. Those who ignore official reminders that their vehicle is uninsured could face fines, penalty points and, in the worst cases, could even have their vehicles seized and destroyed.

The scheme would identify vehicles that appear to be kept uninsured by comparing data on the DVLA's keepers' register with that of the Motor Insurance Database (operated by the Motor Insurers' Bureau), rather than relying solely on police on-road detection.

Under the proposals, drivers intending to keep a vehicle off the road must hold valid insurance, unless they arrange a statutory off road notification (SORN).

Paul Matthews, managing director of Footman James, said: "Figures from the Department of Transport suggest that there are around one and a half million uninsured drivers on the roads in the UK and there is substantial evidence that these uninsured drivers are not only far more likely to own an unroadworthy car, but they are also much more likely to drink and drive.

"As well as risking our safety, these uninsured drivers also impose a significant financial burden on legitimate motorists. The Motor Insurance Bureau conservatively estimates this cost at around £380 million each year, or around £30 of the cost of each insurance premium."

He added: "We realise that this ruling may be an inconvenience to many classic car owners who may need to SORN their vehicle, surrender a tax disc and then re-apply for a new one if they have taken their vehicle off the road.

"However, if motorists ensure that they renew their insurance in good time, and SORN their vehicle each time that it is off the road or the insurance expires, then they will not be greatly affected.

"Our advice for peace of mind regarding your pride and joy is to ensure that you insure the vehicle before the expiry date and not after the due date."

For independent advice and information on Continuous Insurance Enforcement please refer to www.direct.gov.uk/stayinsured or www.askMID.com



HQ OPENING TIMES

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SAT/SUN 11TH/12TH HQ XMAS OPEN WEEKEND

HQ XMAS BREAK - CLOSED DEC 24TH

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Council of Management Meetings

30TH JANUARY 2011

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Vivien Thompson**

TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk

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Rob Newton-Allen



Panic Over!!

Yes I am still alive and kicking..... Just taken a couple of months out to sort some stuff that has been going on recently. The upshot is, we have sold our house, closed 2 businesses, bought another house and both of us have taken up jobs in the 'normal world'. The house we bought last year had no garage and my convertible was being kept in my business lock up 10 miles away, which made working on the car a bit of a bind, well we have certainly made up for that now. The new house has a 47 ft garage which is 16ft wide and an attached workshop as well! Maybe I can get back to the halcyon days of 8 Heralds in the stable and a couple in bits outside (that will I'm sure please the new neighbours).

Anyway that's enough of me what's been happening since my last report..?



Just a great picture from Stafford

Stafford came and went as did classic Le Mans but I have to say my high-light of Stafford had to be seeing an old friend again.. 1678 VC the Courier van, some of you may not know that it used to be one of my old stable of 8 Heralds and it was



Some of you may have already read it by now, but from Dec's PC I have copied it verbatim. So Many thanks to them.

"Practical Classics has received reports that the DVLA IS REFUSING TO ISSUE V5Cs registration documents to owners of re-engined classic cars unless they can show the exchange engine's history. The

sold onto Chris Gunby who in turn has had it completely rebuilt to better than new condition. It is now fantastic and I really believe that it has to be the best Herald restoration I have ever seen. Yes! Even better than Chris's very own Herald Hatchback or am I just a little biased by rose coloured



move is believed to be one of a draft of measures designed to help prevent car and component theft by introducing an element of traceability into the system. Classic car owners will now have to give details of the engine's supplier, along with full details of the car that it came from. Failure to supply this information could render the re-engined car unusable on UK roads. This means an end to the installation of used engines which have sat around for years in garages waiting for their moment to come once more, even if they are of

specs and memories of days gone by. If you get chance to see it close up, study it well and use it as a benchmark.

A word to the wise.. Seems like the DVLA are clamping down on component swapping, just picked up an article in Practical Classics and thought I would share it with you all.

the same type. It also prevents enthusiasts re-engineering their cars with used engines of a different specification – such as V8's in MGB's and TR7's. The initiative would affect thousands of British classic. The DVLA was asked to comment but failed to do so before going to press"



How many thousands of tons of scrap engines will now be destined for the smelter?

And finally.... Just a little something from the Little French Health & Safety Book on how not to watch the racing at Le Mans... yes it was a

45° drop right in front of the van straight onto the track..... now that would have been funny !! Have a good Christmas and...

...I will be back'

Rob

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See you there?

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Open Weekend*



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You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies, and some liquid refreshments which will, of course, include Mulled Wine for those of you who are not driving.

This Christmas open weekend is going to be one to remember.

There will be fun and games for all the family including a **FREE** raffle. There will also be a prize for the best Triumph on both days. You will also be able to meet some of the Directors & Staff of The TSSC and Bernie will also be manning his infamous "**Bizarre Bargains**" Stall on both days for Charity. The Club Shop will be Offering 10% Discount over the Counter and for **Phone orders this weekend** plus Free Postage (**UK Only**) Offer NOT applicable to Website orders or on Items already discounted in the Winter Season Selection Catalogue

Saturday 11th December 10.30 am to 3.30 pm

Sunday 12th December 10.30 am, to 3.30 pm

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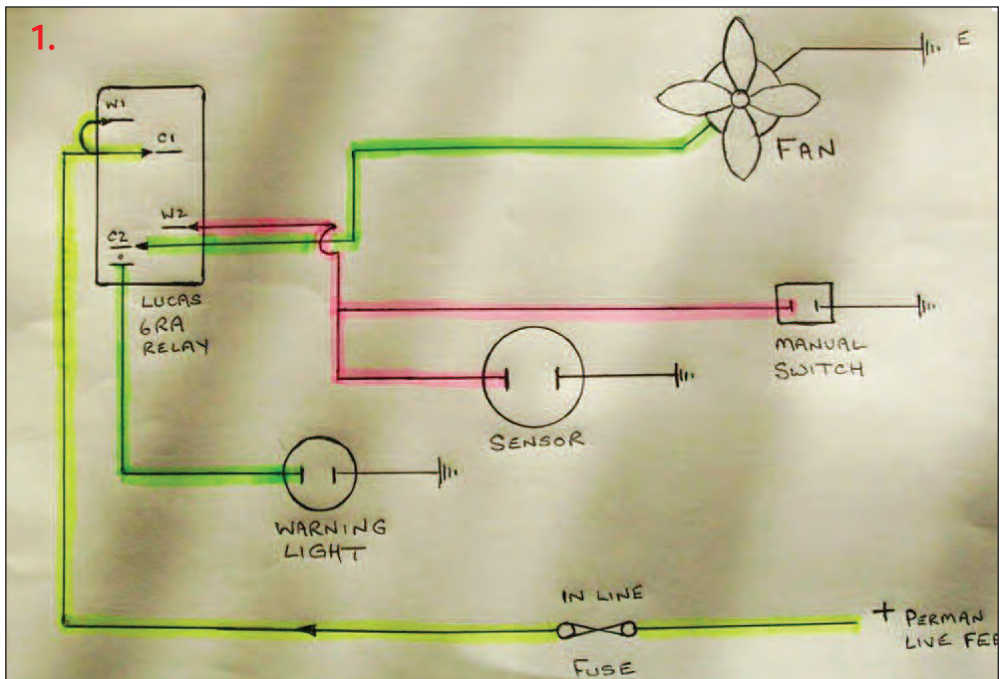
Derek Giles

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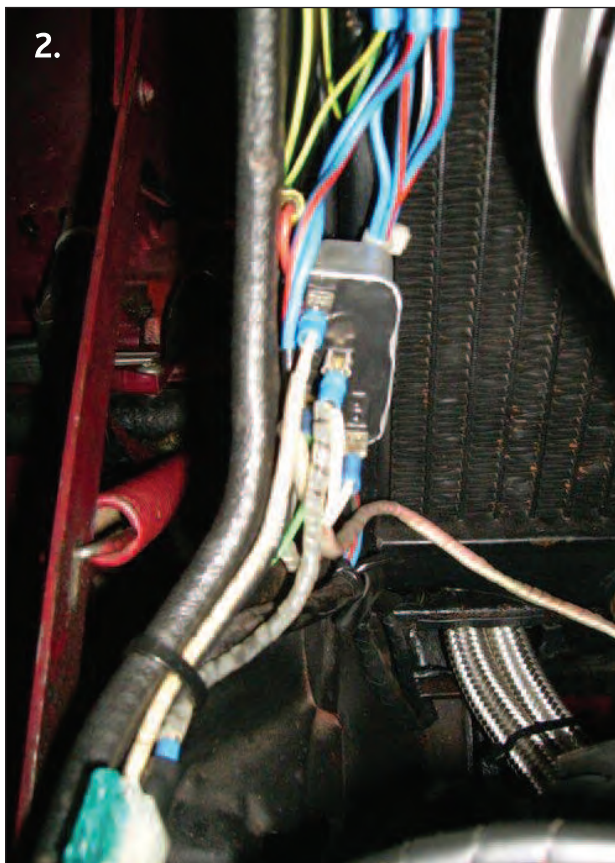
First off thanks again to Simon Holland, this time for a link that identifies what temperature sensors are available. If you go to www.triumph-recycler.com, click on 'useful links' and then 'thermo-switches' you will find a list of the Intermotor products that are available, yes an awful lot but the ones to go for are either 50120 or 50295 as these match what has worked for me in the 13/60.

I know automotive wiring can be daunting but if we deal with the fan as a separate add on entity then everything should be straight forward! So what is needed?

In simple terms there must be a fused current, a switching system and an earth or earths. The basic idea would be to wire the fan via the sensor and then to earth, using the sensor as the master switch. All would be well 'until' the sensor failed! To make things more controllable you really need to use a relay as the master switch. This can then be controlled by



2.



another method or methods, and from my wiring diagram you can see there are 2 systems in place. The first device being the radiator sensor and the second is a manual or override switch. These only control the relay, which carries the main feed to the fan.

Your choice now has to be whether you want the relay to be off the ignition, or is permanently live. In other words it stops working when you turn the engine off or stays on to finish cooling the rad and then switch 'itself' off! I have opted for the second and the wiring diagram (photo 1) follows this course.

So what do you need to do this; a relay, a warning light for the dash and a toggle switch, this too can be mounted on/under the dash, some 15amp spade and ring connectors. The crimp types are perfectly adequate for all these connections. Wire needed, will be a metre or

so of 17amp and about the same in 8amp, plus an inline fuse holder.

I have opted for a Lucas 6RA relay (photo 2) as it has an extra terminal which I use solely for the warning light. If you use a 4 terminal relay you will have to piggyback a couple of connections. Mount the relay wherever it is easiest for getting at the terminals and also provide a decent route for the cables. I took a permanent live 17amp (highlighted yellow) from the starter solenoid via an inline fuse to terminal C1 on the relay; this also has a loop to terminal W1 to supply the relays internal switch. From W2 run an 8amp wire (highlighted pink) via the sensor and manual switch to suitable earthing points. When either demands a current, the relay switches internally to supply power to terminal C2 therefore powering the fan and warning light. Use 17amp wire for the fan and 8amp for the light (highlighted green) and then to earth! Depending on the wattage of the fan use a fuse capable of carrying the current. The

formula for calculating this is watts divided volts = amps, so a 60w usage requires 5amps and pro-rata. As always disconnect the battery before working on anything electrical and any problems give me a bell and I will talk you through it.

A couple of things that I have been asked to mention are as follows.

Peter Cranwell is looking for either a LHD 13/60 or parts to convert to LHD, so if you know of anything going let me know and I will pass it on to Peter. Secondly there is a modified Herald with plenty of spares looking for a new owner. Wilf Stephens of Hereford has his lovely saloon up for sale due to ill health. Again anybody interested (it is on the club for sale board) try wjs@wyenet.co.uk

Cheers for now and have a great yuletide!

Derek

www.tssc.org.uk/vitesse
e-mail: vitesse@tssc.org.uk



Dave Rumens

End of the Year



Hi everybody, a Very Merry Christmas to you all. It is the season of good cheer

and I hope you all receive those rare Vitesse parts you have always wanted. I will start off with a festive picture, *Picture 1*, from Alan and Wendy of the Southern Area, of their Vitesse sledge taken a few years ago. I understand this was a Christmas shot only, after the picture was taken Alan and Wendy had the tree delivered by van. So I am not encouraging you to cart a tree around in your Vitesse. Sorry I have to state the obvious but a few years ago the club had a letter objecting to the contents of one of my articles so I have to cover all angles.

Moving on quickly, most manufacturers make

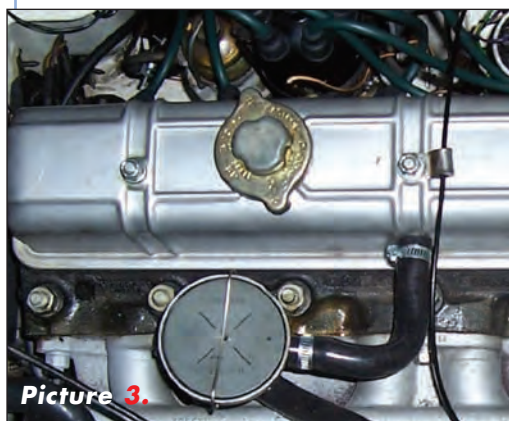


changes to a model over its production and Standard Triumph was no exception. Putting on my anorak have you ever noticed that some Vitesse engines have a bolt, *Picture 2*, and not a stud holding the front

down to the head. On all engines the centre



and back fixings have always been by studs, *Picture 3*. Is it significant that the bolt was only



used on the front just where the bonnet slopes down? This appears to have taken place on the Mk1 from engine number HC2988E. Was this due to the longer stud causing damage to the Vitesse bonnet or maybe it was to standardise the engine production with the GT6 where

room under the bonnet is at a premium. Who knows the real reason but I for one am not taking any chances. I always use a bolt and not a stud to hold down the front of the rocker cover.

Whilst on the subject of damage to the Vitesse



Picture 4.

bonnet, care should be taken when fitting hose clamps. When fitting the top hose to the thermostat outlet and the radiator make sure

the hose clamp adjusters are not on the top of the hose, **Picture 4**, as there have been a number of cases where it has damaged both the bonnet and the paintwork.

Over the years I have been asked a number of questions about the very rare Vitesse Estate. One question I can't answer is, "Where can I buy one". The problem is that the Estate was only available on "Special Order" and at a price around double that of the Saloon. It is believed only 22 Estates were built of all Vitesse models. Bearing in mind this very low production number and time will have taken its toll, finding one is very difficult if not impossible. Unlike the Convertible and Saloon if you really want one I guess the only answer is to build your own and that is exactly what Dave Angel did,

Picture 5. I spotted Dave's Estate at this year's International. Dave has very sensibly fitted a Sunroof as with all that glass the inside of the



Picture 5.

Estate can get very hot in the summer months. Dave assures me that the donor Herald Estate and Vitesse Saloon were only fit for scrap. As a result their parts have not been lost forever, but put to good use. The final *Picture, 6*, shows Julian Crinall's very rare genuine 2 Litre (Mk1) Estate which was hand built at the Triumph's Park Royal workshop.

If you have ever driven a Vitesse Estate you realise just how good this model was to drive, much more light and airy than the Saloon but still with that true Vitesse feel. I am sure that the special order prices stopped it selling in larger numbers. However, had it had been in full

production the price should have reduced to slightly more than the Saloon.

A fast small Estate with a smooth 6 cylinder engine if marketed correctly at that price would have sold. It must have been a lost opportunity to Standard Triumph.

Well, has another year passed already? Still that does mean we can now look forward to the coming season next year.

Don't eat too much over Christmas and I will see you all in the New Year.

Safe Driving & Keep Running On All Six

David.



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Colin Lindsay

The Saltman Cometh...

Christmas is coming, and that means men coming down all the chimneys and putting things into stockings, and strange exciting smells in the air – turkey, cinnamon, and cavity wax. Yes, it's that time of year again, and the salt doesn't only go on the roasties, but all over your beloved Triumph. Our local Road Services decided long ago to help Korean and Indian motor tycoons by making our cars rust as quickly as possible thereby boosting sales of new ones. Our best weapon? Cavity wax. Isn't that something

you get at a beauticians? In any case, it's handy stuff to have.



Photo 1.



Photo 1a.

We all know that anywhere on our cars which takes a battering from water or dirt will rust, so if you're using your car all year round a good brush coating of wax around the front edges of any panel where water hits – bulkhead, chassis, wheelarches, seams etc (*photo 1 and 1a*) – will help protect it, and although it may look messy you can always clean it off before next year's show season.

One area which is often

neglected is the bonnet – there are perfect rust traps behind each headlight (*photo 2*), and don't forget that lovely



Photo 2.

GT6 nose, where water and dirt gather up behind the lip where the cabling runs. Prop the bonnet up and spray liberally with wax.

Doors can be filled with wax, either with the trims off for a good coating of the inside face of each door skin, or else up through the drain holes but be careful not to block these with wax – after the wax has dried poke a matchstick up through each one to let water out. Similarly with the sills – either lift the carpets and fill the entire sill from inside the car, or else apply wax

through the rain holes visible at the bottom – not as thorough a job, but more convenient if time is short. The boot floor is especially vulnerable (*photo 3*) with water getting in through leaky hatch seals; remove your spare wheel and treat the seams as well as the bottom corners of the rear wings, especially the hidden areas under the petrol tank. Early cars benefit from a good spray behind the chrome bumpers and overriders, and remember the hubcaps – pop them off, spray liberally around the inside, and refit.

The GT6 also has two areas that many other Triumphs don't – a roof and a rear hatch. Consequently, while parts for the areas we share with lesser Triumphs are readily available, we need to make our unique parts last.



Photo 4.



Photo 3.

The leading edge of the roof has always suffered in our cars and for years no repair section was available. Many simply rotted from the inside out as condensation pooled inside the roof and ran into the rust trap above the screen (*photo 4*). You can remove the headlining if you so desire, but a much easier way is through the captive nuts for the sunvisors:

remove the screws (*photo 5*) and insert the

Photo 5.



nozzle from an aerosol can of rustproofers. A long nozzle gives better reach and a good dose of wax will settle in the same areas as the water does and protect the metal from the inside.

The rear hatch can be treated in much the same way; mine has two holes drilled for the wiring of the Triplex rear demister, and as it's not connected these give straight



Photo 6.

access to the inside of the hatch (*photo 6*). Another easy method is to remove one of the hinge bolts and apply wax through the aperture; a good fill of wax will settle in the lower areas and keep water away from the seams.

The rear deck is also prone to rusting through (*photo 7*); I usually apply a good



Photo 7.

coating of polish to the hatch aperture corners where rain gathers but again unpainted metal behind this can suffer. There's no easy method here; remove the rear trims and apply rustproofers on a cloth to the upper surfaces especially the insides of the rear deck where it's flat on late models, and the upper inside surfaces of the rear wings which are often missed. Wax behind the horseshoe trims on the rear wings will fight against perforation here too.



Photo 8.

Don't forget the chassis either – not only the outer faces but the interior. All along the chassis sides are small holes for brake or fuel lines; get your applicator into these and fill the sections. The rear spring tunnel and rear valences take a battering too (*photo 8*), so plenty of wax here will help beat the ravages of winter.

If you don't want excess wax running out onto your floor for days afterwards - and it will – buy a cheap shower curtain from your local Poundshop – yes, it's £1 – and park the GT6 on that before you start.

So: if you don't want to sponsor the import of foreign metal or increase the sales of angle grinders, invest in a little bit of wax.

You know it makes sense.

Oh – and before you all run off to start waxing – **Happy Christmas!** Maybe Santa will bring you a rust-proofing kit?

Colin

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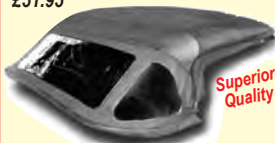


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Mark Blease

Crank and Thrust

You may recall that last month I removed our 2000's engine so that I could refurbish the engine bay. Aside from the ongoing preparation of the inner wings and bulkhead for repainting, there are various jobs it makes a lot of sense to do whilst the engine is out.

First on the list is to check the infamous Triumph straight-six thrust washers.

Backward and forward movement of the crankshaft is controlled by two semi-circular washers, bearing against machined faces on the crankshaft, and held in place by the rear main bearing cap. Unfortunately the thrust washers have long been a weakness of the six cylinder engine as, particularly in 2500 guise, they are simply not up to the task. They wear and in extreme cases the resultant movement of the crankshaft allows them to drop out past the bearing cap, landing uselessly in the sump. Once this happens the crankshaft runs directly against the engine block, quickly scrapping both.

A quick check of thrust washer condition can be carried out with the engine in the car, but with the engine out and the sump removed it is possible to get a more exact indication of

what wear has taken place, and hopefully rectify matters before they progress. With the rear main bearing cap removed, remembering to mark it to ensure it can go back the same way, lever the crankshaft as far back as you can. This is easily achieved by using a clean bar between the engine block and the crankshaft counterbalance weights.

It will then be possible to measure the crank-



shaft endfloat by inserting a feeler gauge between the thrust washer and machined face on the crankshaft (*Photo 1*).

Acceptable endfloat is between 0.004" and 0.008". I was able to insert a 0.008" feeler gauge fairly easily, but it was too tight to insert a 0.010", so our 94,000 mile engine's

endfloat was around 0.009" - not a bad result at all. To double-check the result, you can then lever the crankshaft as far forwards as possible, and repeat the test on the rear thrust washer.

Oversize thrust washers are available in various thicknesses, to enable the endfloat to be brought back within tolerance. I opted for two 0.0025" oversize washers, to bring our endfloat back to 0.004", at the bottom end of the allowable range. Don't go below this figure, however, and remember when fitting thrust washers that the oil grooves are mounted towards the machined face on the crankshaft, so outward from the bearing cap.

So with sump removed and feeler gauges to hand, the oil pump was next on the agenda - though relatively simple and robust, it is not unknown for mileage and dirty oil to take its toll. There are three main checks to carry out on the oil pump:



Photo 2.



Photo 3.

clearance in each case was 0.010", but many big saloon owners feel that the practical maximum is around 0.006" to 0.008".



Photo 4.

Clearance from inner to outer rotor (*Photo 2*).
 Clearance from outer rotor to body (*Photo 3*).
 Clearance from rotor face to a straight edge placed across the top (*Photo 4*).

Triumph stated that the maximum allowable

It is also worth checking inside the oil pump cover for excessive scoring, and check that the gauze filter on the end of the pick-up tube is clear.

So with the oil pump and thrust washers

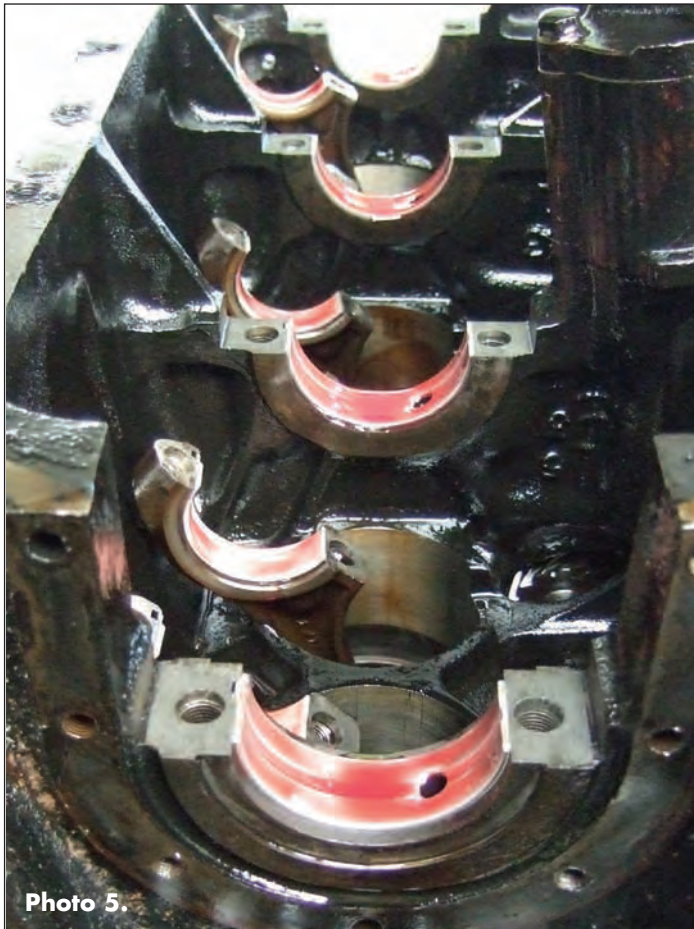


Photo 5.

checked, I decided it was time to change the main and big end bearing shells. Our engine had not exhibited any rumbles or knocks, and the oil pressure light always extinguished quickly once started, but it really makes a lot of sense to change the shells whilst the engine is out and access is good.

They are not expensive, and will help to extend the life of the engine. Although it is possible to change the shells without fully removing the crankshaft, by carefully using the head of a split pin pushed into the journal oil hole and rotating the crank to push the old lower shell out and push the new one in, I elected to remove the crankshaft.

Since I already had the engine mounted on a stand and the sump removed, it isn't much extra work to remove the crankshaft, which then

allows better access for careful cleaning, makes lubricating the new shells easier, and facilitates measuring of the crankshaft journals to make sure everything is within tolerance.

As the main bearing caps are line bored during manufacture, it is important they are replaced in the same position and direction, so they should be marked before removal.

Closely inspect the crankshaft journals for scoring, and check the old bearing shells for wear. I was lucky in that everything was in good condition, but if there are any doubts about wear, or the crankshaft journals exhibit noticeable scoring, it is safest to get the crankshaft reground and fit oversize shells.

With everything spotlessly clean, and new shells installed into the engine block, I applied some **"start - up"** lubricant grease (*Photo 5*).

This is a sticky, non-drip grease that stays in place and stops the bearings from running dry before the engine oil has had chance to build up pressure. Once oil has begun to flow, the start-up lube is washed harmlessly away.

The crankshaft was carefully dropped into place and the remaining shells and caps replaced, and tightened using a torque wrench.

So that's the bottom end of the engine checked and given a clean bill of health. Next month I will look at setting up the camshaft timing, distributor and adjusting the valve clearances.

All that remains for this month is to send my best wishes to everyone for the festive season, and for a healthy and happy New Year clocking up lots of miles in our Triumphs!

Until next month.

Mark

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Trevor Collett

A Classic Motoring Year

As 2010 reaches its point of minimum daylight I feel the need to look back and recall the motoring events attended during the year.

The first proper meet of 2010 was the first of the Goodwood Breakfast Clubs. For petrolheads in the south of England these regular gatherings are now something of a phenomenon. Each one has a theme and those cars that match the theme get to park on the hugely atmospheric motor circuit, or in the paddock.

The theme for March 2010 was "Tax-free Sunday", pretty unequivocal, you're either in or you're not. I could have taken my Moss or my Herald; the day was bright but cold, so the availability of a serviceable vinyl roof on the Herald helped make the decision (the Moss does have a top, but it's been permanently folded down for many years – perhaps this year Santa will get my letter).

As you can see from the photo I joined up with my car's twin, which belongs to Adrian Morris, who lives in West Sussex, convenient-

ly on the way to Goodwood from my place in Surrey. For a very early season event there was a good turnout of pre-73 cars and there was enough strength in the sun to prompt me to drop the hood and get in an exhilarating drive back home. This is why we do it.



Tax Free Sunday at Goodwood

Four weeks later was the second Breakfast Club, and the theme? "Sporting Family Favourites – four-seater fun"; to make it onto the circuit you must have four seats. So again I had the choice of two on-theme cars. And again I decided on the Herald; can't remember why now, probably again because of the protection factor of the vinyl hood – I think I must be getting soft in my old age.

As you can see from the photo, we got our own garage in the Goodwood paddock, with nothing but more Heralds for neighbours.

Believe it or not there were hundreds of fabulous four seater classic cars there that day that weren't Triumph Herald.



Four Seater Fun at Goodwood

After making the first two Breakfast Clubs in a Triumph I didn't actually take either of my club cars to any more, but that wasn't the limit of my 2010 Goodwood experience. The theme for the first Sunday in August was "Performance Car Legends – post-1970 driver's cars"; I couldn't stretch that to include a Herald or a Moss Malvern but it was a screaming invitation to take my Nissan Fairlady Z, so I did. I motored down in convoy with my daughter Abby and her partner Graham in their Honda Civic Type R and Adrian in his other car, a super performing, yet understated, Seat Leon Cupra R. Another lovely Sunday morning – my Z was even directed to park on the circuit.

In September Jackie and I went back to Goodwood yet again, this time for the Revival; if you haven't been, you must have heard of it – a stonking motoring event that just keeps on getting better every year.

If you're reading this just after the magazine has landed on your door mat you've still got time to make the final Goodwood event of 2010. On **Sunday 5th December** there is a

Breakfast Club, with the theme "**Christmas Cracker Special**", it seems that the only quali-

cation a car needs to get in is that it is "cherished"! See you there then; now, which of my cherished cars is best in snow?

The West Sussex motor circuit was not the only venue for showing off my P&Js this year. In May there was the obligatory TSSC bash at Leatherhead, which I've written up

already – in the July issue.

For June I had booked the Herald into the London to Brighton Run for pre-79 cars. We've done this event several times over the years and we always enjoy it. The number of entrants has fallen noticeably in recent years but there are



Madeira Drive Finish - Brighton

still enough for a decent spectacle when they're all lined up on Madeira Drive.

To widen the appeal the organisers run a parallel event, a London to Brighton run for kit cars. The kit cars started from Mercedes World at Brooklands, as did the classics, but they had a different route down before joining all together to finish on Madeira Drive.



Moss at Brighton

You can imagine that there was a great variety of interesting cars to study on Brighton sea front; amongst the many that I lingered at was one very splendid Triumph-based Moss roadster. As soon as I saw this car I thought there was something familiar about it but it I'm still not sure why. You can see it is wearing a TSSC badge on its badge bar; if the owner is reading this, make yourself known, I want to know about your car – or I need to be reminded that I know about it already.

In July it was the Moss' turn to sally forth, to an

attempt to re-establish a show that used to be a regular on the old car meets calendar, at Loseley Park near Guildford. The organisers had done a good job, with plenty of food outlets and trade stalls, and regular arena displays of themed vehicles. Unfortunately the number of classic cars that turned up wasn't huge; Jackie and I had a smashing day though, the weather was excellent and some good friends joined us for the craic. Let's hope they persevere and give it another go in 2011.

August had two of my favourite local car shows on consecutive weekends. The Cranleigh show is well known and



Relaxing at Cranleigh show

always well attended, the official number of cars for 2010 was 1,300 and £20,000 was raised for local charities – you can't argue with stats like that. With the sun fixed solidly in the sky it was the Moss that headed just over the county border into West Sussex. You can see just how relaxing a time Jackie had.

I had little time for sitting down, with just over a thousand gorgeous motors that needed close examination. I bring you



Loseley park show



pictures here of just one, a fascinating Triumph-based Midge.

I like this wacky little car, complete with a golf ball for a gear knob – English eccentricity at its best.

Capel, just in Surrey, has also been host to a classic car show for many years. Not quite as large an event as Cranleigh, more intimate and it is combined with the village show, so if prize vegetables float your boat, you're in clover. It was a drizzly day, so it had to be the Herald for us. You can see that rather than put the hood up I went for the, rarely used, full tonneau – classic.

That was a brief resume of my motoring 2010. Now that you've seen how it's done let's have a picture or two of one or two of your motoring sojourns. If you want to see more of my pictures of more of the cars at these events you can, on my Flickr pages www.flickr.com/trevorcollett/sets.

After 21st December the days will start to lengthen again, so bring on 2011.



Great little Midge at Losely Park



Capel Classic show

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LH rear wing Coupe, original . . .	£295.00
Late type boot lid KXC3854 . . .	£175.00
Rear deck assembly convertible WKC4255 . . .	£87.50
Window regulators KXC325/6 . . .	£22.50
Door/glass outer weather strip R/H YKC101 . . .	£6.00
New hood frame (exchange) . . .	£120.00
Radiator grille R/H convertible WKC3674 . . .	£25.00
Petrol tank retaining strap . . .	£8.00
Petrol tank . . .	£145.00
Petrol tank sender TKC3408 . . .	£25.00
Rear lamp assembly R/H TKC232 . . .	£75.00
Recon TR7 (exchange) distributor . . .	£65.00
TR7 distributor cap . . .	£6.00
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 . . .	£8.00
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) RKCS509 . . .	£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 AAU8994 . . .	£20.00 kit
Wheel cylinders 4-5 speed . . .	£15.00
4 speed differential TKC2619 (exchange) . . .	£245.00
Jackshaft 215207 . . .	£130.00
Recon starter motor (exchange) . . .	£75.00
Service exchange oil pump 215573 . . .	£22.50
Fan idler pulley bearing . . .	£9.50
Recon w/wiper motor (exchange) . . .	£40.00
Clutch kit TR8 Q/H . . .	£105.00

STAG

Front suspension leg insert . . .	£32.50
Recon steering rack (exchange) . . .	£125.00
Steering column shaft 151032 . . .	£75.00
Track rod end GSJ157 . . .	£13.50
Gearbox (exchange) Reconditioned . . .	£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 . . .	£135.00
Recon rear hub assy (exchange) . . .	£97.50
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 GWP1211 . . .	£15.00
Service exchange oil pump 215573 . . .	£22.50
Viscous fan coupling TKC101 . . .	£72.50

TR6

Front L/H flitch panel 907097/576477 . . .	£105.00
Late type rear centre bumper O.E. . .	£117.50
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 trunkion 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) . . .	£145.00
Recon rear hub assy (exchange) . . .	£97.50
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
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SPIRITFIRE MK I & II & III

Spiritfire Mk III bonnet . . .	£715.00
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Front inner wheel arch 706548/9 . . .	£35.00
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Hinge tube pivot bracket . . .	£15.00
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Door skins . . .	£55.00
Battery box 806707 . . .	£22.50
Rear valance lamp panel 569900 . . .	£55.00
Boot lid 575787 . . .	£295.00
Dash top cover 714482 . . .	£32.50
Vinyl hood Mk III inc zip window . . .	£135.00
Chrome bonnet catch 607663 . . .	£35.00
Rear lamp assembly 208532/217025 . . .	£42.50
Track rod ends . . .	£9.50
Gearbox 4 Syncro (exchange) . . .	£235.00
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
Inner sill 806638/9.....	£22.50
Front sill end plate 706422/3.....	£6.50
Half floor (deep pressing).....	£107.50
A' post lower filler panel 708288/9.....	£17.00
Bonnet hinge pivot box RKC362/3.....	£42.50
Chassis front gusset 218526/7.....	£17.00
Bonnet hinge tube L/H-R/H 911107/8.....	£97.50
Rear wing non O.E.....	£18.50
Rear wing front repair panel.....	£22.50
Rear wing rear repair panel.....	£140.00
Rear lamp panel 716182.....	£62.50
Rear valance 908970.....	£97.50
Boot floor.....	£350.00
Boot lid 911327.....	£105.00
Rear inner wheel arch 725563/4.....	£72.50
Rear outer wheel arch 909661/2.....	£120.00 pair
Windscreens aperture drip channels.....	£36.50
Hard top rear screen seal 911040.....	£8.00
H/ top seal roof/ door glass 716183/4.....	£34.00
Front windscreen chrome insert kit.....	£16.00
Door hinges 607824.....	£60.00
Exterior door handle (black) YKC2837/8.....	£45.00
Window regulator 911271/2.....	£55.00
Window regulator glazing channel.....	£25.00
Front outriggers 209398/9.....	£22.50 pair
S/steel tread plate finishers.....	£29.50
Oil pump TKC 1974 (exchange).....	£29.50
Water pump 216939/GWP128 (exchange).....	£40.00
Late type water pump (viscous) UKC774.....	£4.50
Oil filter GFE119/150.....	£18.00
Heater valve 724021.....	£16.50
Front wheel bearing kit GHK1021.....	£10.00
Front wishbone bushes 119451 (set of 8).....	£20.00
Front shock absorber GSA364.....	£82.50
Front suspension vertical link/trunnion assy.....	£9.00
Front suspension top ball joint GSJ155.....	£20.00
Stub axle UKC697.....	£45.00
Recon steering rack exchange.....	£9.50
Track rod end GSJ158.....	£22.50
Steering joint 142140/FAM1718.....	£55.00
Steering lock 216449/UKC2719.....	£175.00
Gearbox exchange.....	£225.00
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.....	£14.50
Rear wheel bearing kit GHK1029.....	£65.00
Early/late rear drive shaft.....	£147.50
Recon exchange drive shaft assembly.....	£17.50
Rear shock absorber GSA385.....	£87.00
Rear leaf spring 159640.....	£40.00
Recon exchange brake caliper type 14.....	

Brake disc 802715.....	£15.00
Caliper repair kit inc pistons type 14.....	£20.00
Handbrake front cable 121766.....	£4.75
Handbrake cable end fork 104749.....	£2.50
Rear wheel brake cylinder -7 dia.....	£12.50
Rear brake lever 123135.....	£5.50
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£57.50
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£5.50
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Recon starter motor (exchange).....	£32.50
Recon w/wiper motor (exchange).....	£40.00
Universal joint with grease nipple.....	£8.50
Dash top cover 815281.....	£32.50
Seat cover set, brown houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.50
Wheel arch to bulkhead seal 613666.....	£2.75
Hoods original I.C.I. material inc zip window.....	£160.00
Hoods vinyl inc zip window.....	£135.00
Inertia seat belts less warning light wire.....	£60.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£55.00 pair
Radiator cradle TKC 1761.....	£15.00

GT6

Bonnet assembly Mk II.....	£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
Dash veneer set Mk III 820073.....	£120.00
Steering lock 216449/UKC2719.....	£55.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£60.00 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
HT lead set.....	£10.00

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Mk I front panel (nose cone) 903258.....	£65.00
Mk I bonnet 903477.....	£115.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£125.00
Mk II rear lamp panel 910509.....	£105.00
Mk II boot reinforcement panel 910505.....	£60.00
Bonnet seal 613894.....	£12.00
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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
Interior door knob 615888.....	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552.....	£57.50
Dash veneer set 2000TC/2500TC - 730397.....	£57.50
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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Dolomite Sensor Seat Belts.....	£60.00 pair
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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.....	£7.00
Set of Sprint H.T. leads.....	£37.50
Set of HT leads 18.50.....	£9.50
Distributor cap 1300/1500 GDC136.....	£4.50
Oil filter 1300/1500 GFE119/150.....	£4.50
Service exch oil pump 18/50 - Sprint 215573.....	£22.50
Sprint gearbox (exchange).....	£200.00
Sprint clutch kit.....	£75.00
Gearbox exchange 1300/1500/18/50.....	£175.00
Gearbox exchange 18/50 3 rail.....	£195.00
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Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£35.00
Lower steering column joint FAM1718.....	£22.50
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Toledo front shock/spring assembly.....	£45.00
Front lower ball joint GSJ135/RH.....	£49.50
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Anti-roll bar mount bracket 153669.....	£10.00
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Brake pads Dolo/Toledo.....	£9.50
Brake pads Sprint.....	£12.00
Sprint brake shoes Original.E. GBS780.....	£19.50 set
Dolo 1500/18-50 brake shoes GBS746.....	£15.00
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SPITFIRE MkIV/1500 Register

e-mail spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



All Cogged Up!

As I have been asked this so many times, I have decided to put this info into a technical piece of prose for you all to decipher and make of as you will. For all graphs and figures treat 3rd o/d as 4th gear, fourth as fifth and 4th o/d as 6th on the graphs and figures, please note that there will be small differences between individual tyre manufacturers, but this will be very minor.

In all cases if you have a non o/d box just ignore the 3rd o/d (4th) and 4th /o/d (6th) ratios as they are not there, and the remaining ratios are the same.

This is the standard 1500 Spitfire with 155/80/13 tyres and a 3.63 Diff Single Rail gearbox.

Gearbox ratios:-

1st 3.5 2nd 2.158 3rd 1.394
3rd o/d 1.11 (4th) 4th 1.0 (5th)
4th o/d 0.797 (6th) Diff 3.63

Top Gear gives:-

23.407 MPH/1000 RPM and a top speed of 140.439 MPH at 6000 RPM

Engine speeds in top gear:-

30 MPH = 1282 RPM
40 MPH = 1709 RPM

50 MPH = 2136 RPM 60 MPH = 2563 RPM
70 MPH = 2991 RPM 80 MPH = 3418 RPM
90 MPH = 3845 RPM 100 MPH = 4272 RPM

Top Speed in 1 gear = 31.980 MPH

And changes into 2 gear at 3699 RPM dropping 2301 RPM

Top Speed in 2 gear = 51.867 MPH

And changes into 3 gear at 3876 RPM dropping 2124 RPM

Top Speed in 3 gear = 80.294 MPH

And changes into 4 gear at 4778 RPM dropping 1222 RPM

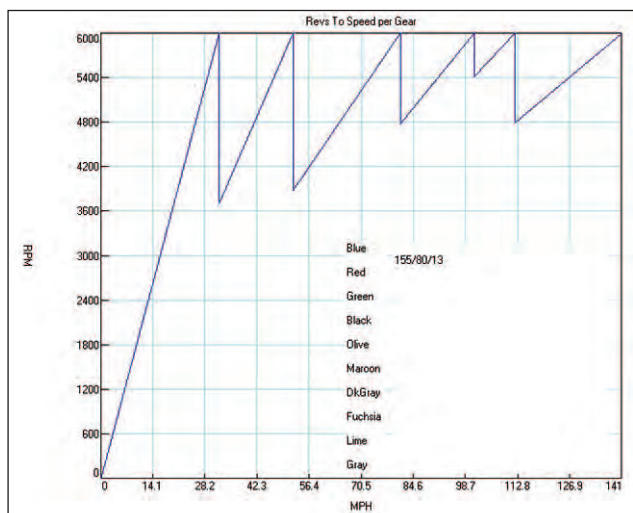
Top Speed in 4 gear = 100.838 MPH

And changes into 5 gear at 5405 RPM dropping 595 RPM

Top Speed in 5 gear = 111.930 MPH

And changes into 6 gear at 4782 RPM dropping 1218 RPM

Top Speed in 6 gear = 140.439 MPH



As you can see from this there is very little difference in the 3rd o/d and 4th gear speeds, in fact it's so close as to be almost pointless!

Now we move on to the same car using **175/70/13** tyres which is a popular conversion
The 1500 Spitfire with **175/70/13** tyres and a 3.63 diff single rail gearbox

Gearbox ratios:- 1st 3.5 2nd 2.158 3rd 1.394 3rd o/d 1.11 (4th) 4th 1.0 (5th) 4th o/d 0.797 (6th)

Top Gear gives 23.295 MPH/1000 RPM and a top speed of 139.772 MPH at 6000 RPM

Engine speeds in top gear:-

30 MPH = 1288 RPM	40 MPH = 1717 RPM
50 MPH = 2146 RPM	60 MPH = 2576 RPM
70 MPH = 3005 RPM	80 MPH = 3434 RPM
90 MPH = 3863 RPM	100 MPH = 4293 RPM

Top Speed in 1 gear = 31.828 MPH

And changes into 2 gear at 3699 RPM dropping 2301 RPM

Top Speed in 2 gear = 51.621 MPH

And changes into 3 gear at 3876 RPM dropping 2124 RPM

Top Speed in 3 gear = 79.913 MPH

And changes into 4 gear at 4778 RPM dropping 1222 RPM

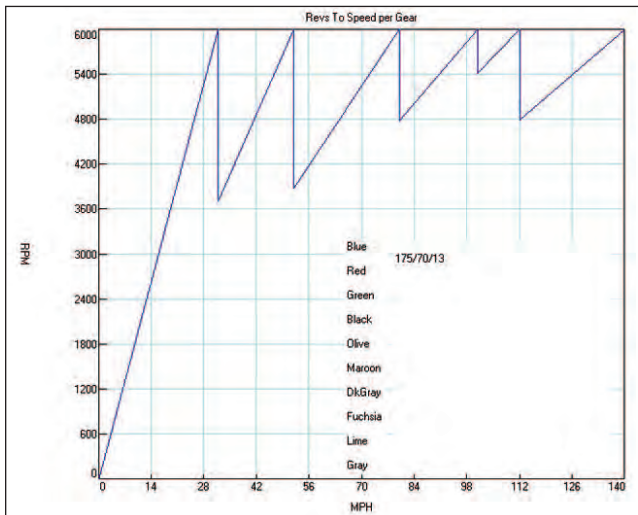
Top Speed in 4 gear = 100.359 MPH

And changes into 5 gear at 5405 RPM dropping 595 RPM

Top Speed in 5 gear = 111.398 MPH

And changes into 6 gear at 4782 RPM dropping 1218 RPM

Top Speed in 6 gear = 139.772 MPH



As you can see the 175/70/13 tyre has a very slightly lower profile giving just under 1mph less theoretical top speed at 6000 rpm, for practical purposes it makes no difference at all



The third popular option is **185/60/13** tyres 3.63 diff

Top Gear gives 22.356 MPH/1000 RPM and a top speed of 134.135 MPH at 6000 RPM

Engine speeds in top gear:-

30 MPH = 1342 RPM
40 MPH = 1789 RPM
50 MPH = 2237 RPM
60 MPH = 2684 RPM
70 MPH = 3131 RPM
80 MPH = 3578 RPM
90 MPH = 4026 RPM
100 MPH = 4473 RPM

Top Speed in 1 gear = 30.545 MPH

And changes into 2 gear at 3699 RPM dropping 2301 RPM

Top Speed in 2 gear = 49.539 MPH

And changes into 3 gear at 3876 RPM dropping 2124 RPM

Top Speed in 3 gear = 76.690 MPH

And changes into 4 gear at 4778 RPM dropping 1222 RPM

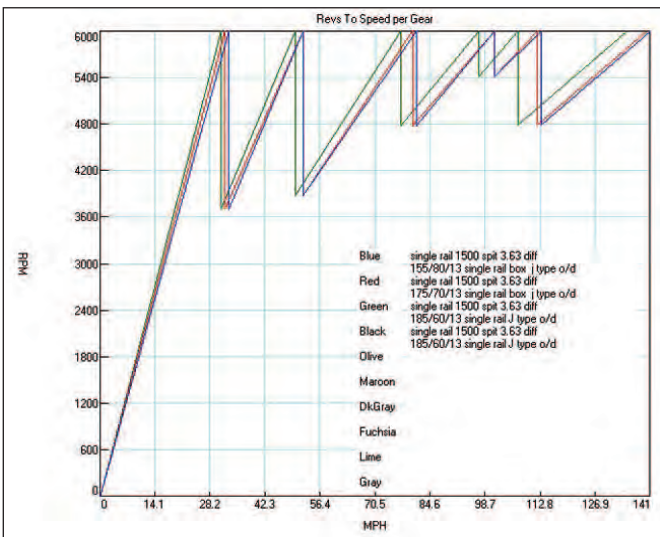
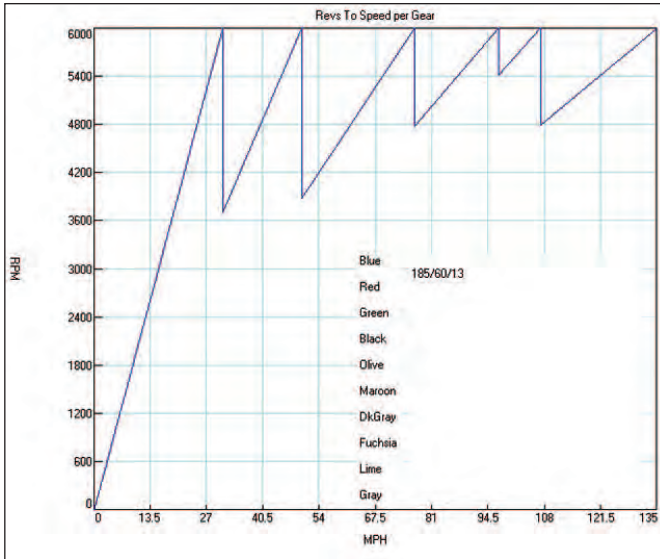
Top Speed in 4 gear = 96.312 MPH

And changes into 5 gear at 5405 RPM dropping 595 RPM

Top Speed in 5 gear = 106.906 MPH

And changes into 6 gear at 4782 RPM dropping 1218 RPM

Top Speed in 6 gear = 134.135 MPH



The 185/60/13 is smaller in diameter and in fact knocks around 6mph off the theoretical top speed in practice since the car is wildly over geared for the power output, I suspect it will actually be faster in real terms as the engine will be better able to pull the slightly lower gearing



To sum up for comparison purposes, all three on the one graph (Graph Left)

Basically to make significant gear changes you either need to get radical with the diff ratio or put wildly different tyres on the car (which probably will not fit anyway)

Now we go for the spanner in the works the Ford type 9 five speed gearbox.

Gearbox:- Type 9 **Tyre:-** 155/70/13

Top Gear gives 22.750 MPH/1000 RPM and a top speed of 136.500 MPH at 6000 RPM

Engine speeds in top gear:-

30 MPH = 1319 RPM	40 MPH = 1758 RPM
50 MPH = 2198 RPM	60 MPH = 2637 RPM
70 MPH = 3077 RPM	80 MPH = 3516 RPM
90 MPH = 3956 RPM	100 MPH = 4396 RPM

Top Speed in 1 gear = 30.666 MPH

And changes into 2 gear at 3238 RPM dropping 2762 RPM

Top Speed in 2 gear = 56.817 MPH

And changes into 3 gear at 4173 RPM dropping 1827 RPM

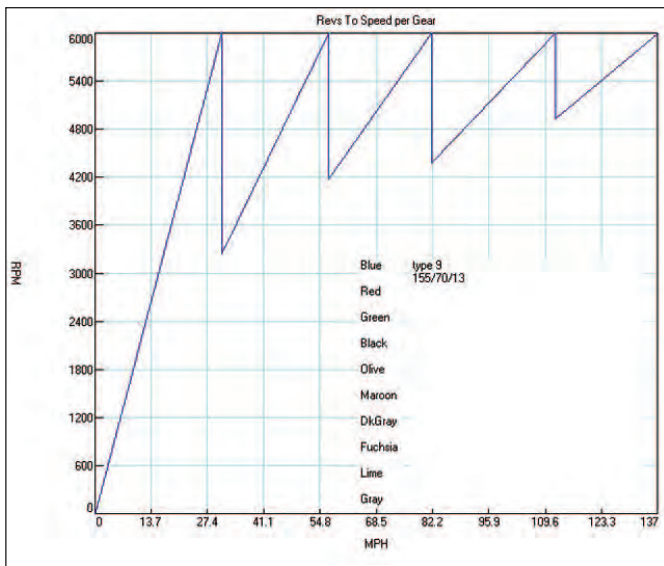
Top Speed in 3 gear = 81.701 MPH

And changes into 4 gear at 4380 RPM dropping 1620 RPM

Top Speed in 4 gear = 111.930 MPH

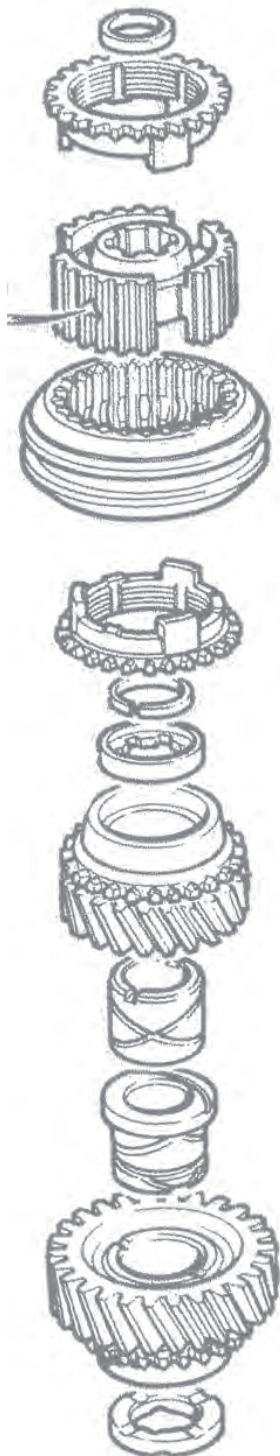
And changes into 5 gear at 4920 RPM dropping 1080 RPM

Top Speed in 5 gear = 136.500 MPH

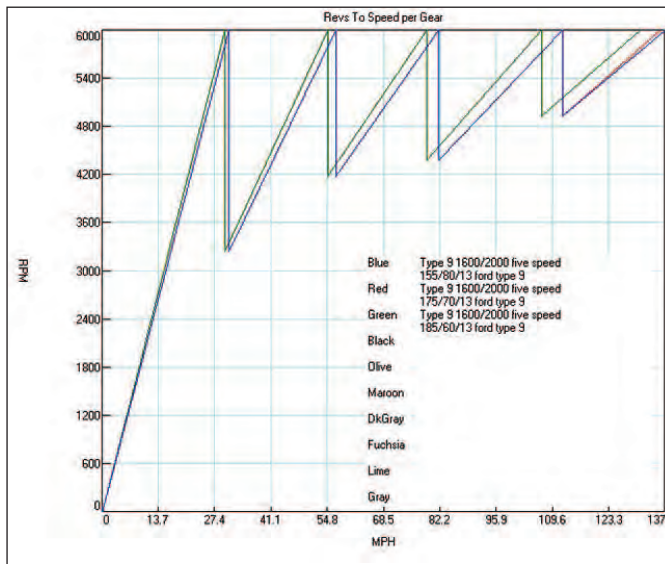


Here we have a lower first gear (how long do you spend in first anyway?) and more even spacing of the other gears, again a slightly reduced theoretical top speed but better than the 185/60/13 tyres, with the greater power transmission efficiency of the Ford box all allowing 5-8bhp more at the wheels over an o/d box it's a pretty good set of ratios, note this is for the standard 1600/2ltr box not the V6 box which has different ratios in the lower gears.





Again a combined graph of all three tyre types for the Type 9
 1st 3.65 2nd 1.97 3rd 1.37 4th 1 5th 0.82



Just to bore you all silly we will now go for the Mk IV using the same tyres and a 3.89 diff

Gearbox:- Mk IV three rail 155/80/13 tyres

O/D & Diff:- Three rail D type o/d 3.89 diff

Top Gear gives 21.842 MPH/1000 RPM and a top speed of 131.052 MPH at 6000 RPM

Engine speeds in top gear:-

30 MPH = 1373 RPM	40 MPH = 1831 RPM
50 MPH = 2289 RPM	60 MPH = 2747 RPM
70 MPH = 3205 RPM	80 MPH = 3663 RPM
90 MPH = 4120 RPM	100 MPH = 4578 RPM

Top Speed in 1 gear = 29.843 MPH

And changes into 2 gear at 3699 RPM dropping 2301 RPM

Top Speed in 2 gear = 48.401 MPH

And changes into 3 gear at 3848 RPM dropping 2152 RPM

Top Speed in 3 gear = 75.469 MPH

And changes into 4 gear at 4812 RPM dropping 1188 RPM

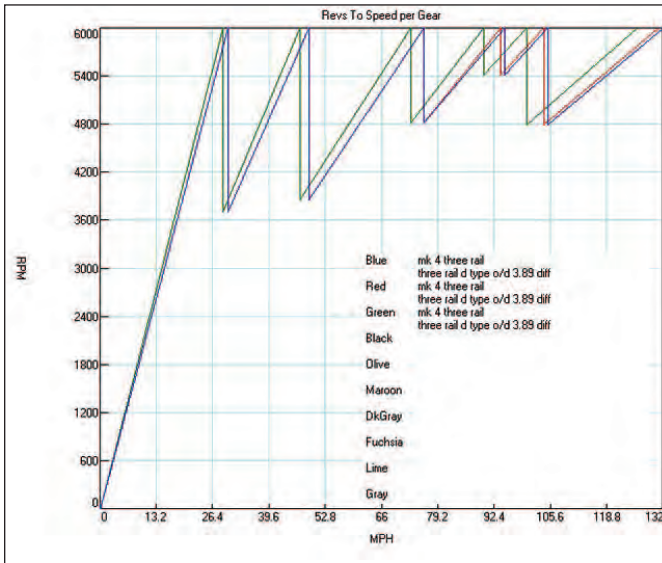
Top Speed in 4 gear = 94.098 MPH

And changes into 5 gear at 5405 RPM dropping 595 RPM

Top Speed in 5 gear = 104.449 MPH

And changes into 6 gear at 4782 RPM dropping 1218 RPM

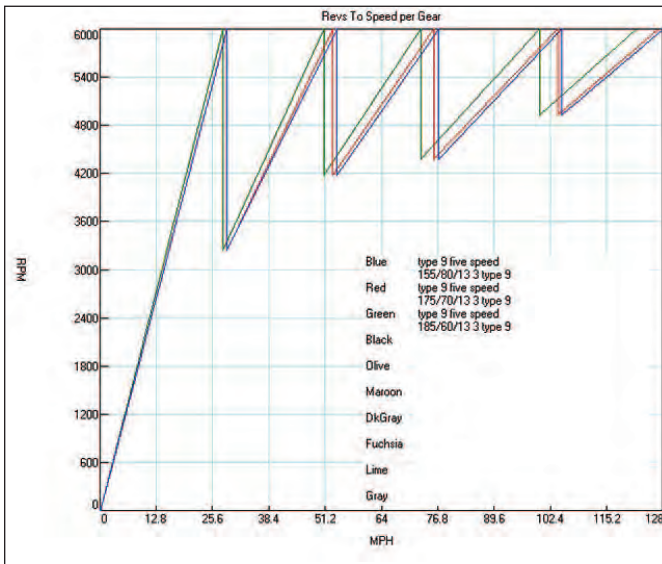
Top Speed in 6 gear = 131.052 MPH



With a combined graph for the three tyre sizes Again the variation is similar to the 3.68 diff, (or as close as makes the same difference)

The Ford type nine figures for **155/80/13** tyres 3.89 diff

Gearbox:- Type 9 1600/2ltr five speed



And a combined graph for the popular tyres as before

Top Gear gives 21.229 MPH/1000 RPM and a top speed of 127.377 MPH at 6000 RPM

Engine speeds top gear:-

30 MPH	= 1413 RPM
40 MPH	= 1884 RPM
50 MPH	= 2355 RPM
60 MPH	= 2826 RPM
70 MPH	= 3297 RPM
80 MPH	= 3768 RPM
90 MPH	= 4239 RPM
100 MPH	= 4710 RPM

Top Speed in 1st gear
= 28.616 MPH And changes into 2 gear at 3238 RPM dropping 2762 RPM
Top Speed in 2nd gear
= 53.020 MPH And changes into 3rd gear at 4173 RPM dropping 1827 RPM
Top Speed in 3rd gear
= 76.240 MPH And changes into 4th gear at 4380 RPM dropping 1620 RPM
Top Speed in 4th gear
= 104.449 MPH And changes into 5th gear at 4920 RPM dropping 1080 RPM
Top Speed in 5th gear
= 127.377 MPH

To sum up, just stir all the bits and combinations up and see what you get, I know a 140mph spit is a scary concept (we have two!)

If anyone wants other combinations for any of the club cars email me or give me a ring and I'll see what I can do but don't be surprised if you see your requests in the Courier

There you are, all suitably bored beyond belief, Happy Christmas snoozing!

Hugh

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires.tssc@virgin.net

Suzie Singleton



Another Year Gone!

S

o, another year almost gone - where did it go? Last Christmas seems such a short time ago and now we're almost up to the next one. I'm told it's

something to do with age - time contracts, policemen and doctors look so young but at least I have my second childhood to look forward to - if I haven't reached that already!

I usually try to find a bit of a 'theme' for my December article and this year, although the Triumph link may be a bit tenuous - or even missing entirely I thought a few pedal cars would make a suitable run up to Christmas.

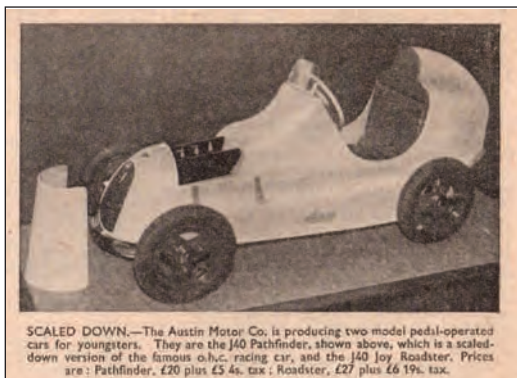
You will know that I have a soft spot for the Austin J40 pedal cars and I have a couple of those to share with you now. First a slightly different version, a J40 pedal car mounted on a coin operated amusement ride, I spotted on eBay in the USA. The seller's description included the following: *"This pedal car was originally highly detailed with pneumatic tires, detailed instrument panel & steering wheel, leather interior, lots of real chrome with hood ornament & working headlights. The car measures over 5 feet long. I purchased it from a retired gentleman who had this ride on his farm & it has been weathered for the last 40 years. The first 20 years it was used on special occasions but has not been in operation for the last 20 years. The coin & timer box have been bypassed & surprisingly the ride is in*

working condition. The base has major rust & needs to be rebuilt." He's not kidding as you can see from the photo, but still, it is an unusual version of the J40.

Also, looking through some very old copies of The Motor recently I came across this snippet in the 23rd May 1949 issue showing the



Pathfinder version of the Austin pedal car. At that time it sold for £20 plus £5. 4s. tax and the J40 roadster sold for £27 plus £6.19s. tax.



SCALED DOWN.—The Austin Motor Co. is producing two model pedal-operated cars for youngsters. They are the J40 Pathfinder, shown above, which is a scaled-down version of the famous o.h.v. racing car, and the J40 Joy Roadster. Prices are: Pathfinder, £20 plus £5 4s. tax; Roadster, £27 plus £6 19s. tax.

While still on this topic I did a bit of googling on J40s and found the following info on www.Austinworks.com:

"Austin pedal cars were made in England by Austin Motor Company Limited. Available models were the Junior Forty (J40) and the Pathfinder. The J40 Roadster was based on the 1948 A40 Devon and Dorset. The Pathfinder Special was based on the Jamieson OHV 750 Austin Seven racing car of the late 1930's.

Austin J40 cars are made in a specially constructed factory at Bargoed in South Wales. Here, in good conditions with the guidance of an experienced rehabilitation officer and under the supervision of a doctor, disabled Welsh miners are able to find a new interest in life and do a job of work that is both useful and congenial. There are employment facilities at this factory for 250 men.



The pedal car factory opened on July 5, 1949 and was called the Austin Junior Car Factory. It was actually paid for by Government funds and it was run on a not-for-profit basis and purely for the employment of the disabled coal miners. The factory had a floor area of 24,500 square feet and was tooled up by the Sheet Metal Planning Department.

Production started off with the Pathfinder and it was planned to build 250 a week, but unfortunately this figure was never reached. After a year the Pathfinder was dropped and was replaced in 1950 by the J40. The cars were made from scrap



off-cuttings of metal from the Longbridge Austin motor car factory and were built and painted the same way as the motor cars themselves.

The J40 was a very well equipped toy of excellent quality and was probably the best pedal car on the market at the time. It featured real working headlights and horn, detachable wheels with Dunlop pneumatic tires, real lifelike fascia panel and leather cloth seating. It had an opening bonnet and boot and also a lot of good quality chrome, namely both bumpers, hub caps, grille, boot handle, and centre bonnet moulding with the Flying A ornament. It was later dropped because of a change in the law. It was claimed people could injure themselves on the mounted bonnet badges if they rolled on to the front of a car.

There was a total production of 32,098 Austin J40 pedal cars. Production stopped in September 1971." That's an awful lot of pedal cars - do any of you have one?

While still on the subject of pedal cars I found

The model DB2 Aston Martin coupe seen on the right has recently been presented to H.R.H. The Crown Prince of Sweden, now six years of age, by Mr. David Brown, chairman and managing director of the David Brown Group of companies. The company last year supplied a full-size DB2 drophead coupe to H.R.H. Prince Bertil of Sweden.



this piece in another old magazine, this time the 30th May 1951 issue of The Motor. This time the car is a model of the Aston Martin DB2

and it was presented to the 6 year old Crown Prince of Sweden by David Brown himself. Not a bad 'toy' to receive, eh?



And, for now, one last pedal car from ebay, this time a very smart Police Car version.



To round off this topic, in the summer whilst on the Standard Club rally we visited the Motor



Museum at Stondon in Bedfordshire. It really is an unbelievable place and worth a visit if you're in the area. Amongst the various exhibits at the museum we found this rather fun collection of pedal cars, in particular note the one with a trailer.

And, to ease back onto the topic of Triumphs, we also saw this Triumph pushbike.

Well, we only just saw it as it was half tucked



behind a tank.

And finally, in an effort to get back on the 'straight and narrow', a photo of Chris Chambers' Spitfire taken on a Wightlink ferry returning from the Isle of Wight.

He told me *"We arrived for my booked ferry a bit early, so the Wightlink staff squeezed us on the earlier departure. Because of that, Sabrina the Spitfire had the whole back deck*



area to herself. I thought, how often would that happen? Had to be worth a piccie!"

It may have occurred to some of you that there's a bit of a lack of Triumph related information in this article. I do still have one or two snippets in reserve but it would be great to have some more for my next few articles so, while you're all off over Christmas, or working on your cars during the winter months, how about letting me know about it. A couple of pictures and a few words may reinvigorate someone else's restoration, answer a question for you and others or make someone smile. I look forward to hearing from you.



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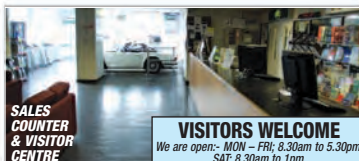
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Nigel Clark



Overdrive Troubleshooting

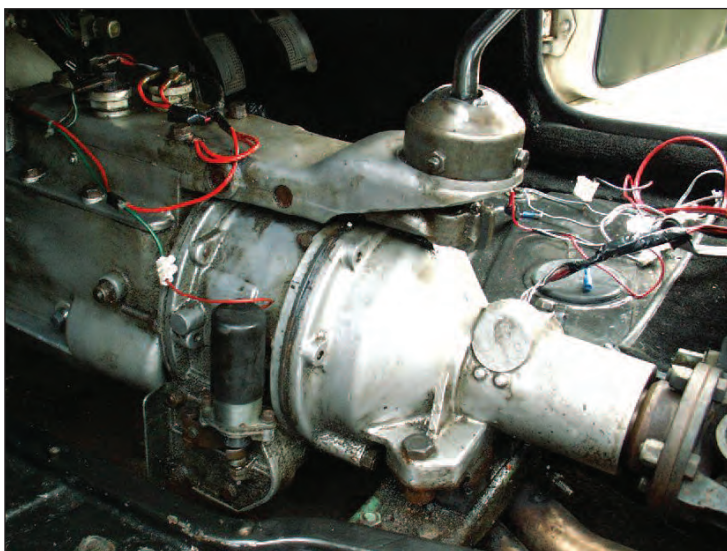
The overdrive is a very useful addition to most Triumphs.

On the TR range, it gives the relaxed, low-revving, long-legged cruising capability that we enjoy as we cover the miles with ease. But the advantages of overdrive come with a perceived penalty as the overdrive has a reputation for unreliability. This reputation is probably undeserved, since if supplied with plenty of oil, and with the electrical actuation well-maintained, overdrive problems are normally few and far between.

Back in August (Courier 362), I looked at how to adjust the actuation mechanism on the A-type overdrive. In that article I promised to write a fault-finding guide, so here goes. This guide applies to the A-type overdrive fitted to TR's from the TR2 right through to the TR6, until replaced by the J-

type unit in 1973. Some of the principles covered here will also apply to the J-type used later, and to the smaller D-type fitted as an option to Spitfires, Vitesse and GT6's.

As we know, the overdrive fits to the rear of the gearbox, with the attendant wiring and inhibitor switches mounted on top of the gearbox remote linkage. Let's look at the common faults, and how to deal with them.



A-type Overdrive, with Solenoid in foreground and inhibitor switches atop gearbox

The overdrive works through actuation of a system of planet gears and clutch. With the space constraints of this article I will not go into the detail of operation or how to recondition the internals of the overdrive. The most common faults are due to actuation problems, so we will concentrate on the actuation system.

To understand the actuation system, let's consider the chain of events when the overdrive switch in car is flicked to engage. The actuation system is in two distinct parts, elec-

an oil pump with non-return valve, operating valve, and hydraulic pistons which finally activate the overdrive clutch causing the unit to engage.

Overdrive Wiring Diagram

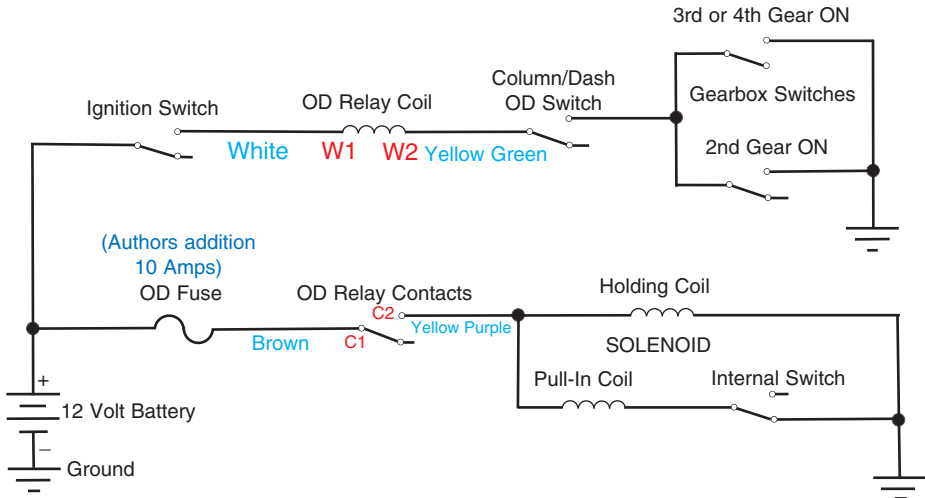


Diagram courtesy www.buckeyetriumphs.org

trical (external to the overdrive) and hydraulic (inside the overdrive casing).

The process of engagement starts with electrical actuation. The overdrive switch (usually mounted on the steering column) is closed to engage, and this in turn switches a relay, which can be found on the bulk head or on the inner wing near the fuse box (later cars). When the relay closes, current is fed to the solenoid. Two inhibitor switches allow engagement in 2nd, 3rd and 4th gears but prevent engagement in 1st and reverse gears, which would damage the overdrive mechanism.

The activating current causes the solenoid to move the operating arm and the overdrive internal hydraulic system completes the actuation process that results in the overdrive engaging. The hydraulic system comprises

If the overdrive fails to engage

This is quite a common problem and is usually just irritating rather than expensive and/or time-consuming to fix. Later we will look at dealing with an overdrive that fails to disengage which is much more serious and can lead to terminal damage.

To start the fault-finding process, sit in the car and turn on the ignition without starting the engine. Engage 4th gear and flick the overdrive switch in and out, and there should be an audible click as the solenoid engages and disengages. If you can hear this click the electrical actuation is working and so the fault must lie with either adjustment of the operating arm or with hydraulic actuation. Alternatively if there is no click, it is the electrical system that must be investigated.

Does the solenoid click as Overdrive is switched in and out?

NO

Electrical Actuation Problem

1. Check the condition of the wiring from relay to solenoid (Part No 5). The overdrive wiring loom has a hard life in a harsh environment of heat and oil above the gearbox, so if in doubt replace the wiring but at least check that all spade terminals and bullet connectors are tight and clean.

2. With the ignition switched on, the gearbox in fourth switch in the overdrive. Using a multimeter set on the 0-20 volt DC range, test the voltage at the solenoid. If there is around 12 volts shown on the lead to the solenoid, it is likely that the solenoid itself has failed and will need replacement. If there is no voltage at the solenoid start working back methodically through the electrical actuation system in the following steps.

3. The next component to check is the relay. Once again, check that there is 12 volts on both sides on the relay switching contacts (brown and yellow/purple wires). If there is a healthy 12 volts on the brown cable and zero on the terminal to which the yellow/purple connects, the relay is the problem.

4. If the relay appears to be working, the next component is the switch. To confirm the switch is the cause of the problem, use the multimeter to check the resistance across the switch contacts, which should be close to zero.

5. Finally check the resistance across the 2nd gear and 3rd-4th gear inhibitor switches. With appropriate gears engaged the switch resistance should again be close to zero. If not, the offending switch must be replaced.

YES

Hydraulic Actuation Problem

1. Check the gearbox oil level and top-up if necessary, using clean EP90 GL4 specification. If you don't know when the oil was last changed, it is good practice to change the oil, cleaning the overdrive oil filter, magnetic rings and magnetic gearbox drain plug (if fitted). The overdrive filter is a wire mesh basket (part No 73) and is accessed by removing the large-diameter brass drain plug (Part No 80) on the underside of the overdrive body. If the oil level is satisfactory, go to Step 2.

2. Check and adjust the overdrive operating arm. For full details please refer to the article in Courier 362. If after checking adjustment the overdrive still does not engage, go to the next step.

3. Occasionally failure to engage is caused by the overdrive oil pump non-return valve. The non-return valve is situated under a hexagonal plug (Part No 76) inside the oil filter housing, so not very accessible. The non-return valve should be cleaned and re-seated (best to refer to a workshop manual for details). If after attention to the non-return valve the overdrive still does not operate, move to the fourth and final step.

4. The final possibility is to remove and clean the operating valve, which is hidden under a hexagonal plug (Part No 68) on the right hand side of the overdrive body. Again, for full details please refer to a workshop manual.

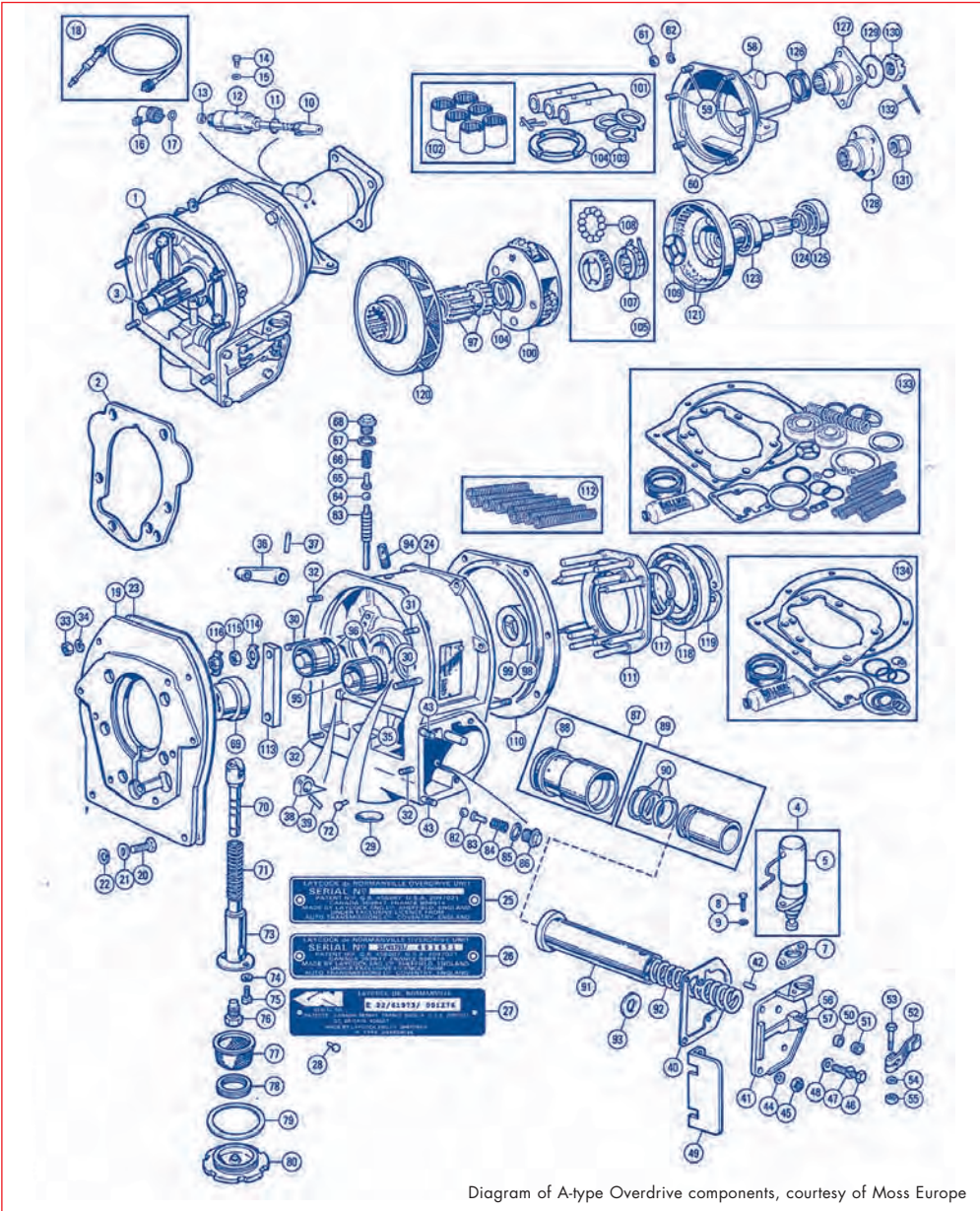


Diagram of A-type Overdrive components, courtesy of Moss Europe

If the overdrive will not disengage

Failure to disengage is potentially a much more serious problem. **Do not under any circumstances reverse, or even push back a car with the overdrive engaged.** A few yards (metres) reversing with overdrive engaged can wreck the unidirectional clutch, which will mean a major strip-down and rebuild, at considerable expense.

The most common causes of failure to disengage are as follows:

1. Operating arm or solenoid seized in position. Check the external mechanism carefully, clean and lubricate as required. Remove the solenoid and check if the piston is stiff or seized, and replace the complete solenoid if in doubt. Ensure there is a little endfloat on the operating arm cross-rod (see the article in Courier 362).

2. Operating arm out of adjustment. Again, look at Courier 362 for detailed information.

3. Overdrive relay contacts stuck on. With overdrive switched out, test the resistance across the contacts on the relay. A reading of close to zero across the C1 and C2 terminal confirms the relay is at fault.

4. Occasionally it is possible for the hydraulic operating valve to jam. The operating valve is under a hexagonal plug on the right of the overdrive case. **TAKE CARE**, as there may be residual pressure in the hydraulic actuating system.

Reduce the pressure by flicking the overdrive in and out 5-6 times then leaving for one hour with overdrive switched out. Check with a workshop manual for full details of how to clean and service the operating valve.

If working methodically through the above steps does not enable you to diagnose and fix your overdrive problem, it is likely that the unit will need to be stripped and repaired. Although some of us may consider that rebuilding an overdrive is a DIY proposition, my advice at this stage would be to call in the services of a professional expert.

I hope this fault-finding approach is useful; it can potentially be applied to a wide range of Triumphs with A-type overdrives. That's all for this month so let me finish by wishing you all a relaxed and peaceful Christmas holiday. Please do write in with your TR stories, or simply to let me know what TR features you would like to see next year.

Nigel



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THE 2010 NEC CLASSIC CAR SHOW

SIR STIRLING MOSS VISITS THE TSSC STAND

by Nigel Clark

The Classic Motor Show at the NEC every November has for many years marked the end of the classic car event season, and is always a

spectacular display of cars, clubs and trade. The Classic Motor Show is organised by Clarion Events and sponsored by Footman James; both organisations deserve our thanks as without their support the Classic Motor Show would simply not happen.

The NEC (as this show is best known) was extra special for the TSSC in 2010, for two reasons. First it was to be the first public outing for our new



display equipment and then to top everything, Sir Stirling Moss agreed to visit our stand during the show.

Courier Editor Bernard Robinson designed the new display, which featured our new logo based on the Triumph shield and very strong graphics. Another new feature is that the stand can be set up to be open and eye-catching from every direction, which proved a great asset at the NEC show.

Our display included six absolutely stunning Triumphs and we marked the 40th anniversary of the launch of the Toledo and the Stag:



40th anniversary display



Police 5 Vitesse 6

Many thanks to the following TSSC members who displayed their cars:

Chris Gunby: Courier van

Bill Tomlinson: TR3A

Neil Spencer: Stag

Andrew Burford: Toledo

Andrew Turner: GT6 convertible

Mike Cowley: Vitesse 6

Mike's Vitesse 6 has an interesting celebrity connection: in the 1960's, the owner was none other than Shaw Taylor, the host of TV programme Police 5.

But the biggest attraction of the weekend came on Saturday afternoon, when Sir Stirling Moss visited our stand to meet TSSC members and sign autographs, all kindly arranged by Peter James Insurance.



Sir Stirling Meets a Young Triumph Enthusiast!



Sir Stirling Moss with (left to right) Nigel Clark, Dave Smith, Peter James and Vivien Thompson



Mark Meets Sir Stirling Moss

A remarkable story relating to Sir Stirling's visit is that of TSSC member Mark Lamb (who has been restoring a GT6 that his parents presented him with on his 16th Birthday!) Mark is a Lance Corporal and Paramedic in the Scots Guards

Mark with his GT6 project



and has been a long-time fan of Sir Stirling. Mark had just finished a 6 month tour of duty in Afghanistan and touched down back in England at the end of his tour, on the very Saturday morning of the NEC. His mother collected him as soon as he arrived back in the UK and brought him straight to the NEC to meet his hero.

When Sir Stirling heard this remarkable story, he very kindly devoted a lot of his time to have

a conversation with Mark and sign a copy of his biography. Mark is currently rebuilding a GT6 "for the sake of his sanity"! The project is nearly finished now.

The NEC was a very successful show for us, with many, many visitors to the TSSC stand. The organisers tell us that over the three days 46,000 visitors came to the Classic Car. If you were at the NEC and saw the crowds, that number will come as no surprise!



A very successful show

TECHNICALLY TALKING

by Hugh Glossop



How to Select a Performance Camshaft

This is something I'm always being asked, I make no excuses for using David Newmans explanation to answer this as I could not better the explanation myself.

"When selecting a performance camshaft, consider the use for which the vehicle will be required.

We all know the claims: 20 BHP extra. This sounds great – but think! These automotive manufacturers can't be that silly to disregard 20 BHP by changing a camshaft.

Ask yourself! Where is this 20 BHP? Probably not where you will ever use it at 7500 rpm. Well, probably we will use it, occasionally; it would be nice to have in reserve.

Hold on! In this world there is no such thing as a "free meal". What's the possible trade-off of this 20 BHP? It could be a loss of 10 BHP at 2500 rpm. This means, each time you accelerate through 2500 rpm, you could lose 10 BHP. This to me, doesn't sound too good.

SOLUTION

Be conservative! Don't over-cam your engine. Choose your cam for the correct application. Consider! Fit a milder cam and increase your power by 10 BHP at 3500 rpm.

Remember! You get this 10 HP every time you accelerate through 3500 rpm. Multiply this by 10 HP each time you drive through 3500 rpm then deduct the times you reach 7500 rpm.

I'm sure you will find more horsepower on the 3500 rpm side than the 7500 rpm calculation".

Hugh

Lights & Relays

This is an extraction from previous scribbblings as I have been asked this several times in the last few weeks, on how to put relays in a Spitfire lighting system (or any other Triumph for that matter, although the location details will change the physical wiring details will remain 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

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)

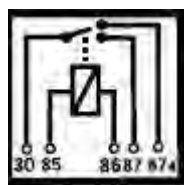
87 on the relay with the old main beam feed will go to both headlights main beam (pair blue/white tracer from both headlights)

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

Switching relay



Change over 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** energised (I/E the opposite of 87)

Conversion Factors

I have decided to put pen to paper as I'm always getting phone calls on this very subject, so here you all are in all its gory detail, you can now convert most imperial measurements to metric and others. So now your Newton metre torque wrench (the most common question) will make sense in old money

Hugh

Force

1 lbf/ft = 0.138kgf/m = 1.356 lbf/ft = 12 lbf/in

1 kgf/m = 7.233 lbf/ft = 9.807 Nm = 86.8 lbf/in

1 Nm = 0.102 kgf/m = 0.7376 Nm = 8.85 lbf/in = 1 joule

1 lbf/in = 0.113 Nm = 0.0115 kgf/m = 0.083 lbf/ft

Liquids

1 Imp. gallon (capacity) = 4.456 litres = 1.201 US gallons = 153.73fl.ozs

1 US gallon (capacity) = 3.785 litres = 0.833 Imp. gallons = 128 fl. ozs

1 Imp. gallon (volume) = 277.4 cu.in = 0.16 cu.ft = 4546cc

1 Imp. gallon (weight) Petrol = 6lbs Refined oil = 6.6lbs Fresh water = 8.354lbs

Weights

1 ounce = 28.35 grms = 0.278 newtons

1 lb = 16 ozs. = 0.4536 kg. = 4.448 newtons

1 gram = 0.0353 ozs. = 0.0098 newtons

1 ton = 1.016 tonnes = 1016 kg = 2240 lbs

1 tonne = 0.984 ton = 1000 kg = 2204.6 lbs

Pressures

1 bar = 14.504 lbs/sq.in = 100,000 pascals = 29.53 in. of mercury

1 lb/sq.in. = 0.0689 bar = 6.895 kilopascals = 2.036 in. of mercury

1 kg/sq.cm = 14.223 lbs/sq.in. = 0.981 bar = 98.066 kilopascals

Power/Energy

1 BHP (SAE) = *1.01387 BHP (PS) = 0.7457 KW = 33,000 lbs/ft/min.

1 KW/Hour = 3412 Btu/hrs. = 1.341 BHP/hrs. = 3600 Kilojoules

* For all practical purposes SAE and PS (Metric) horsepower are the same

Acceleration/Velocity

1 mph = 1.6093 kph = 44.7 cm/sec. = 88 ft/min. = 1.4667 ft/sec.

1 kph = 0.6214 mph = 27.778 cm/sec. = 54.68 ft/min. = 0.9113 ft/sec.

Distance

1 inch = 25.4mm = 2.54 cm = 25400 microns

1 foot = 304.8mm = 30.48 cm = 12 in

1 mile = 1.609 km = 1760 yds = 5280 ft.

1 mm = 0.03937 in. = 1000 microns

1 cm = 0.0328 ft = 10,000 microns

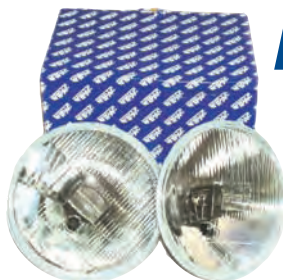
1 metre = 3.2808 ft = 39.37 in. = 1.0936 yds.

1 km = 0.6214 miles = 1,093.61 yds = 3,280.84 ft

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Halogen Conversions P & P 1.3Kg

A POPULAR CONVERSION FOR CARS
WITH 7" HEADLAMPS

Hi-power Kit Fitted with Nightbreaker Bulbs

LU100 WIPAC STD KIT (Wipac 60/55 bulbs)

£37.80*

LU150 HI POWER KIT INC. RELAYS & NIGHTBREAKER BULBS

£52.75*

Osram Silver Star & Nightbreaker Bulbs are E Marked & Legal throughout EU

PRICE
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Osram Halogen Bulbs

Voted Number 1 Bulb in Auto Express Tests

- ◆ shine up to 90% more light on the road
- ◆ put out up to 10% whiter light
- ◆ compared to standard lamps on the market

NIGHT BREAKER family of lamps can be easily exchanged
for any corresponding halogen lamps and are
100% legal across all of Europe.



P & P 0.1Kg

C1-XXX-H4NB H4 Nightbreaker bulb £14.95* per pair

C1-XXX-H1NB H1 Nightbreaker bulb £14.95* per pair

Power/Energy

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P & P 0.1Kg

C1-XXX-H4NB H4 Nightbreaker bulb £14.95* per pair

C1-XXX-H1NB H1 Nightbreaker bulb £14.95* per pair



DIY Seat Bebuild

by **Nigel Clark**

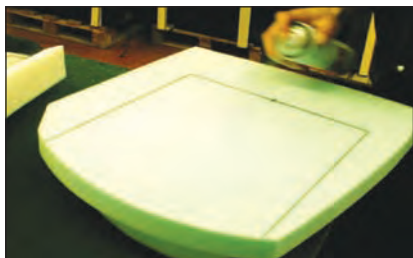
Part 2: Bases & Finishing Touches

Last month in the first part of this article we looked at the process used by Newton Commercial to rebuild a pair of GT6 seats, when we saw the assembly of the squabs with new foams and covers. This month we complete the job by assembling the bases. Again for the sake of clarity, the process is described in numbered steps.



Wire mesh basket and bottom board

1. Place the bottom board in the wire mesh basket. In the next few steps the base will be assembled on this basket.



Spray adhesive on centre of base foam

2. Mark the flat base foam where the edge contour foam will fit, then spray the centre area with adhesive, ready for the fluted part of the base cover. Fit the base foam into the wire mesh basket.



Fix fluted centre of cover

3. Glue down the fluted centre of the new seat cover onto the base foam, positioning it carefully in the area previously marked.



Glue edge contour foam to base

4. Glue the edge contour foam to the base foam, around the edges, and then trim the overlap from the edges. It helps to fold the now partly attached cover in on itself, to keep it away from the area where the edge contour foam is being glued.



Fix edges of cover with staples

5. Fit the foam and cover assembly back into the basket. Turn the edges of the cover over the foam contour and smooth. The next part of fixing the base cover is to staple the edges of the cover to the basket. Tom Balls of Newton uses fencing staples and special fitting pliers.



Fit base to frame

6. Complete attaching the cover by turning in the corners and stapling, and then fit the now-covered base into the seat frame.

At this point, the seat is complete and will be looking brand new, ready to fit back into your car and give years of service.



The finished article!

Occasionally you may find some wrinkles in the cover when finished, or that wrinkles develop with use. If leather covers are fitted, this can be smoothed by wetting the leather with a damp cloth, then drying with a heater. Tom Balls uses an infra-red lamp but a fan heater or even a hairdryer would be suitable. Warm the leather gently to dry the water but avoid getting the surface too hot as the leather could be damaged. The surface should feel hot to your hand, but not be so hot that the water steams off. Repeat the cycle of damping then drying the surface two or three times and any small wrinkles should shrink out of the leather.



Removing wrinkles

That completes our look at how to rebuild seats. It's clear having watched Newton Commercial's approach that this is a task that is well within the capability of most of us "DIY improvers and restorers". So if your seats are tired and torn, or the foam is all falling on the floor, try rebuilding them. All the parts are available through the Club Shop, either as convenient complete kits or individual parts.

Toledo/Dolomite 1300/1500 Register



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

Andrew Burford



Record Numbers at Stafford

Hi and welcome to the small saloon register. I'm sorry for the lack of articles although I have still been answering your enquiries. I have had a few difficult months but hopefully getting back on track now.

I know it was a few months ago now but I must mention that we had a record number of small saloons at Stafford this year. There were 2 1300FWD a 1500 FWD and 4 yes 4 Toledo's. In total we had 13 and congratulations to the fact that small saloons won 3 of the awards so it was certainly a very good year. Well done Mike Mayfield who won "cruised and used" Chris Gunby for "unrestored" and Gwen for his Dolomite 1300 and Steve for his Dolomite Sprint.

It was most pleasing to see that whilst we didn't fill the hall we certainly had the front row and some very nice cars and the most we have ever had so again that made it worthwhile for Vivien and Victor for holding the small saloon class. 2011 promises to be very interesting

that we have 2 Triumph Toledo's eligible for masterclass!

Well as you read this I'm just getting ready for the NEC show and hope to have seen and chatted to many of you there. Its been quite a good year for the Toledo and if you didn't see I had some very special models made to celebrate this.

They are designed to be used for scaletrix model racing but could be used as a static model with a suitable chassis. I only had 10 of these made, although I might be able to get some more made. They include the body and



interior complete with the body glazing kit and have a special note that they are made for the 40th Anniversary, see picture.



These are available for £18 each excluding postage and I will put them out at the NEC so grab yours quick. You can look at the website and see how good a model it is when its built up. Look at www.onethirtysecond.co.uk, but you will find these are listed as not obtainable as the mould only is good for a small quantity.

I was very pleased to see that there also 2 separate people who are making new clothing and both include Toledo designs so may be my ambition to make them as popular as VW campers is working!

I will show the company details next time for you. He will be exhibiting at the NEC and his designs are all hand done even though they look very similar to the original Triumph artwork for magazine and newspaper adverts.

I haven't been keeping an eye on ebay recently but my moles tell me there as been some cars fetching decent money and I see that in one of the auction houses a Dolomite

1850HL fetched £3,864 so looks like finally things are on the up.

There are also 2 Dolomites for sale at the NEC as I write this article so I may be back to have a closer inspection tomorrow!

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

Have you noticed that it is getting darker in the evenings so perhaps you getting ready to lay up your car over the winter. Perhaps you need to look at what you should do before putting it away for the winter. Let me know and I can write some advice tips.

As always please keep sending me your articles and pictures.

Until next time, see you at the shows.

[Safe Winter Motoring.](#)

Andrew

www.tssc.org.uk/bondequipe
e-mail. bond.equipe@virgin.net

Guy Singleton



Carry On Bonding!

I had a call earlier in the month from Clive Lewis who is restoring a 2+2 in a village about 15 miles from our house.

The car has belonged to his sister-in-law for about 45 years, it had been her husband's and when he unfortunately died young the car was left in the garage and there it has sat for the last 30 years.

Clive said that his team would be working in the garage the next day and it so happened that I was in the area for work so I called in to see them. Clive and a group of mainly retired friends have a 'Thursday Workshop' at his house restoring



cars. They are currently working on an MGC, an Alvis and the Bond. They have agreed to restore the Bond for Clive's sister-in-law.

As can be seen from the photos, they are getting on well. They have the chassis off and cleaned down, all the outriggers are sound and original – just a couple of holes in the underside of the side rails which they will repair.

The main tub looks good, some rust in the treadplate area, but otherwise good.

The body has been re-sprayed in gold and will need quite a bit of work to sort it out. It's great to see another car being restored and also good to get a 'new' car for the Bond Register, this being one I had no record or previous knowledge of.

As in the last few years there





achievement of bringing 3 Equipes to the show – his 2 litre convertible, Jane's 2+2 and Johnny Dankworth's 2 litre coupe which he is looking after at present for Dame Cleo Laine.

We managed one unusual purchase at the show – an old petrol pump – it was a good thing we had taken the Equipe Estate so that we could fit it in.

I'm now in the process of planting it on the drive next to one of the garages and will include a photo in time



was a good turnout of Equipes and 2 Minicars at Turweston in September.

Bob Buckby and his wife, Jane, between them managed the impossible (or, at least, difficult)

once it's in place.

To link, in a way, with the previous item, ie Minicars, in September we were on our canal narrowboat. About 8 years ago we had been



on the wharf talking to Phil Dowling, the owner of the boatyard, about Bonds – having driven there in my yellow convertible – and when he showed interest in Minicars showed him a copy of the Bond Owners Club newsletter which we just happened to have in

the car. He promptly got in touch with someone who was selling a part-restored Mk A and subsequently bought it and continued the restoration and it is now ready for an MoT. Phil and his wife now live on their narrowboat at a small wharf just along the canal from the boatyard which has a new garage for his Bond and his various





Is anyone brave enough to take on this restoration?

I believe the car is for sale.

By the time you will be reading this 2010 will be almost over so let's hope that 2011 is a good one for us all.

With best wishes for a **Happy Christmas and a Prosperous New year** – Carry on Bonding.

Guy

motorbikes. He was pleased to show us the car as we motored past, and we were very pleased to see it all but ready to hit the road.

I spent some time talking to Paul Musker and his son at the show about his ongoing Equipe rebuild. He also told us about a rather sad Equipe in a garden in the next village so, as we left the show, we went Equipe hunting and did find the aforementioned beast.



Have a
TRIUMPHANT
Christmas



Herald

GT6



Specyere

Vitesse



BOND



**To All Courier Readers
From the Directors and Staff at TSSC HQ**



CLUB SHOP NEWS

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

by Garth Jupp



Courier Magazine DVD Archive

Two new items this month, both ideal Christmas presents either for yourself or your other half.

Firstly after a lot of hard work the Club is able to now offer a complete back catalogue of all the publications from the first news letter back in 1977 to the last Courier of 2009.

All these publications have been scanned and are available on a **3 CD box set**. The first disc covers the early years:- 1977-1989

The second disc covers the nineties:- 1990-1999, and finally the third disc covers the noughties:- 2000-2009

Each disc also includes the matching **Technical Directory** to help you find the article you are looking for.

These CD's will run on any computer (Windows or Mac) running Adobe Reader, which if you have not got it, is available as a free download from

<http://get.adobe.com/reader/>

The three disc set is available on introductory offer until Christmas at **£19.99**, thereafter it will be **£24.99** (P+P 0.1Kg)



NEW Traditional Triumph TR DVD

Secondly we can also now offer the latest Triumph DVD in the popular range by John Clancy. This new title covers the Chassied TR's from the TR2 to the TR6. This is a double disc DVD with **3 hours playing time**.

The story commences with the pre-war sporting cars created by the original Triumph factory before the takeover by the Standard Motor Company and the proceedings that led to the prototype 20TS which was developed into the ground breaking TR2.

Every model in the TR range is covered up to the last of the line TR6 which was finally replaced by the all new 'Bullet' project we more commonly know as the TR7.

Featuring interviews with the engineers who

developed the cars, Triumph historians and TR specialists this DVD is sure to appeal to classic car enthusiasts and particularly fans and owners of cars bearing the Triumph badge. Archive material is included throughout along with extensive new footage which includes the works race and rally cars as they appear today.

An extra featurette on Disc 1 is an extended interview with Standard Triumph Body Engineering Executive, Norman Rose.

Disc 2 contains the following features:

'THE TR REGISTER INTERNATIONAL WEEKEND 2010' with an outstanding gathering of ex-works cars from the earliest TR2's to the last of the line TR7V8's. (40mins approx.)

'A DAY AT REVINGTON TR' where we get a close-up look at Revington's marvellous TRS, take a ride in an ex-works TR4 and learn about some of the modification and reliability improvements RevingtonTR have made available to Triumph owners. (20mins approx.)

'MORE MEN BEHIND THE MOTORS' featuring an extended interview with Standard Triumph engine development maestro, Dennis Barbet. (10mins approx.)

'TRIUMPH MARQUE DAY 2010' - better than actually being there at this amazing day in May 2010. See all the Triumphs tackle the famous Prescott Hill Climb and enjoy the wonderful cavalcade of all models from the Standard Triumph marque. (20mins approx.)

'PREVIEW TIME' - Previews to five other productions from the Triumph DVD series (10mins approx.)

This new title is **£20** with P+P of 0.1kg

Vitesse Bumpers Update

I have just had some samples off of the extrusion tooling and they look very good as can be seen in the pictures. Picture 1 shows the the profile and Picture 3 shows the raw alloy extrusion.

There are a couple of points to be addressed before production, but the next big test is



forming the bends and finishing the ends. Please keep emailing me at the Club if you are interested in a set. The more interest, the more bargaining power we have to keep the price at a reasonable level. Keep an eye out for more updates in the coming months.



Around the Show Scene.



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Shepton Mallet & Somerset Area

Somerset Area Organiser Phil Kinsella and his team had a busy weekend at the 'Footman James 10TH Classic Restoration Show' at Shepton Mallet.

We were made to feel really welcome and it gave us a chance to meet some of the Area members. Gary Russell and Jane Rowley



Derek Giles celebrating his Birthday in true Triumph fashion MMmmmm!

completed four valuations and organised to do one at a later date, and we were treated to Birthday Cake from Derek 'Herald 13/60 Register' Giles and coffee, brilliant.

But the weekend belonged to the Somerset Area. After winning best stand in 2009



Gary Russell completing his valuation on the Stag

Somerset Area had to pull out all the stops. The stakes were high and they had plenty of competition, unfortunately they didn't quite get there this year but that doesn't mean their stand was any less impressive, it was only tiny but it was full of character and activity.

Phil Kinsella's Inca Yellow Stag took centre stage celebrating 40th Anniversary of the Triumph Stag. Paul Brooks was hard at work changing the timing chain on his modified silver Spitfire with plenty of interested onlookers attending.

Martin Hughes was busy with Derek Giles's help, completely overhauling his brakes with all new parts on his beautiful Red Spitfire MK2.

It was a brilliant show and another excellent example of areas representing the TSSC.



Martin Hughes getting his beautiful MK2 Spitfire valued by Jane Rowley



Paul Brooks figuring out how to get the timing chain off



Phil Kinsella's Inca Yellow Stag celebrating it's 40th Birthday



Paul Brooks getting his valuation on his modified Spitfire



Paul Richardson©



Fun and Games at Standard Triumph

During interviews with company staff, many humorous anecdotes came up and I've given examples of this in previous issues. As these reminiscences seem

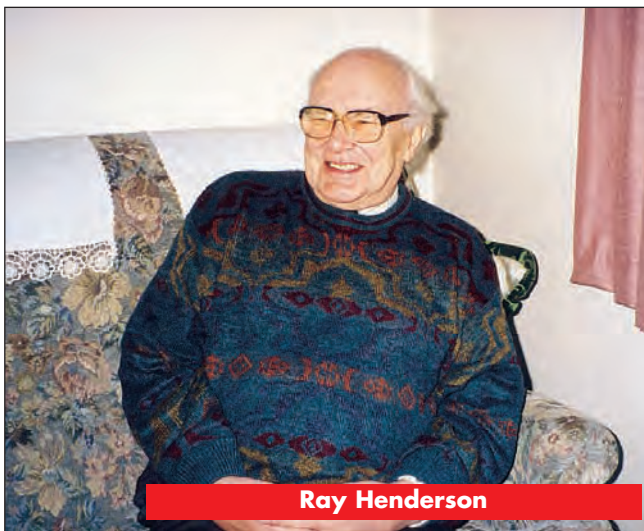
Pave as well to make sure nothing fell off and they'd got heavy duty springs on for the rough roads and sacks of sand in the back to check the ride height because the expedition team had to pack all their mountaineering gear in these estates. Those estates were also put in

popular with readers, I'm now making a concerted effort to cut and paste all the examples I have from my interviews. The following are a few more I've turned up.

Ray Henderson said when generalising about some of the company's publicity activities.

"I can't remember when this was exactly but the company got involved with a mountain climbing expedition in the Caucasus mountains in Russia organised by Sir John Hunt who'd climbed Everest. We provided three or four phase three Vanguard estates for that climbing expedition and I think

using Vanguards might have come about through your dad's contact with Chris Brasher because he was in that climbing team and he was a very good pal of Ken's who owned several TR's and he rallied them now and then I think. Anyway these phase threes had been specially checked over for this trip because it had been announced in all the daily papers and they'd been fitted with a new type of windscreen for some reason. I think it was Les Makinson who was in charge of these cars when they were taken over to MIRA for a thorough testing. They did a few runs on the



Ray Henderson

the freezer test building at MIRA overnight so they could be tested for cold starting at sub zero temperatures the next day to make sure everything was hunky dory in case of any extreme weather. The only trouble was the door lock buttons had iced up and seized up solid after the freezer test so they had to use a blow drier on the knobs and door locks to free them off to get into the cars. They coated all the shafts of the door lock buttons and the lock striker plates with Vaseline after that."

"Those Estate cars had been built and checked over like a competition car really

because that climbing expedition was a very big thing at the time and any trouble with the cars would have been a nightmare for the expedition and very bad publicity for us as well if they had any serious breakdown on the cars. The Lucas reps had been over to check all the electrical circuits and the control boxes, batteries and dynamos because Lucas always got involved in things with good publicity value. Les told me that when Sir John and his climbing party came to collect the cars at the factory, all the press were there with our directors to make a big show of the trip and take photos. Then guess what happened, Sir

"Of course after the war the financial people realised that using wood to frame doors was an expensive way of doing things and after the Mayflower we never used wood again because door panels could be lipped or swaged on the latest body presses to provide all the strength they needed. We still had the pattern shop there though to make casting blanks and things like that. There were some damned good craftsmen in the company body section especially Albert Coally, Tim Younger and Arthur Ballard, who always walked about with his hands in his pockets. Arthur was a real craftsman as well because he'd served his



Phase Standard Vanguard

John's car wouldn't start after all the palaver had finished because the battery had packed up and they had to change it. It's sod's law isn't it that sort of thing."

In another interview Ray was talking about members of the body section he knew who made all the prototype bodies and this led to an amusing tale about Chief Body engineer Arthur Ballard.

apprenticeship at Daimler when there was a lot of woodwork involved with bodywork construction. Arthur was also put in charge of building the assembly jigs for the Beaufighter bomber fuselage and some jigs for the Mosquito air frame and other planes as well I think when we were building them at Canley during the war, and most of the jig structuring was wooden. Old Arthur was a real craftsman



Chief Body engineer Arthur Ballard, a real craftsman, who was also head of the drawing office at one stage of his career at Standard Triumph

with that sort of thing and he made his own wooden head for the golf club he teed off with, and he still loves playing golf now he's retired with all his golfing mates who worked in engineering."

"Talking about old Arthur and his golf, I remember a tale he told me when Sir John Black went round to his house to collect him when he was caddying for him in a golf tournament near Birmingham (N.B. several company staff often caddied for Sir John when he was playing in company golf tournaments with staff from supplier companies). Apparently Sir John knocked at Arthur's door, not his chauffeur, because Sir John wanted to ring his secretary back at his office about

something or other. Anyway when Sir John put the phone down in Arthur's hallway he asked Arthur who'd done all the oak panelling over the hallway walls and Arthur had done all this panelling himself you see. So when Arthur told him all the ins and outs of how he'd done all this woodwork, Sir John winked at him and said I suppose you got all the wood from our wood mill, hinting that Arthur had pinched it from the factory and Arthur wouldn't do anything like that anyway he just wasn't that sort. So Arthur told him he'd had it in storage since the war because he knew it would come in handy one day, and he told Sir John that he'd salvaged it from some of the bench

seats in Coventry Cathedral after the Germans had bombed it and he said Sir John burst into laughter when he told him that, so Sir John had a sense of humour didn't he."

This reminds me of another example of Sir John Black's sense of humour and I can't remember who related it to me – probably Ray in another interview. Apparently a team of engineers were in the experimental shop during the war testing bomb release mechanisms and about half a dozen sand bags had been hauled up into the roof and connected to an experimental release mechanism designed by Lewis Dawtrey. Sir John then arrived to witness proceedings as these particular tests were involved with the Jungle Bug a small lightweight off road type army vehicle designed at Standard that could be dropped by parachute for special forces to use. This vehicle was the idea of Sir John's - hence the Jungle Bug was named to incorporate his initials.

When the signal was given for the drop, the sandbags fell to the ground and a couple of them burst and covered Sir John's shoes with sand. He dusted his shoes and trouser turnups off and said to the group. *"If we could fill sandbags with quick drying cement we could bring the whole of the German army to a standstill."*

I asked Ray what he knew about the financial trouble the company was in that led to the Leyland takeover in 1961

"Well things started to go from bad to worse after we'd got the Herald into production and I found out just how bad a financial state the company was in about the time we were building the first prototype Spitfire. One of our security staff, Ken Stokes, came to work for us on security for the engineering section in daytime because he'd had enough of night shifts and shift work. He was a sergeant in security and part of the job with security staff was to take the cheque for the wages across to Barclays Bank and bring back all the money for the wages department to stick in all the wage packets. Anyway Ken told me that one morning he'd gone with a gang of security people to present the wages cheque at the bank counter and the bank clerk politely gave the cheque back to him after coming back from the managers office and told him that there was not enough funds in the company's account to cover it. He came back and told our chief cashier about it and all hell let loose and they had to borrow more money to pay the wages and Ken emphasised that he was there and saw it happen. I mean the company must have been in a hell of a mess. We were always wondering if we would get our wages at the



The 1959 Herald Cut away show Chassis on Display at TSSC HQ at Lubenham

end of the week after Ken told us that because we'd all got mortgages and wives and kids to look after, and Ken didn't book a holiday that year."

Vic Hammond regularly related humour within the workplace and said of the Herald announcement at the 1959 motor show. *"The Herald release was a huge affair including fanfares of trumpets and an opera singer at a pre launch ceremony. All was sweetness and light when everything was eventually set up at Earls Court and all was going according to plan with the Herald's first showing to the public. However, as bad luck would have it the publicity department decided to highlight the Herald's steering lock with a display to demonstrate it's tight turning circle. It was after a few hours of this when someone noticed that the front tyres were nearly worn out. So the turning circle display was only a periodic affair after that, and a truck load of wheels and tyres had to be organised for pit stops when no one was watching."*

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Spitfire



MKIV - tax exempt. 1971 MOT August 2011 and Tax July 2011, interior has been completely refurbished, sound engine and body, very good soft top. Great Car. £2,500. Tony. (Leics) 07747 067305.

MKIII 1970. Wedgewood blue, tax exempt, overdrive, Kenlowe fan, garaged since 1977, MOT, runs on unleaded, good condition, hardtop included. £2,500 ono. Sarah (Twickenham) 07712188571 e-mail sleeworthy195@btinternet.com

1500, 1978, Brooklands Green. Non-overdrive, full history, 65,000 miles, 10k on recon engine, reliable, used and serviced regularly, agreed valuation £4200, good interior, hardtop, mot april 2011. £2,800. Dan (Woking) 07875 253154.

MKIII Project for Sale. 1967 Project. Stripped. Hardtop and hoodframe, New bootlid, wire wheels, tyres. Many parts completed or New. Project 50% done SORN, non-driveable. £1,200. Tim (Hassocks) 07747 698137.

1500 1979 with overdrive. Club value £4900 only £3200 ono, engine rebuilt, new back wings, sills, copper brake pipes, stainless exhaust, full respray yellow, not taxed, MOT May 11 £3,200. Sandy (West Calder) 07710 849748.

1500 1979. Hard & Soft tops. MOT till Feb 2011. Heavy coats of waxoil to Sills. Offers around £1,500. Dale (Birmingham) 07866 480952. or 0121 4271553.

Herald



1360 CONVERTIBLE Good Condition, new hood, re-spray 7yrs ago, dust cover, 2 owners, always garaged, in the family 37 yrs, 72,900K, 11m MOT £3,400. Sam eMail: junglemutha@hotmail.com

RUSTY 13/60 convertible in Hampstead, needs good home. Serious offers please. eMail: louise.abrams@homerton.nhs.uk

HERALD Ragtop. Friend of friend selling, on TRR, so helping by linking here. See: <http://www.tr-register.co.uk/forums/index.php?showtopic=25974&st=0&p=187314&hl=ragtop&fromsearch=1&#entry187314> For pics, See <http://s294.photobucket.com/albums/mm97/captaintr/Herald%20-%20Ruby/Contact:trcoordinator-west@hotmail.com>

1200 MOT 4/10. Would be a good winter project. Red and Cream with a Sunroof. Clutch to be repaired. £600 cash. Moulson. (Brighton) 07824 638988.

TR7



TR7 V8 1980'W Convertible, Blue, 79,000miles. Rebuilt 1995 V.G.C. Electric windows, Mohair Fabric Hood, Some history, MOT August. £3,995 Peter (Surrey) 07772 089841.

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D-TYPE overdrive inhibitor. If anyone has a spare cam / bracket they would consider selling me I'd love to hear from them. Richard. eMail: richardpowney@gmail.com

ENGINE PLATE for 2000 Mk1. 2000 Mk1 Saloon front engine plate. The one with two legs to mount the engine to the body. Adrian (Farnham) 01252 715781.

MK3 SPITFIRE rear bumper. Need a rear left 1/4 bumper for a 1967 Spitfire Mk3. Ideally not too corroded. Clive. eMail: clive.rochester@ntlworld.com

WANTED - pair of rear quarter bumpers for restored Spitfire MkIII. Must be in good condition. Mike (Truro) 01872 573763.

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December 2010



CONTENTS

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

THE NEW YEAR RUN 2011

NE HAPPY R

The 2011 Derwent Valley and Notts Area New Year Run will be held on Sunday 9th January 2011.

Meeting in the car park of Sainsburys at Ripley, Derbyshire, DE5 3QP.
from **10:00am** with the run starting at **10:30am**.

(Tea / Coffee / Petrol and Toilets available)

Sunday lunch will be available on the run.

Entry £3 per car with all proceeds going to our chosen charity.

Of course there will be a raffle and the opportunity to decorate your cars and yourself if you desire.

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including those in modern cars



For more information contact:

Roger on 07970 619149
or
Colin on 01773 531580
or
Claire on 07971 017012



AREA DIRECTORY

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@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
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news	1st Wed. Eves. Last Thurs. Eves. 2nd Thursday
		Pub Run See Area News for details	

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	1st Tues. 8pm.
NORTH EAST	Mark Asfley: 07917 738091 Andrew Dunning: 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm 8.30pm
LIVERPOOL	Alex Cain: 0151 222 2366	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	Paula Johnson: 0772 999 7289	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268 Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
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.
SHROPSHIRE	David Embury: 07701 049881	AFC Telford Utd Learning Centre - WELLINGTON TF1 2TU	3rd Thurs Eves.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
		West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm
WORCESTER	Stefan Graham: 01384 279686		

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	John Barleycorn - DUXFORD CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 01603 426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Douglas Hogg: 028 2564 2770	Nortel Social & Athletic Club - WHITEABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831 576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
		Roving Meet - phone for details	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. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. Eves.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS

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

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LIMBERG.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76		R.R.I. Picton Ontario - KOK 2TO.
CANADA	David Stock:		Moelundvej No 8 8600 - SILKEBORG.
DENMARK	Jens Konrad: 0045 86 85 19 98		Le Bourg 23800 Lafat - FRANCE
FRANCE	Ray Lomax: 0033 555 899 750		Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552		ATHENS
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INDIA	Shyam.K.Chary(91) 40 7171173		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795		MILAN.
			lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47		53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797		Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118		A Archibald Rd.,Kelston - AUCKLAND.
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			president@tssc-norway.org www.tssc-norway.org
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SWEDEN	Odd Hedberg: 00 46 173 17131		Pomonagatan 4S - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46		Switzerland
	Philip Bellamy: 0041 79 347 1221		Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198		Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408		Revere Court Lacey, Olympia - WASHINGTON 98503.



TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



By popular demand The Xmas Open Weekend will be **11/12th December 10.30-3.30**. It is open for everyone to come and enjoy and to meet old and new friends. We look forward to seeing you it's not always possible for Frank and I to come to your area meeting as we are also Area Organisers and maybe your

area meeting is on the same day as ours (**1st Tuesday** of the month) so this is the perfect opportunity to put faces to names, so we are looking forward to meeting you.

I know!! I know!!! This is another reminder for you to register your areas (Am I a control freak?) Don't answer that, I must admit some of you have already started to send them in and thank you so much for that we appreciate it.

Any New Areas that do not have a 'Hints & Tips Manual' please get in touch and we will send you one out and any areas that are changing Area Organisers please can you pass it on.

Congratulations to **South Lincs** you have won £50 Club Shop Voucher in the Area draw and **Manchester** £25 Club Shop Voucher please get in touch with Angie Hill at Club H/Q. Frank and I would like to wish you all a very merry Xmas and Best Wishes for 2011

Thank you for all your help and support that you have shown us throughout the year

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

The October meeting of the Andover group was without Guy & Suzie and we missed them both. Hopefully they'll be back with us next month.

Regulars attending were Ed, Southampton Bob, Graham and John. Peter & Rosie brought along baby Anja, who charmed absolutely everyone in the pub simply by remaining asleep all evening!

Rare visitors were Mike and Chas, who apparently hadn't joined us since the last Christmas dinner, and here we were talking about the next! They also brought along David, who used to be a TSSC member but has not been seen for some years. We hope to see them all more regularly in future.

It seems Mike and Chas have been up to their usual tricks car-wise: they both seem to change cars every couple of months! This time they all came in Chas' "new" Herald. We had an update on progress with the restoration of John's GT6 (no progress with Peter's, as he seems to be besotted by his new daughter) and it seems that Bob's search for a suitable TR has not been successful so far. Keep searching, Bob!

Graham

Thank you to Graham for hosting the last meeting and writing

ALO REPORT

ANDOVER . . . AVON . . . BUCKS SOUTH

the above for us. Shame we missed young Anja's second visit to our meetings but Suzie had been under the knife that day and wasn't ready for such an outing. Apologies for not making it to the meet myself but I decided that my life would be better if I visited Suzie that evening rather than leaving her to the tender mercies of the nursing staff at GWH. Anyway, Suzie's now home and after waiting on her hand and foot for a few days I've now escaped back to work leaving her at home with Molly to keep an eye on her.

The next meeting will be Christmas dinner on **9th December** at The White Lion, Wherwell. If you haven't already booked your meal by the time you read this and would like to join us, please contact me asap. We will be meeting around 7.30pm as usual to eat at 8pm. Don't forget your 'Secret Santa/Naff Raffle' prezzy on the night.

Guy

AVON

Tel. 01454 327059

Well we finally made it to the last report of the year and it is that time of year when we need to elect the AO again.

Any volunteers? If not, I will continue on the same basis as this year which was to have assistance with some events, support for the club stand at the Bristol show in **May** and sometimes if someone wants a specific event I may ask them to organise it.

We have planned a Christmas meal for **6 December**, so no club meeting that night but will be back to normal on **Monday 3 January**. After Mary and Angie brought in so many menus on which we could not agree, I nearly lost the will to live, but eventually we narrowed it down to a choice of two and booked it. I also have seven confirmed names for the panto i.e. myself, Les, Mark, Mary, Chris, Angie and Colin. If anyone else wants to go, please phone or e-mail me by **10 December** and if there are still tickets available I will book them. E-mail address is Junewrighton@tiscali.co.uk. The panto is on Saturday 15 January at 6pm with a meal in the Italian or Indian restaurant afterwards for those that want it. Price is not confirmed, but as a guide last year was £7.

There have been several times this year when events have come up at short notice and not in time to advertise it in the area news. If you are happy for me to have your e-mail address on file for this purpose, please send me an e-mail confirming this and I will add you to the mailing list.

Look forward to seeing you all in January when we will elect the AO for the year. Hope you all have a good Christmas and New year and thank you to all who have supported the meetings and events this year.

Jane

BUCKS SOUTH Tel. 07818 052276

www.tssc.org.uk/southbucks

email southbucks@tssc.org.uk

Hello All. The show season is behind us now, so naturally there are less events to attend however the monthly meeting at the Ace Café was surprisingly busy. Despite a nearly full car park my old Land Rover was ushered into pride of place just outside the Café entrance. It's boxy, no nonsense shape made a nice contrast with the long, low, powerful shape of the Aston Martin next to it.

Why was I in my Land Rover and not my Stag? The Stag failed its MOT due to rust and was being fixed. On its return

CAMBRIDGE CANTERBURY . . . CHESHIRE



TSSC AREA NEWS

it decided it had had enough of burning petrol, and would start using coolant as a fuel source instead. The cloud of smoke and steam out the back of the exhaust was quite impressive. A compression test showed the head gasket was fine, so I replaced the inlet manifold gaskets (only one manifold stud sheared off and had to be drilled out, which is a good result). The engine ran fine for about 10 seconds, and then started knocking. It sounds worryingly like a piston is hitting some thing. The last time I heard a noise like that it led to the Land Rover getting a new engine. I'll know more when the head is off.

Carl and I attended some good events with the Brooklands trust including a talk from a veteran McLaren mechanic. He had some great anecdotes about what the drivers and teams used to get up to between races, along with some fascinating insights into how these cars work. For example the modern F1 gearboxes actually momentarily engage two gears at the same time to achieve a gear change which results in no loss of power to the wheels. This requires millisecond timing from the computer controlling it, and very fast acting hydraulics to ensure that both gears are not meshed at the same time, as this would destroy the box.

The date of the Christmas dinner has been decided on **Saturday December the 18th**. We are pencilled in at the Squirrel, please contact me if you would like to come but have not heard from me. Our next meeting is **Wednesday 15th December** from 8pm at the Squirrel in Penn Street. Regards

Daniel.

CAMBRIDGE Tel. 01223 836535
e-mail: tssc-cambridge@rochfort.org

Apologies for no area news and not turning up for the last couple of meetings, Work got in the way, and unfortunately Work won. Hopefully it's back to normal now and I'll be at future meetings. A big thank you to Toby for holding fort in my absence.

In my absence at the November meeting, the collective decision was that the December meeting would double up as our Christmas Dinner night, with Thai food being the choice, therefore we needed a one off change of venue, so the **December** meeting will be at The Navigator, High Street, Little Shelford, Cambridge, CB22 5ES

Date of next meeting & Christmas Meal
Monday 6th December - 7.30pm for dinner at 8pm - note venue change for the **December** meeting/Dinner

Dates for **2011**. **1st Monday of the month**, 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP

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

Kevin

CANTERBURY Tel. 07810 438074
e-mail: Progers01@onetel.net
www.canterbury-triumphs.org.uk

Have you ever left a vital piece of paper in your trouser pocket and then put said item of clothing in to wash? I have. What you eventually retrieve is a neatly folded piece of cardboard mush. Any important information has faded and bleached: the ink having started to run during the prewash and finally disappearing during the 1400 rpm spin cycle. It's heart breaking

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

when it's a tenner and almost as bad when it's the notes you made during our last meet at the Duke. So, that explains why there may be several inaccuracies and/or omissions in this report. That's if you ever get to read it in the Courier, because I'm typing this a day past the deadline. I meant to do it yesterday, but got side tracked by wondering whether the house roof would blow off courtesy of 50mph winds!

As my notes would confirm if they still existed, the meet was a convivial affair with lots being discussed in a relaxed and civilised atmosphere. For those not there the main club issues were as follows:

Andy (with the 2000) now has a nice new paint job! He used the same bloke I used for the Spitfire and the Vitesse and it looked jolly good under the flood lamp in the car park. Next project is Megasquirt, apparently, so he may well be wandering in Mike's direction.

Steve had a word and informed me that "Drive it Day" is the **15th April** next year. He and Mark will be arranging something, for which I'm grateful.

Diane had the final draft of the club banner. As soon as the price is agreed that will arrive with an invoice here and Eddie will get the bill! Thanks Diane.

Diane (along with Paul) offered to organise a club run from Canters to the Dering Arms in Pluckely some time in July.

More later.

Charles "the man" Harrison was collecting Christmas dinner deposits. If you want to go it's the **15th. January** at the Clifton Hotel, Folkestone and several of us will be staying overnight. Contact me or Charles.

Bob sold me his Vitesse Mkl engine for my sick baby. That will keep me going while I have a good poke around the existing one. When I've priced up the repair, Charles's 2.5s lump may be a more cost effective choice (that's what I'm telling Annette!).

Big Dave has bought a Freelander which nearly passed its MOT, so that Lindy can tow the horse box. I thought that they could forget the Freelander and let the horse tow the box, but that's not a viable option apparently.

Ray informs me that his completely rebuilt Stag (and I do mean "completely") will be ready in stunning black for next season. Watch this space.

That's all for now. Don't forget if you are on the interweb that all this and more is posted regularly, along with next year's calendar on which we are currently working. Regards,

Phil

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

Adrian and Henry visited the Restoration Show at Stoneleigh on the 24th. There was some amusement as the gnat sav attempted to get us on the M6 toll and got quite agitated when we didn't obey it. The amusement dissipated when we sat for 40 minutes in a traffic queue to get into Stoneleigh, then discovered that the reason for the queue was having a single per-



Cheshire Continues

son taking money for entry to the place. Then it was simply 'drive that way' and just find somewhere to park. The lack of organisation left us (and others) speechless.

Fortunately the show itself was worth the effort, loads of stands and loads of things for sale. We spent a fair amount of money and at least had enough bits to make it look like we'd been somewhere! And getting out of Stoneleigh was much easier than getting in.

One thing we were tempted with, was a T-shirt that read 'I'd rather push an MG than drive a Triumph', as we thought this might win one or two people up. But then we realised that no-one who comes to our meetings would respond to such a thing, and the money was spent on an oil pressure gauge and thinners instead.

I'm afraid my thoughts were elsewhere when we had our meeting this month. Adrian collected me from home and delivered me back again. And I do remember seeing Paul's Bond hiding somewhere in the car park – unless someone else sneaked a white Bond into the proceedings. Paul explained his dislike for solid rack mounts and also went into some detail about alternative solutions, and I shall have to seek a repeat of the explanation on this one. Andy mentioned that he had used some form of paint on the exhaust manifold of one of the Spitfires. Adrian and I have some experience of such things, although in my case it was applied to Hark's exhaust manifold by the previous owner. The end result was the same in both cases – best described as a shower of dandruff when the manifold got warm. So, Andy, we hope you have a better ending to your story.

Hark the Herald has been supplying a bit of therapy to me of late, and bits are getting removed and cleaned and tidied up. All the white paint (and there was a lot) is now removed from the wiring loom, and the wiper motor, but there's still a way to go before all the wayward paint is eradicated. eBay have supplied a straight bootlid with a light and a handle (described rather optimistically as needing a clean), and the decision has been taken that Hark will venture out again in Signal Red rather than White. The Jones household made an attempt to create a facebook page for Hark off my own facebook page, but this seemed to be next to inaccessible, more like invisible, so we'll have another go when things calm down again.

Once again I've asked and the mantle of organiser appears to have landed fairly and squarely on me. There is some chance of the renewal form getting back to base before the turn of the year, as it arrived with some club paperwork a week or so back. Anyone fancy a trip to Club Headquarters for the open weekend on the **12th of December**?

Our next meeting is on **Thursday 3rd December** at the Cock and Pheasant. Once again, your organiser aims to arrive between 8:30 and 9. Hold on, let's call it 8:45 and change the entry in the Courier to 8:45 instead of 'evening'.

Henry

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

CORNWALL

Tel. 01726 851687

Last month was a bit of a disaster for Cornwall Triumphs! Brian's TR7 stopped on the A9 in Scotland on the Round Britain after Simon's high speed driving ripped off the exhaust.

Brian had the car recovered to Simon's, where in 20 minutes he had fitted a new exhaust, but their run was over. Graham and Karen's 1300 had a mysterious fuel problem which stopped them on the M25 heading for the start of the Round Britain. They thought they had cured it once, but it reappeared and they are still trying to find out what the problem is and sort it out. Mike and Simon headed for the Edinburgh Trial and lost clutch hydraulics on the way up.

Undeterred they started, but retired halfway around to save the car.

They did manage to drive the car home and it now has a new clutch slave cylinder curing the problem.

Jane and John, on the other hand, upheld the Triumph name all on their own in spectacular fashion.

They continued on the Edinburgh Trial and got a Finishers Certificate. The provisional results show that, although Jane is far from an award, she really did do very well; much better than most of the field. It was a really difficult trial, following some appalling weather and only two competitors managed a Class Award in Class 0.

Meetings continue to be very busy, which is very encouraging, although Triumphs are notable by their absence. Not surprising really at this time of the year. Most of the talk is about the Christmas Do, which looks to be very well attended again this year. The change of venue has appeared very popular. If you want to come, please let Mike know, if you haven't chosen your food yet, please contact Mike so that it can be pre ordered, don't want you to go hungry at Christmas!

We are still debating our 'Long Run' event for next year. We had thought of Circuit de Laon in France, but that looks like a non starter for next year, everyone seems to have a clash with something, so maybe it will be Dorset Steam Fair, who knows? Come and let us have your view. The long run events can be great fun, a group travel together in our Triumphs to an event somewhere out of Cornwall, stay the weekend (camp, or B & B) and then come home together. It's what the spirit of Triumph is all about.

Mike, with Anthony, Jane with John and Simon have all entered the Exeter Trial on the first weekend on the new year. This is a new event for Jane and Simon, but is a nice trial. Simon has been spurred on to get his car done and it is nearly ready for MoT, just the brakes to bleed! If you know where he can get a set of 6 MGF 14" steel wheels, please let us know.

It's also that time of year that we have to vote for our Area Organiser, so please come down and vote for your preference (if there is more than one).

So that just leaves me to wish you all a Merry Christmas and a Happy New Year. If you make a New Year's resolution, please make one to come and see us more often, we're here for you!

December Dates:

Thursday 9th Meeting at The Hawkins Arms, Zelah

Saturday 11th Christmas Dinner Dance, Crantock Bay Hotel - meet for lunch at The Bowgie. Bring you swimming stuff, the hotel has a pool and Jacuzzi.

January 2011

Thursday 13th Meeting at The Hawkins Arms, Zelah
See you in the New Year.

Mike

COVENTRY . . . CUMBRIA DERWENT VALLEY . . . DEVON



COVENTRY

Tel. 02476 410180

e-mail: kevin.n.murray@googlemail.com

Paul & Clive Jones, and Phil & Lyn Smith were the only 'brave' ones to arrive at The Bull and Butcher in November their Spitfires. Now that winter has finally arrived, we were huddled in front of the open log-fire in the bar. We usually have around a dozen people attending at this time of year, but we would welcome new and old members in the New Year. The next time we meet will be for our Christmas Meal, on **Tuesday 7th December**. 7:30, for 8:00 start. The cost of the 3-course meal is £13:00, which is good value at this time of season. If you wish to join us please let me know ASAP. My Tel. No. is 02476 410180. We normally get around 18 people for this event.

I intend to carry-out a service on my Dolomite over the winter months; clean the engine bay and get the original steel wheels shot-blasted & repainted. There's always something to do with an old car, but that's what makes them interesting, and we can normally do the work ourselves.

I would like to thank you all for your support in attending and supporting our TSSC events and meetings throughout the year. I hope to see the regular crew at our Christmas meal at The Bull and Butcher as noted above.

Wishing you all Triumphant Christmas - I hope Santa will bring you what you want! Regards,

Kevin

CUMBRIA

Tel. 01229 474077

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

www.tsscumbria.co.uk

The monthly meeting at the end of last month at the New Motor Museum, Backbarrow was a bit scary. As it was the day of Halloween Trevor, Barbara, Anne and Darwin dressed up for it and they were excellent.

Even the staff were taking photos.

Although it was the end of October there were three Triumphs in the car park, Nigel and Sue Spitfire, Barbara and Trevor TR7 and Mike and Ester TR7. The Museum is worth a visit if you have never been, entry £7, but personally I preferred the old one at Holker.

Now that Winter is upon us there will only be the meetings at the end of the month. Nov 28th 12 noon Santon Bridge Inn. As the last Sunday in December falls on Boxing Day, it has been decided to **not** have the meeting until the following **Sunday**, which is the **2nd Jan**, 12 noon Ratty Arms Safe Motoring,

Roy

DERWENT VALLEY

Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

General Warning !!!!

Derwent Valley TSSC has issued the following General Warning to all areas of the Triumph Sports Six Club.

THEY'RE BACK !!!!!

At Derwent Valley's annual general meeting held on 2nd November 2010 Roger Buck and Colin Wright were elected as joint Area Organisers. Roger's sense of fun and Colin's cunning and sometimes evil plans are a great combination usually resulting in good times being had by all.

TSSC AREA NEWS

Most of you who have had the misfortune to meet them know that they go to great lengths to entertain as can be seen by the photo gallery.

Roger and Colin openly invite everyone to the Derwent Valley monthly meetings and events organised by them. Whether you own a Triumph; use to own a Triumph; are thinking of owning a Triumph; just love classics cars or even own a classic car that's not as good as a Triumph you will be very welcome.

Our monthly meetings are held on the first Tuesday of the month at the Smalley Common Ex-Serviceman's Club from 7:30pm.

Roger can be contacted on 07970 619149 or email – roger@derwentvalley-tssc.org.uk

Colin can be contacted on 01773 531580 or email – colin@derwentvalley-tssc.org.uk

Event already planned for 2011 are the New Year Run; Drive it Day; and the biggest event in the Derwent Valley calendar THE PEAK RUN; plus the Derwent Valley Bowl.

More information can be found on the Derwent Valley web-site – www.derwentvalley-tssc.org.uk



DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

Steve Wilkinson reports on the North Devon meet on 14 October – "Everyone, accidentally as we'd just agreed to get fish and chips, met up at the chippie in South Street, Braunton, before going to Moor Lane Nursery. The 3 Steve's (T, K and W) were in attendance as well as Sharon, Dave & Kay, Glenn & Trish, John & Joan and Ray & Wendy. A TR7, a Spitfire MkIV, Spitfire 1500 and 2000 were there."



TSSC AREA NEWS

Devon Continues

The Star at Liverton was overflowing for October Club Night, but with only three Triumphs in the car park, Colin's 2000, Dan's Spitfire, and John R's Stag – top off and minus a tonneau – he and Matt must have had damp posteriors when they left us! New faces on the block were Mike and Irene – welcome, and hope to see you again soon. Mike is a long standing member of TSSC, having owned his Mk4 Spitfire from new with only 2 miles on the clock – he took it off the road for restoration at 163,000 miles, intending to have it back in action for her 30th birthday. Not quite having made that deadline, and now approaching her 40th in December, we are hoping to see her with us by Powderham 2011. From the pics he has sent us, she looks spectacular. Mike also brought with him a copy of a Triumph World article from the early 2000's, featuring him 'on patrol' with Devon & Cornwall Constabulary's 2000 MkII PI's, probably the same time that John was looking after the Police PI's in Plymouth. Our longest travellers were John and Michael from Monmouth, and we are looking forward to seeing them again for our Christmas Meal this month. Our 'young members' were busy but it was too cold to stay long in the car park, even for them. Nice to see Ted again, and Jackie & Allan fresh back from their Irish holiday.

Rob & Helen produced another fantastic Treasure Hunt on Sunday 7 November. In wonderful autumn sunshine 10 Triumphs and 2 euroboxes met up in the Police Station car park at Tavistock. Joining us there briefly was Julian with his lovely Inca Spitfire, and we look forward to seeing him again soon. Julie bravely came alone in her TR7 as Paul was unwell, and even made it to the end. Things to trace on foot first, followed by a lovely drive through the lanes, making the most of the autumn colour, and solving clues on the way. Andrew Glover, son of Chris in whose memory we collected £41 for the British Heart Foundation, joined us with his family, and Maurice & Mary were joined by their daughter Denise. Finishing for lunch at Betty Cottles near Okehampton, there was much anticipation as Rob & Helen collated the results. Bringing up the rear were the Treleven girls, but the winners with 68 out of 71 points were Ray & Wendy from North Devon. They were awarded the new '2 Jags Chris' Perpetual Trophy, which we will compete for again next year. Dan's 2.5 was looking fantastic, having just been done up by Steve at Dial Motor Bodies at Buckfast.

COMING UP

Our Christmas evening meal will be at the Highwaysmans Haunt at Chudleigh, on **Saturday 4 December**, when we will have our usual raffle to top up our Area funds. Unfortunately you are now too late if you have not already booked. The following day, **Sunday 5 December**, we will meet up at 12 noon at Exeter Services for a drive and a bite to eat, probably in the East Devon area, Karen and Ian having volunteered to organise a 'Turkey and Tinsel tour!' and everybody needs to dress up warm! Nothing grand, but it'll just be nice to get all together again after what we're sure will be a great night out. There may be a prize for the best dressed car. Please note that we have put the start time back to NOON in view of the fact we are all out the night before. As usual, we would like numbers beforehand please. If anyone still has the energy, we will have Club Night at the Star Inn at Liverton on **Wednesday 15 December**. Although not on the calendar, we'd love to see you there if you can come along. North Devon will have their meet-

ing on **Thursday 9 December**, but please contact Steve to check the venue.

The Club calendars are still available to buy, only £5.95 plus p&p £1. They are really good, lots of pics thanks to Dan and Sharon W-W, featuring a good range of our cars.

A date now for your 2011 diaries – we will meet on **Sunday 2 January** at our usual January venue – the Smugglers Inn at Holcombe, between Dawlish and Teignmouth. Jackie & Allan organise this one, but again we will need numbers – the carvery there is brilliant, and you are guaranteed a good meal!

Area Organisers for 2011 – guess what – it looks as if you are stuck with the present team for another year! Thanks for the vote of confidence (I think), and we look forward to you joining us at our monthly get-togethers during the year. Remember, the main Devon group meet on the **third Wednesday** of each month at the Star Inn, Liverton, near Newton Abbot, whilst the North Devon sub group, operated by Steve Wilkinson, meet on the **second Thursday** of each month. We have a thriving and convivial group in Devon, we try to organise what the members tell us they want (or you can even organise an outing yourself if you like!), but our object is to ensure whatever we do we all enjoy. If any of you know any dates for local shows etc that we may not have for next year, please let us have details.

Finally, we would like to wish all our Devon members a very Happy Christmas – may Santa bring your Triumph to life!
DIARY

Saturday 4 December Christmas evening meal – fully booked

Sunday 5 December Post Christmas drive Turkey & Tinsel

Thursday 9 December North Devon meeting

Wednesday 15 December Club Night at the Star Inn

Sunday 2 January 2011 Meet at the Smugglers Inn, Holcombe.

Sue & John

ESSEX

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www.freewebs.com/essexstss

It's that time of year, the goose is getting fat, no I must stop my ramblings as print space is limited. I have been contacted by a retiring club member (that almost sounds rude) he had a few back issues of Courier magazines, in fact 10 years worth. I have been up and collected them (thanks Robin) this filled some holes in my collection I am now 20 short of a full set, (sad I know) this can be used as reference material for club members, but this leaves me with 300 back copies of the Courier dating back to the 80's including some complete years see the advert on www.freewebs.com/essexstss 20p a copy plus postage or £2 for a year plus postage, all for club funds.

My Office - As mentioned last month I had a garage for Tallulah and here comes the BUT, the day before I was to take Tallulah down to the garage it was broken into and that left me feeling the car was not safe, so I now don't have a spare garage, this means that Theodore's sand blast, welding, and spraying is on hold until I build a lean to on the side of the house. He has been SORNed, this can now be done on line which was much easier than traipsing down to the post office. Not much work in my office this month as prep work on Joe's new bedroom taking longer than expected, it isn't just the cars that do this, I think there may be a moral there some were.

Out and about - Club day 17th October. What a turn out for an cold October day, a TR7, a 1500 TC, a Herald and a Vitesse, not bad for October. The people ranged from old members (who we hadn't seen for ages) nice to see you back Tim, hope the car is on the road soon, to Stuart who came with Sue, hope

TSSC AREA NEWS

to see you again and all sorts of people in between. There was a good turnout for the AGM which was held impromptu whilst we ate. AGM minutes - AO reports 37 events attended, maximum of 10 Triumphs at any one show, we did have 11 cars on a couple of occasions with guests. Some weekends club members even managed to attend 3 different events. There were visits to other clubs including Kent TSSC and Kent/Essex TRDC (Rebels). We won Best Club Stand at Hatfield, first time we have won a trophy for that sort of thing and will try to win again next year. There was a big thank you to John Hill who has stood down from Runs and Web Organiser. The club wouldn't be where it is today without all the hard work he has put in. There have been a number of other clubs who have copied his ideas for the website and the events shelter/large gazebo. There was a round of applause for John whose help will be missed. I was re-elected AO unopposed. Cheryl Eustace was elected as Treasurer unopposed. Thank you to all the members that came to the meeting.

Especially Jonathan who feel asleep. There was also birthday cake for Donna who's birthday was the following Thursday. Nearly the big four O, ha ha.

You will be pleased to know John has since been co-opted back on to do web and runs this was great news.



Donna will need a fire extinguisher next year

Navstock - an early start for this time of year, there were 4 cars, all modern plastic ones. We had a good look around the toot and lots of cups of coffee and chats, some small amounts of toot were purchased, Ian got a tin of chrome spray paint to try out we all await the results of his experiment.

Then our stomachs' got the better of us and we went to a very nice carvery in Brentwood for lunch, appreciated by all, then back to our house for coffee and planning the winters activities and filing in some of next years events on our newly acquired at much expense, year planner, more about this later.

Fireworks Southend isn't a car event but it is a good night out anyway this year the weather was good to us we stood on the sea front, sausage and chips in hand, watching the fireworks. Lots of oohhh and arrears followed by a Coffee and doughnuts (Coffee had to get in some where) and a walk along the front.

Up and coming winter program - **11th 12th Dec** TSSC HQ open weekend club members are going up both days Janet, Joe and I are going up **Saturday** and staying over at a Premier Inn, a couple of the club members are doing this as well.

19th December Monthly Meeting at the Halfway House and Christmas dinner meal is usual Sunday menu and not a special Christmas menu due to problems last year, (all meals need

to be booked with me by the **3rd Dec** with £5 deposit per head)

Sun 2nd Jan. Whitewebs Auto jumble and lunch in local pub

22nd Jan. Donna's dogs Romford evening dog racing

30th Jan. Poll Hill Garden centre and lunch out

20th Feb. club day

26th 27th Feb. British rally Bournemouth weekend away

5th & 6th March. Stoneleigh Triumph, only mega auto jumble weekend away, on **Saturday** visit to Coventry museum on **Sunday** auto jumble

Advance warning **April 17th** drive it day we will be doing a run out after lunch at the Halfway house 20 miles to afternoon tea in a Garden centre

Birthdays - 4th Dec Chris Brewster in Spain. 10th Dec Caroline.

11th Dec Jinxy (Alan) the not so big 30. 14th Dec Grace for

across the water in Kent. 29th Dec Sue (muma)

Was it you? 5th Nov, Triumph 2000 Gunpowder park Waltham Abbey it was originally a 2000 but now had all sorts of gizmos on it and the owner was playing with his lap top trying to set the engine up

Allan

GATWICK

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Well here we are in December already, I cannot believe the year has flown by so quick, I know they say as you get older that time goes faster but this is getting a little ridiculous.

Well the now is the time to look back on the year to see what has kept us entertained and amazed over the 2010. We have visited a number of shows over the year with the highlight being the 2 day show at Ardingly in July. The sun shone that weekend (I know that seems a little far away now but it is only 6 months until we do it all over again!) and we had over 25 cars showing over the 2 days with lots of visitors to the stand. The Cranleigh Classic Car Show, in August was also a highlight as it was another warm and sunny day and as we joined forces with the Surrey and Thames areas the stand looked great. A big thanks to all who have helped make these days possible as they take time to make these days happen and Paul and I are always grateful to those who give up time to helps us make it happen.

We have also been on a walk this year which was organised by David and Linda P who made it a really fun day out. The walk was around the Bluebell Railway area and a stop for lunch at the pub made it a great social occasion and we are looking forward to next year's stretch of the legs when the weather gets a little warmer.

In May we were off to Banger racing at Wimbledon which was fascinating and another good evening. As we are car enthusiasts we do like to look after the cars so to see them being battered about was a little hard to take. We were all impressed to learn the Colin has been motor racing in his early career too! We were not aware we had a true racer in our midst.

June saw us go to Drummonds Steam Railway where David P, James P and Antony are all part time train drivers. We had a lovely day full of sunny weather and the whole day was raising funds for the NSPCC. Not only could you go on the railway but there were stalls and raffles to take part in. A few lucky ones of the club actually got a chance to drive the trains for a very short while which made the day extra special.



GATWICK . . . GLOUCESTER HANTS & BERKS

TSSC AREA NEWS

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

Gatwick Continues

July saw some of the club make the bi-annual trip to the Le Mans classic and had a fantastic time. The stories and pictures that we have had from their weekend kept us all entertained.

September was a quiet month with the usual club meet at the White Hart at Ardingly and in October we had the annual Scalextric evening. The event was held locally in Horley and the Church very kindly let us have the hall for the evening. 35+ wannabe racing drivers assembled for the 2010 TSSC Scalextric Winner title, with each heat over 5 laps and the final over 10 laps of a very extended race layout. There were 2 classes the Junior event and the senior event, with the outright winners from both classes going head to head for the overall title. The Junior 2010 winner was Max and the Senior winner was David G with Max winning the overall title of scalextric champion. We had a party atmosphere with everyone enjoying the evening. A big thank you to all who helped with food, laying out of the track and putting the hall back together again at the end of the evening.

By the time you read this we will be into final planning for the Christmas Party. And that the year will be almost over. We have sad news that Laure and Colin will be moving onto pastures new in Switzerland in 2011 and I know all of us will miss them greatly as they have been part of the heart of the area. We wish you well and look forward to seeing you on the international register of the TSSC.

All that remains is to say thank you to all of you who make the job of an AO easy and for all the support you have given Paul and I over 2010 without you we could not do the job. We wish you a happy Christmas and New Year.

Sue & Paul

GLOUCESTER Tel. 01452 790126
www.tssc.org.uk/glooucester

Hi folks yet again an apology for the lack of a news report last month. I was going to try the excuse that I've been really busy but a lack of organisation was probably closer to the truth.

Vicky did call me regarding another matter and felt obliged to remark on the lack of news, my answer was something like "if you're that clever you do it" so here I am writing this one.

Our October meeting was the "Le Mans" night and after a monumental head scratching session attempting to get the projector to talk to the laptop we finally enjoyed an array photos.

The Restoration show at Stonleigh park was quite busy. Jane spent the day meeting and greeting with others from club HQ whilst Berni and Nigel did something of a double act whilst assembling a rolling chassis. Did it roll guys? Paul and I wandered round collecting bits and bobs as did Rob and Vince but none of us crossed paths.

Early Nov and Jane had visitors for the weekend and took a

trip to Shepton Mallet to the show. Her report was "as always a gruelling trip to get there".

As I sit writing this The NEC Classic motor show is looming and promises to be as good a day out as always. I'll report that one next time.

With this being the last report of 2010 (where's the year gone), we hope that you have enjoyed the variety of events and functions that the area has provided for you to take part in and we wish you all the very best for a fabulous Christmas and New year.

Andy

Events.

Sunday December 5th rock cakes on tour
at Don & Bj's Bishops Cleeve.

Monday December 20th Area meeting at
the Swan inn, Coombe hill.

HANTS & BERKS

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I'm pleased to announce that we have arranged the Hants & Berks Area Christmas bash for 2010, this will coincide with the usual TSSC monthly meeting date this month on **Tuesday 7th December** at the Crooked Billet. Start time for the actual meal is 8:30pm.

We'll be eating from the Christmas menu which is £22 for 3 courses or £17 for 2 courses.

Starters - Home-made Cream of Tomato Soup, Skewered King Prawns with Garlic Butter, Stilton Stuffed Flat Mushrooms, Smooth Duck and Orange Pate, Fresh Melon with Winter Fruits

Main Course - Traditional Roast Turkey with Yuletide Trimmings, Billet Beef Casserole in Guinness, Poached Salmon Fillet with Seafood Sauce, Lamb Shank with a Redcurrant Jus, Wild Mushrooms, Roquefort and Spinach Filled Pastry Case All Served with a Selection of Fresh Vegetables and Roast Potatoes

Desserts - Christmas Pudding with Brandy Sauce, Sticky Toffee Pudding with Fresh Cream, Homemade Raspberry Cheesecake, Fresh Fruit Salad with Passion Fruit Sorbet, Mixed Cheese and Biscuits Coffee and Mints Hats and Crackers. All are welcome to join us, our group has members from several different Triumph Clubs (Club Triumph, Dolomite Club, 2000/2500 register etc) so this is not just a TSSC event, please feel free to bring along partners/family etc.

However, if you do want to come along please let me know your menu choices immediately as I need to get the numbers and choices into the pub a few days before so I'll be closing for bookings and choices on **Thursday 2nd December**. Also ideally let me have a £5 deposit in advance if this is possible....

We had a couple of new members who turned up at the November meeting, John who has a MK1 Vitesse and Alf who wants to restore his wife's GT6 MK3 and had come along to the meeting to obtain advice on restoration specialists.

Alf's need for advice struck a chord with me as I'm also looking to have some bodywork done on the GT6 following the slight damage done on the Round Britain Run after spinning off the road to avoid a deer and also to fix some corrosion issues on the tailgate and rear deck just below the tailgate. I'm still shopping around before making a final decision but I've certainly found one local place that impressed me with the quality of their workmanship when I visited them, Alf's Classics at Lightwater

HERTS & BEDS ISLE OF WIGHT . . . WEST KENT



TSSC AREA NEWS

ISLE OF WIGHT

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www.triumph-iw.co.uk

who specialise in American and Custom cars as well as Classics. They are experts at fabricating panels and repairs in steel due to their experience with customs and Hot Rods, a good thing because the tailgate and rear deck panels are no longer available on a GT6. Another good thing is that despite the new paint regulations they still prefer to spray in two pack paint which in my opinion is much better than the modern water based stuff and no more harmful to the environment as you still need to seal water based paint with a 2 pack lacquer.

It's that time of year again when we need to re-register the Area and Area Organiser. I'm happy to continue on the assumption that no one else wants the job, however do feel free to put yourself forward if you want to, don't all rush at once!!

Andy

HERTS & BEDS Tel. 01582 750943
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Hi everyone , must correct last months as the Duxford Rescue pack was won by John Fairey sorry not John Hill, I don't know why I mix them up....don't answer that.

The October meet at the Chalkdrawers was a poor turn out with only 6, me and Jill, Pete' Stuart' Phil' and Carl made it. After November there will not be any more meets here until the spring.

In contrast the main meet at Three Moorhens was very busy 25 nice to see Andy and Gemma made it for a revisit and I get the feeling Andrew made a 1st visit in his GT6 but somehow I missed seeing him, but sure it was his car in the car park so something went a bit wrong there, so was it you hiding at the back, come back and we can get you in the book .

Tony TR3 has just joined but gets to the pub about 5pm and is ready to leave about the time we arrive ..need to work on that .

Local Email circulation is now at 75 ownerswhere are you all when it comes top supporting the things we try to do????

Malcolm, Martin, Charles, Kingsley, Jim, Chris, Pete, Mick, Ray, Tim all made it to the TRGB Auto jumble and were seen devouring the Robsport hog roast and rummaging for a few odd bits and pieces.

But some of us had an all day breakfast in St Ives followed by a wander along the old bridge and riverside.

Christmas dinner is fully booked at Three moorhens for **December 3rd** all paid up as well.

We have invoiced Duxford for the extra admission fee and await payment from them, that will top up the funds we have spent this year, next years event will be on October 2nd 2011. Don't forget we have a collection of tools you may need through the winter to do some renovation, we charge a valued refundable deposit and £5 a month hire to cover wear and tear. Spring clamps, hub pullers, brake tubing and benders, flange crimpers, spring lifter, and more just ask.

The AGM will have been and who know who will be writing this next year ...you have to wait and see.

Meeting dates

There will **not** be a Hitchin meeting in **December** due to a clash with Christmas maybe something **early January**
Dates for next year at Hitchin Three Moorhens PH as always the **fourth Monday** of the month

Jan 24 Feb 28 March 28 April 25 May 23 June 27 July 25 Aug 22 Sep 26 Oct 24 Nov 28 Dec X

Wishing you all a Happy Christmas and New Year

Best regards

Peter

Happy Christmas everyone! The area meal is this **Friday 3rd December** at The Woodmans and hopefully lots of us had lots of fun wearing silly hats and eating turkey and mince pies, is that really another year gone?

The last pub meeting of the year is on **Monday 20th December** so come along and find out details for the Boxing Day Run. There are usually quite a few cars on the run, so why not throw off the dust covers, what better than hot sausage rolls and Quality Street up on Brading Downs.

If you don't make it this year, the first meeting in **January** will be on **Monday 17th** at The Woodmans Arms in Wootton from 8pm, just repeating myself for those who haven't been to a meeting before. Do come along and say hello, it is a very sociable evening and we will even talk about cars if you want to! Get yourself put on the list so you don't miss out on the events throughout the year. We meet up with other motor clubs on the Island for various runs and shows and of course we host our very own camping weekend in May. We are very friendly and welcome the whole family if you don't want to come alone.

Enjoy your New Year celebrations and hope to see you all soon. Regards

Tracy

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

A good turnout this month despite the inclement weather with 12 of us turning up at the Cock Horse, unlike last month when only Del turned up because the rest of us were up at the Hotel 7 for their Classic Car meet! My apologies Del for the message that we were going there not getting through to you.

Only 2 Triumphs in the car park though, Andy Copas and I decided to bring our cars fresh from their success on the Round Britain Reliability Run, they'd got dirty and wet from that run so what did one more wet night matter anyway!

There was plenty of discussion around varied topics, from Colin Hugh's success on his MSA run to Rockingham and our RBRR exploits to Andy's woes with his TR5 cam in his Toldeo 1300 and the desire for more Runs in next year's calendar of events.

I have in mind 3 runs so far, the first is a **New Years Day Run** to Brooklands, it is their New Year's day Gathering (see <http://www.brooklandsmuseum.com/index.php?events/details/2011/01/01/>), I have done this event once before and although the weather was a bit wet it is certainly a sight to see so early in the year. I will confirm arrangements at the November meeting but suggest a 9.30 assembly at Clackets Lane (Westbound) for those willing and able to get up early enough! This will be an easy run along the M25 to Weybridge.

Run number 2 is the annual Drive It Day Run on **April 17th**, as I expect the take-up for the New Years Day run to be low, I am planning a second visit to Brooklands, this time using a cross country route to arrive there around midday for their DID event. For those who do this run for the second time, Mercedes World is next door (and free!) and is also well worth a visit.

Run number 3 is a coordinated entry to the MSA Run that



WEST KENT . . . LANCASHIRE LEICESTERSHIRE & RUTLAND . . . MANCHESTER

TSSC AREA NEWS

West Kent Continues

Colin did in October, we will have to carefully manage this to ensure we get all entries accepted.

I am currently putting together a calendar of events and shows for next year, please let me know if any you would like to attend as an Area. (darling Buds, and Medway Festival are but two already identified)

New Year's Dinner. I have reserved **Friday 14th January** at the Cock Horse for our Area Dinner, the cost is £19.95 and I will need £10 deposit for each person attending, please let me have this before Christmas and let me know your choices - details of the menu are shown on the website (<http://tssc-west-kent.webs.com/apps/blog/>) and I will hand out copies at the November Meet.

December meet. As the date for our **December** meet falls on a public holiday **the meet will be moved to the previous Tuesday evening, December 21st**

As this will be appearing in the **December** issue, Merry Christmas everyone

Steve

LANCASHIRE Tel. 01772 469354
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The Trip out to Blackpool illuminations was quite well attended considering it was a cold Wednesday night. Myself and Dawn met Glenn and Lorraine, Kevin and Fran and Simon and Clare at the Phantom Winger before a nip down the M55 to South Shore where we met up with Di Timmins, before a gentle drive along Blackpool prom top down towards Bispham where we were going to some chips and a drink before going back down the front towards South Shore.

As always 5 Triumphs in a row always brings traffic to a standstill and this night was no exception, as Glenn broke down as we got towards Bispham and had to be pushed off the prom into a side street where he was given a jump start to his failing battery which at least enabled him to get to the chippy.

At Bispham we met up with Pam and Tina in their Eurobox before having chips and turning back around towards South Shore. Glenn went his own way with a view of getting home at speed, alas it was not meant to be, and he had to go to his brothers to get a lift home.

Thank you to all those who made the effort to turn up it was very much appreciated.

The end of October meeting was attended by the regulars and the theme for the evening was a DVD quiz set up by Simon based on "The Italian Job". Last month I mentioned that the quiz was doomed and again it seemed that fate went to extraordinary lengths to stop us having this quiz. This month we walked into the club and someone had nicked the telly. Undeterred we found another one in the games room and moved the meeting into there for the quiz, which I must say was well worth the wait and even some of the punters got interested in what we were up to.

By the time you are reading this I will have had my last official meeting as Lancashire AO, which should have been a games night and Christmas raffle and we will be looking forward to our Christmas meal at the Canberra which at least 14 of us will be attending.

I have been AO for the last four years and have really enjoyed

myself doing the job. I have made some excellent friends and have been so proud of the members in my area, they are friendly genuine people with good hearts and a wealth of knowledge and always been there for me and Dawn when we have needed help. Thank you so very much for your support.

The new AO will be Kevin Makin who will do an excellent job in taking the area forward, and he already has some excellent ideas which I will let him tell you about as he will be writing the next article. I hope you will support him as well as you have supported me.

Thank you

Kevin

LEICS & RUTLAND Tel. 07774 276564

The weather proved dry for our trip out on Sunday 10th October. After a tour around West Leicestershire and South Derbyshire, and a stop for refreshments, we arrived at Smalley Common to defend the Derwent Bowl. Not to be this year, we returned to Leicestershire, pot less.

Both our AGM and the Christmas dinner at the Red Lion are fully subscribed and menu's were given out at the November meeting. Yet again an excellent choice of meals at a very reasonable cost, and the usual trophies up for grabs. I have asked you to think about the club car of the year award and to let me have your choice in a sealed envelope by the December meeting. This award is for the member and car that have represented the area throughout the year at a majority of shows, events etc.

The National Restoration show at Stoneleigh proved to be popular with our members. The general opinion was that Triumph cars were well represented, that the only bit of restoration seen, was on a Triumph and that the auto jumble was excellent. The entrance arrangements were poor with long, slow, queues but once inside lots to see, although the part of the show outside proved too cold for some members.

The open day in **December** has by discussion been extended back to the normal format of two days, and the majority of our members hope to visit on the **Saturday**. Snap up all the bargains, eat all the mince pies, pull all the crackers and then rush home to get oneself ready for the evening and our area Christmas dinner. Those members still standing might manage to visit HQ on the **Sunday** (bring your own mince pies).

Dave

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

Manchester Area members in a lot of Triumphs and only one or two modern cars enjoyed a fantastic run through the Goyt Valley. We were also joined by Mike Carter who moved up 't' north from the Gloucester/ Worcester Area in his unrestored Bond. (Good to see you Mike) The scenery was absolutely stunning and the weather was sunny (We are talking the end of October here) It was good to get out in our cars as we have been quiet since Stafford.

We arrived at The Bee Hive Inn at Combs in the High Peak district and 30 of us enjoyed Sunday lunch. The company was fantastic and the food was really good and we had a brilliant day. We would like to say thanks to Les and Ler for a brilliant route, and Jez and Debs for organising Sunday lunch in a fantastic pub. We all had a good day!!!

I was a little worried that Frank and me might be sat on our own at the November area meeting as phone calls, emails and



texts started pouring in with members getting in touch and apologising they couldn't make the meeting with work commitments, illness, gas explosions, and horrendous weather conditions. But no need to worry we still had 26 members attend and Phew!!!! Was I relieved. We discussed several events both for the end of 2010 and next year.

Members who are going to the Xmas Doo on the **4th December** and haven't paid the full amount please can you send me a cheque as soon as possible please, cheques made payable to TSSC Manchester Area.

Manics in France (cider press) **13th August 2011** please can you pay a deposit of £20 per person by the February meeting again cheques made payable to the above.

The first Tatton Park of 2011 will be **3/5th June** so if anyone would like a pass please let me know asap.

There will be members from the Manchester Area attending the Xmas Open weekend **11/12th December** and as Frank and myself are there all weekend **Fri/Sun** maybe you can get in touch with each other and arrange to go down together.

It was decided that due to the Xmas Doo being so near the area meeting we wouldn't hold a games evening this year but maybe look at later on in the year.

We asked members to go away and think about the Manchester Area Organiser for next year and if anyone would like to have a go (with our help and support of course)

Barton Aerodrome will be closed for the first two weeks in **January** so we have had to re-schedule our Area Meeting to **Sunday 9th January 2011**.

The venue is to be arranged if anyone knows of a good venue that can take 30 plus members including lunch, please can you get in touch with me, or by the next meeting.

Dates to remember in December.

Sat December 4th Xmas Doo Willow Bank Hotel.

Tues December 7th Area Meet 8ish at Barton Aerodrome.

Sat/Sun December 11/12th Xmas Open Weekend at Sunderland Court.

May we wish you all a very merry Xmas and all the Best for 2011

Pip & Frank

NEWBURY

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The season ended with the Dunstan Park show which was part of the Thatcham Festival of Arts week. Like several other events this autumn the weather was cold, with many people leaving early. This was a shame as we have always had good weather for this event in the past. Malcolm in GT6, Josie in Gtfire, Roy in TR3a, Malcolm and Raye in Vitesse and us in TR7 was the line-up. We also met up with a few people from the Kennet Valley TR Register. Some interesting cars there that we don't normally see.

The meeting at the end of October was Quiz Night. It was an enjoyable evening with just 3 teams. The result was very close and we had to resort to a tiebreak. In the end Dave and I were the winners, as one of the deciding questions was about motorways in Cumbria and we have recently been to the Lake District! Ian and Nigel were second. Thank you to Sean for a very good quiz once again.

Another on-going car problem in the area. Nigel is still mystified by the headlights on his TR7. They both pop up but only one of them goes down! It actually looks quite comical, the only

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winking TR7! He has to resort to getting it down manually which wears a bit thin after a while.

The Christmas meal is on **8th December**, ordinary club night. If you could arrive as soon after 7.30p.m. as you can so we can have an 8p.m. start to the meal. We will then have time to look at the "Country" attire. In keeping with popular demand there will be presents again this year!!

We will have a second meeting in **December on the 22nd**. We may not be able to have the dining room if it is already booked for a meal, so check before you burst in!!

Remember we will be re-registering our Area for next year – haven't yet been inundated with volunteers to be AO! But there is still time.....

Happy Christmas to one and all.

Next meetings

8th December (Christmas meal, pre-booked only) and **22nd December** at the Spotted Dog starting about 7.30p.m.

Keep 'em flying

Mary and Dave R.

NORTH EAST Tel. 07917 738091
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Hi all. Cold dark and miserable weather in November, but one of the best attended meetings this year. Also a good turnout of club cars, at least 5. Three of which were roof down (except while parked under the trees).

We also had the most new members in one go for many a year, so in no particular order here they are.

Graeme Howarth from Allenheads is new to both club and area meets. He has bought a GT6 MkIII in bits and has a target of 12 to 18 months to rebuild it.

Also new is Martin Campbell, he has a 13/60 Convertible bought a few weeks ago and driven back from Essex.

Lastly but not least, Claire and Mark Turner are new to the North East but were formerly down with Worcester area. Claire has had her MkIII Spitfire for 5 years and it is just back on the road after 18 months of work, probably wise not to drive it up from Darlo this time.

Welcome to all and I hope you enjoyed yourselves.

20 names down for the Christmas meal at the pub, should be a giggle. Also Joe's quiz to look forward to afterwards. Remember the meal STARTS at 6pm **Sunday 5th December**, the quiz will be from 8:30.

There are 3 vintage Austins for sale in the Hartlepool area if anyone is interested get in touch, 2 Princess Limousines and I can't remember what the other is. Been used as wedding cars for quite a few years.

Got a few plans starting for next year, curry night late **January**, camping weekend and run late **June**, maybe a club stand at the big Corbridge show early **June**. Holy Island, Otterburn run in **October** and other stuff in between.

Few bits of car news, Geoff is going to be doing some sill replacement. Steve Overall lost use of the garage his Spot lived



TSSC AREA NEWS

Northeast Continues

in but has got another space once he tidies it out. Kevan wants a TR6, Joe wants a Vitesse saloon. Andy wants a Spit but still has the Toledo.

Ok, getting late as I type this up so will say nighty night for now. See you in **December** for the meal and **January 2nd** for the Stalwarts meeting, usually a quiet one that!

Thanks for all the support, organising and fun we've had this year, here's to an even better **2011** to come.

Cheers

Mark

NORTHANTS

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We started our autumn season with Dave and Angie's Breakfast Run. We arrived at Dave's house first thing for bacon & egg rolls and a cup of tea. The weather was perfect with bright sunshine. Dave handed out the Tulip route and we set out past Cardington Hangers. As my Herald was undergoing some maintenance work I resorted to driving the BMW so I tagged on the back of the group. Mid way on route we all stopped off at Woburn, parked up and headed to a coffee shop in the high street. We were soon back at the cars for the second half of the route. Our final destination was Harold Country Park. Parking our cars we headed off for a stroll around the lake and then back to the café for lunch. A superb day! Our thanks to Dave & Angie for a lovely breakfast and a first class route.

When the Christmas edition of the Courier drops on our door mats its time for our Christmas meal at the Elwes Arms. This year it will be on **Friday 10th** from 7.30pm. I very much look forward to seeing you all there. The following **Sunday 12th** we will be making our way to the Christmas Open Weekend at the club HQ. We plan to set off from Wellingborough Homebase car park at 11.00am for a scenic drive ending at the club. If you would like to join us for the drive feel free to meet us at the meeting point. You will be made most welcome.

We need to register our area, so **January** seems the ideal time to have our AGM. At the meeting we will give over a few minutes to appoint the area organiser for **2011**. It is my intention to continue to represent our area for this year but if any body would like to run for the role of area organiser then let me know before our **January** meeting. As always I am keen to have your input. I am here to help you get the most from your membership of the TSSC so feel free to make our group your own.

Don't forget that our Area blog is ongoing with all the latest updates. As part of the tssc.org.uk web site (the main club site) you can find the blog on the area directory page. Simply use the menu on the left and click Area Directory then on the menu on the right scroll down to Northants and then click. On that page you will find our contact details, a link to Northants areas web site, a map to our Area Meeting and the latest blog entries. I will add more entries as new information comes available.

Our area **2011** calendar, featuring many of our member's cars will be on sale at our Christmas meal.

Next up: **Friday 10th December** - Our Christmas Meal at the Elwes Arms

Sunday 12th December - Club HQ Christmas open weekend.
1st January - New Years day run.

NORTH EAST NORTHANTS . . . NORTHERN IRELAND

To find out more about TSSC-Northants visit our web site at: www.tssc-northants.org

Please remember there will be **no area meeting** on the **second Wednesday** this month

Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 12th January**. Have a wonderful Christmas and I look forward to seeing you all in the New Year for some more Triumph fun.

Adam

NORTHERN IRELAND

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A quiet end to the year with our last run at the beginning of October from Comber bus station, kindly organised by Alan and Pam. It was also a quiet day from me as well as I had a terrible cold and sore throat that left me speechless - well nearly! It was "interesting" to note the number of members who spoke to me just to see me struggling to talk - remember the elephant is all I say. In all we had a dozen Triumphs on the run with the addition of a Honda that had a very interesting, and impressive, engine under the bonnet.

As has become the norm (no pun intended) we received our detailed instructions for the "Glimpse of the Mournes" run that were much easier for Heather and myself to understand compared with the Tulip Rally - although we nearly met that windmill again along the route.



After leaving Comber at 11 am sharp we made our way via Scarbo and Craigantlet for our first stop in Helens Bay for a comfort break. Alan has recognised, at an early stage, that as some of us get older, male and female, we need those breaks to get us through the day.



What is she saying?

After Crawfordsburn we made our way through Bangor along the sea front towards Helens Bay. The notes provided apologised for the number of ramps and I can understand why. Talk about stop start it really did test your suspension and clutch as we made our way through towards Groomsport, Donaghadee and Millisle before making our way to Eden Pottery for another break, but this time for food and a glimpse of the pottery on display. As usual Heather, and a few others kept the pottery in business before we started back on the road again. We took the coast road towards and through the Ballywalter area where, for once, I was glad that Heather didn't let me have the roof

TSSC AREA NEWS

down. Talk about water spray well it was so bad at times that I noticed that a number of our members took to driving American style just to keep dry - I did have the odd chuckle though.

Portavogie, Cloughy and Portaferry were next on our route as we made our way towards Mount Stewart, via Kircubbin and Greyabbey, to meet up with Helen again who had been so helpful on Fathers Day in June. Heather had thought that she had seen the Mournes along the route but this was quickly dispelled when she mentioned it to Alan when we arrived at Mount Stewart. Once inside the complex it was nice to see all the food and other fayre on display that certainly made the mouth water. I noticed that the girl who had the fudge display on Fathers Day was there again but this time with more stock - she sold out very quickly the first time. We met up with Mark and Nicky who had come direct now that he has his reliability problem solved. Dillon certainly enjoyed himself as he played with the stones



on the pathway and garden area and I noticed that Maia (The Tiger) made a new friend while she was there. It was nice to see Maia and Dillon there at such an early stage of their life. Why do you mention that I hear you ask? Well it took Barbara 45, yes 45 years, to get Frank to take her to Mount Stewart! I hope it was all worthwhile Barbara and I hope that it won't take as long for the next visit.

The club intend to attend again on **Fathers Day 2011** so there you have a date. After a few hours at Mount Stewart, I spent most of it in the car wrapped up, we made our way to Alans for the, by now, customary BBQ and social gathering. A few who hadn't been to Alans before were amazed at his garage contents and gardens as I saw some of the produce being shared as samples of what was available. As happens at a lot of BBQ's people keep an eye on who is eating what and how much. Well this time Frank, Barbara and Edward take first prize for their



sausages. Did you ever see such sausages? even John (G) was put to shame and that's saying something. A great BBQ was enjoyed by all and once again Alan and Pam thanks for a great run and your hospitality. It was a nice touch at the end for all of us to be given a 1967 penny, yes a 1967 penny, as that was the last time one had been minted and through a family connection Alan had received a number, all those years ago. Just as a matter of interest the 1960s pennies were made up as follows - 97% copper, 0.5% tin, 2.5% zinc alloy - just thought you might want to know that and - Decimal Day was 15th Feb; 1971.

For those of you taking an interest in the GT6 MkII - it has

now been smothered in, what I am reliably informed is, high-build primer to make Chic's job that bit easier or as he says



"Making body all super smooth and dent free with the white stuff". The unleaded head has been finished and put on and so things are now taking shape.

Hopefully not due for another financial input yet for a while now that Christmas is on the horizon.

On other matters Triumph I have been "asked" to sell the Spitfire 1500 to make room for the return of the TR6 and GT6 in the not too distant future. So if you are, or know of someone who is, looking for, a Triumph 1500, 1979 model in red, with 68,000 on the clock with an asking price of £2,500, or vno, please make contact. Full details available on contact by either email or telephone.

Just off the press a piece of good news - Edward has been chosen to go to Geneva in June 2011 to represent Northern Ireland at football - Congratulations. After missing out this year it is great to hear that all his training has paid off and we wish him all the best on the trip - it must have been the sausages.

Remember the AGM and club meeting on **Wed 1st Dec** at the Nortel Social Club. Come and help us plan the year ahead and support the office bearers who do a tireless job throughout the year to make your area what it is.

See you all soon and as this is the last report you will see before Christmas may Heather and I wish you all a very Happy Christmas and a prosperous New Year.

Douglas.

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

Hi all Once again, apologies for the recent lack of news. Myself and Andy have both been extremely busy and deadlines have passed before we realised it.

Brief recap of the previous months activities then...September saw the resurrection of the Mile of Triumphs under the combined guidance (for want of another word!!) of Chris Gunby, Claire and Nigel, helped ably in the local field by Mike Carroll of Norfolk. The new format went down well despite the appalling weather. A turnout of over 65 cars was brilliant considering that we only organised the event in about 5 weeks!!

Septembers meeting was a quiet one, I think we all needed a breather from the very hectic summer that we have all had. It is nice though to be able to actually sit and chat with members at the meeting. Sometimes we leave the meetings thinking of all the folks that we have not had a chance to speak to that evening.



TSSC AREA NEWS

NOTTINGHAM PETERBOROUGH . . . SCOTLAND CENTRAL WEST

Nottingham Continues

October saw the first time the TSSC were represented at the National restoration Show at Stoneleigh. We were very impressed with the show and how many of the local area members especially came across to say hello. The October meeting was a really good one...we didn't leave the pub till very late. Adrian and Julia and the rest of the Sth Yorks gang made the long trek down and livened up our night considerably.

What have we got to look forward to in **December..Saturday 11th and Sunday 12th** is the Annual TSSC Xmas open weekend. The Area is making a visit on **Saturday** so if anyone can join us, it's well worth the trip down. FREE food, FREE drink, FREE raffle, prize for the best Triumph of the day and a chance to rummage in Bern's Bizarre Bargains (or is it Bizarre Bern's Bargains!!!!...only joking, Sir Bernie!!)

We are not having an Xmas do this year as in previous years there have been too many clashes with other planned do's, so we are to have something in the New Year.

Don't forget the **New Year Run on 9th January 2011**. Meeting at Sainbury's, Ripley as usual. More details elsewhere in the mag.

Have a great Christmas and A Happy New Year.

Claire
x

PETERBOROUGH

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It never rains but when it pours' and pour it did, all day and evening on the Monday of our November meeting. Not a good omen for our area AGM but I'm pleased to report that Peterborough area members are a hardy bunch and we had our best turn out for a little while – thanks to everyone for coming along on such an unpleasant evening.

The formal business was all over fairly swiftly and was (as usual) quite uneventful. Doug and I were re-elected as Joint AOs and Steve was re-elected as treasurer. On the subject of finance Steve was unable to attend the meeting but Doug presented the accounts, which show a fairly healthy balance of over £600. This money has, to date, been kept in the traditional Tupperware Pot under the bed but we are pleased to announce that we now have a bank account opened in the name of the Peterborough Area TSSC. In order to open the account we were required to present a constitution so this too has been drawn up. What does all this mean? Well not a lot other than our money is safer. We also need two signatures to make withdrawals – just in case any one of us thinks he can get to the Bahamas on 600 quid!! Finally we have a set of written rules to determine what should happen to the cash if the area were to dissolve. If anyone would like to see a copy please just ask Doug or myself.

Now for those that thought the changing of the clocks would herald a break from classic cars think again! We have an incredibly busy time coming up. As I write the Classic Car Show at the NEC will be on this coming weekend and I know a few of our group are planning to get down to this. More in our December report.

Our Christmas Party is on **Friday 10th December**. We will be making merry at the Bertie Arms from around 7 to 7:30 (for 8pm meal) and as in recent years we will be ordering from the stan-

dard menu. If anyone would like to join us please get in touch with Doug or myself as soon as you read this. We already have over 30 places booked so this is looking like a bumper turnout. There will as always be a raffle and Doug has even promised some decent prizes (even better than last year's plastic squirrel!!!). All the money raised will go to a cancer charity in memory of Pete the landlord's wife, who succumbed to the disease a few years back now.

The very same weekend the Club HQ is holding it's Christmas open days. As an area we are planning to make a trip down on **Sunday 12th December**. We will meet at the petrol station/layby just off the Warrington roundabout on the A605 near Oundle. There is plenty of parking space there. We will aim to meet at 9:30am and hope to arrive at Lubenham by 11am at the latest. If you plan to join us and haven't already indicated this then please let Doug or I know – just so we don't set off without anyone.

Finally **Monday 13th December** is our next area meeting. We'll be back at the Bertie Arms, Uffington, near Stamford, Lincs from around 8pm. Do please join us for a natter, noggins and nibble (sarnies are provided). We are a friendly bunch and new members are always most welcome.

Just before I sign off we do still know of a brand new old stock full tonneau for a Mk2 Spitfire. I believe it was purchased with the car back in 1965 and has never been used – it still needs the poppers fitting so it can be custom fit to your car. If anyone is interested please get in touch with Doug or myself and we will put you in touch with the vendor.

Now I promise I really will sign off after this request. Photos for our new calendar are starting to come in but I still need more. For the personal touch I would really prefer car and owner/driver. Assuming I have an MOT by the weekend of the HQ bash, I will bring along a camera and weather permitting I'll try to snap some of our cars there. But don't let that stop you from sending me more. I want to compile the calendar during **February** so we can have it ready to go by **April**.

That's all for this month. If I don't see you before have a truly Triumph Christmas and a happy and healthy 2011.

Cheers

Paul

SCOTLAND CENTRAL WEST

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Well, the last Area report of the year already, as 2010 draws to a close. A good year for the Area. We have been out to a few shows and had ups and downs, but a pretty good time all in all. Thanks to all of you that attended our meetings (even if it was just one) and those who turned out to the run and the shows, and finally to the Stafford crew who have proudly represented our area across the border. You all help to make the area a success and we are now back on the map (especially after Dean Castle and Stafford and the two new shows at Hamilton and Kirkintilloch).

We had seven people at the November meeting, and 2 Triumphs. Iain McF was in his Herald which has a Peugeot 106 radiator fitted neatly, with an electric fan too. It also has Hyundai coupe seats in it. The rear is split and folds down too, same as early Heralds, a good load space too. We were looking at Martins Audi TT seats just before that as they are quite narrow and might fit our cars, we had no tools and it was dark, so we didn't get to try the theory. We had a member revisiting the area

meeting for the first time in probably 12 years. Different faces now but same banter. Alan is looking for a Triumph again as he has an MG and wants to change to Triumphs again. (Understandable) He also remembers my Spitfire Mk1 lying in a hedge in Crief all those years ago.

Next Meeting is **Wednesday 1st December** and it is AGM time again. I will go over the past year and will take suggestions for the next one. We have to register the Area for 2011 and insurance purposes. Do you want me to continue my rambling reports? Or, would you like to nominate another or, volunteer yourself? We need suggestions for the run, shows and area equipment and anything else you want (within reason). There will be no events listed until the SVVF yearbook is published. Details will be passed on as soon as received, and invitations to attend based on 2010 events will be passed on.

I ventured to Stoneleigh for the Restoration Show but failed to fill the car with bits, there were a few Triumph bits this time, but nothing I needed so I opted for welding consumables and a few bits and bobs, nothing major. I did meet all the staff on the very good TSSC Stand. I got my petrol additive from the Club shop too. Once again we were led in a different gate and different parking. It is never the same twice. Just as well I didn't have bulky items as it was a long walk back to the car. The vouchers we won in the draw have been turned into money and an additional gazebo purchased. Martin has come up with a solution to the side panels, flame resistant too! Ian has offered some windbreaks as side panels too. This will either keep the wind in or wind out, depending on our diet and how many sausages the dog gets. We may have to go to shows a day earlier to set up the tented village area. Seriously though, we will have a choice depending on space available in the cars and at the shows.

I have also been to inspect a couple of early Spitfires that were having an identity crisis. They will be rebuilt in the near future for competition use. Another two saved.

My Spitfire has been ok apart from some speedo irregularities caused by something living in the housing. There is a spider's leg at the oil light, so I am presuming the rest of it caused the needle to jam. A few taps and all back to normal for now, a job for the winter months along with everything else.

It only remains for me to wish all of you out there in TriumphLand, A Very Merry Christmas and a Happy New Year. Let's hope things are on the up for 2011.

Remember Next Meeting is **Wednesday 1st December** and it is the AGM, and year summary.

Have a Very Happy Christmas when it comes.

Gregor G

SHROPSHIRE Tel. 07701 049881

Thursday 23rd September 2010 was a land mark day for the TSSC in Shropshire. This date marks when the inaugural meeting of the new Shropshire Area Group took place. It all started a few weeks before with myself and fellow TSSC member William Bate getting together and asking ourselves 'Is it time for Shropshire?' We wanted to know from anyone in Shropshire who owned a Triumph! If, like us, they could never get to other Area meetings and thereby never get to know or meet other Triumph Owners! Are they, like us, denied the enjoyment of the social scene that so many other TSSC members across the country enjoy! Also, like us, maybe they needed help and advice in sorting out troubles with their Triumph that currently prevents the dream of Triumph ownership to be what they

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always wanted it to be?

Well we decided to give it a go! With thanks to the help of Nigel Clark and all at the TSSC Headquarters, an initial e-mail was sent to known TSSC members in Shropshire. This led to our first meeting taking place last month with 15 in total attendance. A great result and particular so when considered that a few could not make it and so our numbers could have been bolstered further.

We have already had our first 'Triumph Owner in Distress' call answered. At the meeting, Tony and Debbie arrived in their Herald with one headlamp not working. Steve offered to help by driving with them to his house and fitting a headlamp from his parts stock. They then left for home at approximately 10.00pm all legal and safe. How good a story is that for our first meet? Very many thanks go to Steve for that and it just goes to show how quickly the benefits of being in an Area Group can manifest themselves. Our second meeting took place on Thursday 21st October and all Shropshire Triumph Owners were welcome. I was able to report that our total numbers swelled to 32 in total and we spent some considerable time talking about a possible initial project and our Diary of Events for next year. More on those in the near future!

It has been agreed that we'll meet on the **third Thursday** of each month and other projects are to be considered such as setting up our own web-site and enhancing our diary of events for 2011. I'll let you know more next month with regards to how we get on with the challenge! If you know of anyone in Shropshire who might like to join in, please do not hesitate to pass on the details and we'll be delighted to see them at our meeting scheduled 18th November.

David

SOMERSET

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Okay, so I must try harder - sounds like my old school reports! I have been rather busy with other stuff and as a result, my usual waffle has not been making these pages - has anyone noticed, who knows!

The main event we have been to, was the Restoration Show at the Bath and West Showground - if you haven't been it is three halls of displays, autojumble and trade stands, and because it is indoors, the weather doesn't matter. We set up



TSSC AREA NEWS

SOMERSET SOUTHERN . . . SUFFOLK

Somerset Continues

on the Friday with Martins Spitfire, Paul/Sues newly Mot'd Spitfire and my Stag, creating a birthday party scene for a 40yr old Stag. The Spitfires flanked the stag and were also suitably decorated whilst both were worked on over the weekend, with a front brake overhaul on martins car, and a replacement timing chain etc on Pauls Spit.

Several club members volunteered to be on the stand, and others lent props/equipment so my thanks to all involved - we unfortunately did not win this year with Radstock Car Club taking the prize off us - We took it from them last year! They were a friendly bunch with an excellent painted backdrop, so none of us we surprised that they won. In the meantime, plans for next years show have already been made.....

We had some visitors to the stand on the Saturday, Pip and Frank Flegel, Jane Rowley and Gary Russell who all seemed to enjoy themselves and I hope were made to feel welcome to the Somerset Area. Also, knowing they were visiting, four of the Somerset lot had there cars valued for insurance purposes by them - must just remember to send the form in to HQ!! A very simple and straight forward process, well worth the £12 in my opinion.

Finally in relation to that show, a special thanks must go to two people - Martin, who made a birthday cake in the shape of my Stag for the stand, and for also making Derek a surprise birthday cake which Derek got on the Saturday. Also a special thanks to Derek, who went to lots of time and trouble with finding and making props, organising posters from Bern at HQ and also for being the technical guru on the stand again!

We have also registered the Somerset area again for 2011 and I am still the alleged organiser, unless anyone else wishes to take over....??

Merry Christmas.

Phil.

SOUTHERN

Tel. 01252 722432

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

Hi All, not a lot to report on this month. Our first Sunday lunch of the autumn was cancelled due to it clashing with a run out to a private collection of cars and memorabilia at Churt. This was organised by Ron and friends who run the car club that meet at the Deers Hut at Griggs Green. Dave Moore, wife Becky and daughter Esmay in their eurobox followed Jackie and myself in the Vitesse to Farnham. It was a lovely sunny morning although a bit crisp (note to self, wear a beeny hat when there's frost on the ground) but we arrived early enough to find Paul and Carol waiting eagerly and went and got a nice cup of hot coffee.

We all met up at Farnham central car park for 10.15am to leave at 10.30. and travelled in small groups to the collection.

Our group consisted of Mike and Barb (Stag) newly moved Wendy and Alan (Vitesse) Peter and George (Tr4a) Paul and Carol (Tr5) Neil and Maxine (Gt6mk1) Dave and family (eurobox) Jackie and myself (Vitesse) but no sign of Vanessa.

The owner opened the doors to reveal an superb collection of cars and memorabilia that has taken both himself and his wife just six years to put together. What was so interesting to me that he knew all the history of the cars and what work had been carried out or was due to be carried out and who had



owned and driven these cars.

Unfortunately I cannot describe this collection in mere words but for those who could not be there (Vanessa) a page has been devoted to the collection in the forthcoming 2011 calendar in October

I have received back a proof copy of our 2011 calendar from Bernie at TSSC HQ and have shown it to a couple of friends to gauge their reaction which seemed approving so I hope that you will be happy with them.

Our regular meet was well attended again, despite Vanessa not being there and the nights drawing in. Most of the evening was taken up with sorting out who wants what for Christmas dinner and paying for it and another mega prize raffle.

On the subject of raffles and Xmas, Don't forget The first tuesday (regular) meet on **December 7th** will be our dinner (I hope Vanessa will be there) and don't forget to bring a wrapped raffle prize each, of not more than £5 in value, funny quirky or just daft to be drawn after the meal.

Dec 5th Goodwood breakfast club..

'Christmas Cracker Special'

Dec 26th informal meet in Wickham Square

(if you can get in)

Jan 1st Veteran and vintage car meet at The Elsted Inn, Elsted West Sussex GU29 0JT

Jan 4th regular meet Seven Stars, Stroud GU32 3PG

Jan 16th Sunday lunch the Churchillian pub
Portsmouth Hill PO6 3LS

This being the last article I will write before Christmas (Thank the gods I hear Paul say) it just leaves me to wish you all a very happy Christmas and good luck for 2011.

Take care

Mark

SUFFOLK

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Lyall and I helped Chris replace the straight six engine in his Stag with a Stag V8. The real key to the success of this was Russell's engine hoist that has a huge lift as the engine, with its gearbox and overdrive attached, has to come out vertical at one point. The replacement goes in in the same manner. Ancillaries removed, the lifting chain was connected to the lifting eyes and removal started. All of a sudden there was a loud bang and the rear, lifting eye sheared in two. Fortunately the engine had only been moved about six inches and no real damage was done other than to the power steering hoses. Just imagine if it had been up in the air over the front of the bonnet. A new clutch was quickly fitted to the Stag engine and gearbox/overdrive attached. This engine went in successfully, just;



the rocker covers rubbing the bulkhead and the sump kissing the front cross-member.

Steering rack discussions were resurrected following Russell's announcement that he was removing the power steering on his Rover V8 engined Stag. He was going for simplicity and he does not have power steering on his 2000 estate.

Dave's Dolomite is getting a bit thirsty on oil – 9 pints in the 2000 mile trip on the Round Britain Run. He has a Sprint engine to go in it but it needs rebuilding first.

The Hervitbondfire is still around. Lyall was recently seen running around Felixstowe in it. As he now mainly uses his Stag, the Hervitbondfire has been taken over on long-term loan by his daughter, Julie. So, it is remaining within the family.

Colin has acquired another car, a Mk2 PI.

Only short notes for this month.

The next meeting is **7th December** followed by the **4th January** and **1st February**. So, see you at the Sorrel Horse, Barham on **7th December** at 8pm.

Peter

SURREY

Tel. 0208 8733022

Winter is definitely here and we have finalised the pictures for the calendar for 2011. Thanks to Con for his skills at Adobe for making the pictures look their best. I hope to have had a draft from the TSSC by the end of November so I will be taking orders now. I need full payment for the calendar prior to ordering so that we don't make a loss and I will only be ordering exactly the number requested. Please phone me if you would like to order a calendar. I will put the order in for the calendars on the 6th December and hope to have the calendars available to be picked up at the December meeting (**moved to the 4th Wednesday - 22nd December**) prior to Christmas. However if you do not get your order into me prior to the **6th** I may be able to get more copies printed but will not be able to guarantee delivery prior to Christmas.

Other discussions at the October meeting were that we weren't able to organise a drive around the surrey countryside in autumn before the weather turned this year. Therefore we have proposed a drive down to Brighton for a Fish and Chips lunch on **Sunday 16th January**. We will meet at the car park at the bottom of Box Hill (Ryka's bar car park) at 10am and aim to get to Brighton sea front between midday and 12.30pm dependent on the time we leave Box Hill. The route has not been determined yet but should take in a mixture of A and B roads. It will definitely not be on the motorway but also we will try to avoid too many stretches of narrow country lanes. In addition we will probably highlight some places to stop for a few minutes on the route at places of interest / photo opportunity, but the prime objective is to all meet at Brighton again for lunch. If you are really brave you could even go for a swim! A route will be supplied to each diver and it will not be a true convoy as the organisation required is greater. If you are interested please let me but you can just decide on the day and turn up at the start.

The meeting this month is **Wednesday 22nd December** at the Well House Inn, Chipstead Lane from 8pm.

Karen

EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER
PLEASE. DUE TO CHRISTMAS BREAK**

SUSSEX

Tel. 01273 566593

Another monthly meeting, and another fine turnout. This month Vivian and Derek popped in and brought their super White Spitfire. Thomas got chauffeured by Henry in their Spitty (and I quizzed them about jag engine mounts!) Colin, the chappie who popped along for the first time in October, again in his very nice Mk3 Spitfire, and I owe an apology because I thought the car was blue, but when I saw it under white light it is definitely GREEN!

Leigh was along, and we discussed the nasty little creatures called sandflies that inhabit New Zealand, and I feel rather jealous as he is off there for Christmas, lucky fellow.

Which brings me on to the Christmas meal (**Sun 19th December**, 3pm ish). I have a list of 15 people so far, but the pub is happy to accommodate any extras as long as they are told at the December meeting. Be there or go hungry.

Finally onto cars. Pete has been busy, he has some work planned to rebuild his Herald rear end as it is a little saggy. Luckily I found out just as I was about to take some rust-free chassis sections to the local tip. I had to pull it off my trailer! Doug has helped me further by taking away a Herald door and a selection of outriggers, and Pete has re-appeared with a rather large socket set to remove the crank pulley nut on my Toledo. That has enabled a new oil seal to be fitted, so Greenpeace and other assorted environmental campaigners will no longer protest about the oil leak. It put BP to shame. On top of that I have been busy chopping my Spitfire, and remaking the bulkhead to accommodate the Zetec engine. Only one major error so far, having built a nice pedal box for Brake and the (cable) clutch, I have realized the cable will foul the bonnet wheelarch. Need to rethink it a bit, but a simple solution will be to have the cable going vertical. And remake the clutch pedal.....I really must create a blog.

Anyway, enough of me. I hope to see lots of you at the meeting, and please, anybody want the AO job next year (lan!!) we can sign you up!" TTFN

Clive

THAMES

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Seasons greetings. The local shows are over and some of our Triumph's are being carefully tucked away for the winter and we can all relax as Xmas holidays loom ever closer. We hope to have our New Years meal at the Fox & Castle this year. Nothing has been happening to our Triumph's, but I need to sort out a MoT on the Vitesse.

Social meeting at the Fox & Castle - 7th October Julie and I are in the Vitesse this evening. At the Fox & Castle we are joined by Tony H, Andy K, Dave L, John C, Chris C, George B, David H, Rob W, Mike H. There were five Triumph's in the car park this evening belonging to Tony in this TR8 coupe, Andy's Stag, Dave's rat 2.5 Pi Mk2 saloon, Rob's 2000 Mk1 saloon and our Vitesse. Work in progress has been that Mikes Herald is back on the road, only with one front seat as the other is being re-stitched. Rob's fitted a new old stock speedo to his Mk1 saloon. Dave's fitted the spin off oil filter adaptor to his 2.5Pi.



Thames Continues

21st October Tonight I am by myself as Julie is poorly. The Vitesse is also at home as I was running late and used the Transit van (well it was pointing the right direction and still quite warm). At the Fox & Castle I met up with John C, Tony H, George B, Andy K, Rob W, Ollie & Nikki, Dave L, Mike H. Only three Triumph's in the car park those were Tony's TR8 coupe, Andy's Stag, Ollie's 2000 Mk1. on going work to our Triumph's has been :- Tony's finally got round to wiring up the spot lights he fitted a while ago. Dave's fitted a Bosch fuel pump to the 2.5 Pi. Mike's Herald now has a new MoT. Talk was of a visit to the Kempton Pumping House last Sunday. Mike H George B, Andy K, David H all went and had a great day there, it's well worth a visit.

Show Reports - Well these would be longer but I've lost my notes again. (Julie has been severely punished for not looking after them) No doubt this will happen again, so bear with me! 12th September Windsor Classic Car Show - We got there a little later than we said we would and then were heckled by those already there. But they managed to bag a good spot for us up the left hand side of the field carrying on from the auto-jumpers. The lay out was changed from last year and we were all in a different part of the show as the old fields were being used by the horse carriages. There seemed to be more classic cars on show this year, there were quite a few Triumph's parked up in the rows of cars. Traders & auto-jumble, refreshments were all there. Thames Area had a great line up and there were the usual teas and coffees and cakes going around. Sorry no name's as I am bound to leave some out and disappoint others. Thank you for your support and help setting up and packing away. A wonderful day.

19th September Tilford Classic Car Show - We had a great spot for this show, out of the forest we were parked up in last year, to a shady grassy patch amongst other car clubs. We had a good mixture of Triumph's too, sharing with Southern Area. There was a good selection of traders and auto-jumble as well as the museum exhibits to wander round. The Café was busy all day, also the small beer tent from the Hogs Back brewery. We had a wonderful time there with good company.

24th September Mile of Triumphs - With the Vitesse towing the folding caravan Julie and I made our way to the Mile of Triumphs. The trip up was faultless; at the camp site we set up the caravan in the usual wet sunshine and squelched around setting up the awning.

We headed off to the supermarket to get breakfast stuff and one or two beers to keep the fridge company. We have a lovely meal in a pub in the next village and then headed for the club house to socialise with friends old and new.

Saturday morning and the rain was falling steadily, but under the awning we were frying up breakfast. Fully fortified we opted to try out the road run that had been laid on for the day's entertainment. Yes, had great time driving through the villages getting lost and passing other Triumph's every now and then, even finding time to stop at a quaint (pricey) little tea room. Back at the camp site we had our evening meal in the club house and it was down right tasty too. We stayed the night drinking and socialising. High light of the evening was the "teddy bear auction" in which I managed to bag a wolf in sheep's clothing.

Sunday morning and it's still very damp out. But the sound of the rain beating on the roof keeps us in the cosy caravan a lit-

tle longer. We have our breakfast and are ready in time for the start of the road run to the seafont for the Mile of Triumph's. To help boost the numbers we have visitors from the local Stag OC & TR Register. We follow the Triumph's in front and get to the seafont in good time. As the weather had cleared up by now we opted to walk to the shops and do some window shopping, before heading back to the campsite and joining in with the car show. This was held at the entrance of the campsite as the field was water logged. After the raffle was drawn in which Julie and I managed to win Dove toiletries and two gift vouchers. The concourse prizes were also given out and the show finished shortly afterwards. We headed back to the caravan and began to pack up. Saying our farewells before heading off home. It was a splashing weekend and we enjoyed it all. Back next year!!

Our next meetings at the FOX & CASTLE are from 8 pm in **December on the 2nd & 16th**. There is **no meeting** on the **30th**. In the New Year we start back up on the **6th & 20th of January**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events:-

2nd December Quiz Night
11th/12th December HQ Open Weekend
1st January Brooklands Meet

Mickey & Julie

NORTH WALES Tel. 01492 516479

The annual business of getting members to vote a winner of our Triumph over Adversity trophy highlighted just how valuable the club can be in those moments of adversity. It drew attention to some of the problems members have faced with their Triumphs - and the lengths to which they have to go to find solutions.

A winner did eventually emerge, but it was a close run thing between three members, each of whom has shared their problems and solutions with others in the club.

Chris H had all sorts of problems with his Vitesse convertible - and shared with us the suspension and driveshaft solutions he got via Canley Classics. Some very nice stuff there.

Up at Preston Towers Brian has been burning the midnight oil over manifold problems with SUs, gearbox mounting problems with his Type 9 five-speed conversion and a real pig of a problem with the speedo drive, eventually solved by John Jones. The solutions are now there for others who will surely go down the same route as usable gearboxes become more difficult to find.

Then there's young Sam Evans, still coming up with new ideas for his groundhog Spitfire. Insurance quotes steered him away from using the 2.5 litre six he had bought, so he's turned his planning towards a five-speed box and 3.27 GT6 diff to be coupled up to a 1500 with hotter cam and a stonking great pair of Webers. Very appetising!

It all adds up to a wealth of knowledge available to others from the efforts of those three alone. There were also votes for Derrick, whose experience with his seized diff drew our attention to just how little new componentry is put into so-called reconditioned items. That and my experience with the quality of trunnion and brake spares have been real eye-openers.

Of course, Derrick ruled votes for himself as void. As I said, a winner has emerged, but squire Binning threatened that any revealing of such secrets would result in one of his railway sleepers landing on part of my anatomy. That's hardly the way

to talk to a fellow AO, is it?

Our last show event of the season, at Erddig, brought us all a happy moment. A dozen club cars, including Graham and Roy with their Tristans, were all lined up, shining in the autumn sunshine, when we were joined by another, gleaming red MG. None other than Red Leader Stewart, having what he describes as one of his 'good says' from his debilitating treatment. It was good to see him out and about – and assures you all that it did him good to see you.

He continues to involve himself in group affairs and has drawn up the seating plans for our dinner on **December 3**, although he will be unable to join us because of the weakness of his immune system. All those shining cars and the Red Leader – it was almost like the CO carrying out an inspection.

Carry on, Sir!

The quality of our cars certainly warranted inspection and along with the two Tristans we had Roger's Stag, Julie and Sam with their Spitfires (particularly enjoying the by-pass route) and my GT6, which is now finally out of the doghouse.

The weekend before Erddig we had displayed some club cars, by request of the organisers, at the Llangollen Food Festival, a big annual event at the Eisteddfod Pavilion. Our exhibits included Sam Jerrett's now immaculate engine bay and Richard's rather rorty new straight through silencer. Apart from the fact that the new silencer doesn't silence anything, our only problem was the proliferation of samples and the difficulty of removing certain people from the area of sloe gin tasting.

My month was highlighted by a phone call from Sam. "Fancy coming flying" Silly question! Next day we were in and out of Gloucester Airport and 3000 feet above my old haunts, those lush meadows where I had enjoyed Cider with Rosie moments. Well, not Rosie, but Mary and Rita and Barbara and Janet. Especially Janet. She had the key to her Dad's cellar!

Roger came with us and we plotted a course for Sam which took us smack over the top of Prescott where we'd belted our Triumphs up the hill last May. Did I fancy going flying? You bet, I did! And Roger's taking it up seriously.

That's another story....

Bob

SOUTH WALES Tel. 02920 868203



T.S.S.C. (S.Wales) area club run on October 17th 2010

This run was arranged by Howard & Carol our area organisers and as usual we were not disappointed with the day out as they both know exactly what type of runs are popular with the members. This trip was to visit the rejuvenated "Gloucester Docks" not a place that jumps to one's mind for a run however it turned out to be excellent.

At 10:15 a.m. we met up near Penhow on the A48, with Mike & Sandra, Gwyn & Barbara, Cliff, Cherry & Jorden, Howard &

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Carol, and proceeded on the run in a Triumph Spitfire MkIII, Triumph Dolomite, Triumph Lexus and a Triumph MX5! The weather was absolutely beautiful so it was "Tops" down for those that had them an off we went following the A48, first point of interest was "Caerwent" which has one of the best preserved "Roman" towns in the country, on to and through the interesting town of "Chepstow". The climb out of Chepstow to Wibdon and Stroath allowed us fabulous views overlooking the Severn estuary, after driving through many picturesque villages we stopped for a coffee break in Newham in a well organised picnic area which was situated along the river Severn where you could go for a riverbank walk, enjoy the birds and other wildlife or just sit, enjoy the coffee whilst appreciating the view and the fresh air. We joined the A40 just outside of Gloucester and stopped for Sunday lunch at a "Toby" carvery where we all enjoyed our meal and caught up with each others news. We bypassed the centre of Gloucester and parked up in the docks area and walked through the old warehouses which now are antique shops, offices, museums, new shopping Mall etc. all situated at the top of the Sharpness canal where we watched longboats and other river craft enjoying a pleasant Sunday afternoon on the river.

We left about 3:45 and took the scenic A40 route to Ross-on-Wye and on to Raglan services for a late afternoon tea after which we split up to return home having enjoyed a very nice trip with very nice people.

Again thanks to Gwyn & Barbara for the account of our day out. For those who know me I tend to use a MX5 for our little trips as my wife's GT6 is still not finished to her demanding standards. Why do we need carpets? Parcel shelf or rear trim? I ask. The main problem is the car, when used failed to start on the key on at least 2 club runs. On my drive, no problem. Something electrical says I, but only when I wish to use the car for club runs!!! The GT6 will be finished sometime and my trusty MX5 will be used until then.

As this is the last communication before Xmas, Carol and I would like to wish you all a very Merry Xmas & Happy New Year. Please note there will be **no meeting in December** and I am still waiting for someone to take over as AO.

Best Wishes

Howard

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

For our last car orientated activity for the year, Jerry, Martin, Neil and myself took ourselves off to Pimperne Village Hall on Sunday 3rd October to lend our support to this years contestants participating in the Bi-annual Club Triumph Round Britain Reliability Run. This was one of the scheduled stops giving the cars a brief respite and also allowing the contestants to stretch their legs and partake of tea and cakes by way of refreshment before pushing on for the final leg back towards London.

There was certainly plenty of variety of vehicles participating. These ranging from a Standard Van, a Herald Courier Van,



TSSC AREA NEWS

Wessex Continues

through the majority of Triumph's production of saloon and sports cars, including various marques of TR's, plus the big saloons and the Acclaim.

It was good to catch up with some old friends that we had not seen for a while – also the cakes were good!

That is about it event-wise for this year. We are starting to plan for next year's events including our own New Forest Run which is scheduled for **Sunday 17th April 2011**. We will shortly be starting the detailed planning for this event so if you would like to get involved why not come along to our meetings if only to see what it's all about - we would be glad to see you.

That's about it for now, except maybe to wish you all the compliments of the impending festive season. Hope to see as many of you as possible at our normal meetings on the **third Thursday** of the month at The St Leonards Hotel.

Trevor

WEST MIDLANDS Tel. 07969 024999

With the clocks going back one hour its now very dark early evening and not really the time of year for our beloved classics but at our November meeting on Tuesday 2nd we still had 8 Triumphs on the pub car park, and I am delighted to say 34 dedicated West Midlands members inside the pub enjoying each others company. This months report will be considerably shorter than last month as not a lot has been going on in this region. We held a secret ballot to select the member to be declared 'Member of the Year' at the Christmas meeting and awarded the trophy in memory of our oldest member 'Jack' who passed away a few years ago. Our Christmas dinner is arranged for **Tuesday 7th December** at the Drakes Drum pub and 44 persons are already booked in to attend, it should be a very good night, and the right way to finish a very successful year, and to luck forward to an even more successful 2011.

On behalf of the West Midlands Triumph members I would like to wish all Triumph owners and their partners a very Merry Christmas, and hope that the new year 2011, brings them all that they desire including good health and happiness. Our best wishes are also sent to those unsung heroes at Triumph Club Headquarters regardless of whether they are Triumph Six Sports Club, Club Triumph, the 2000, 2.5, or Dolomite Club. Your work throughout the year is much appreciated and we hope that with your families you have a great Christmas break.

Looking forward to meeting with everyone at the Christmas Party on **Tuesday 7th December** at the Drakes Drum and don't forget your Father Christmas Hat, there will be a £2 fine towards club funds for anyone improperly dressed. i.e. no hat.....Ho, Ho, Ho

Roger the Dodger

WIRRAL

Tel. 0151 339 4150

Hello all you happy readers out there. It seems like only yesterday that I was writing the "October" report. Where does the time go? A lot quicker I can assure you with advancing Anno Domini. That's enough moaning, now for the news.

Andy mentioned something about a Christmas Dinner in the "November Courier" but no date. This has now been arranged

for **Friday 17th December** 7pm for 7.30pm at the "Cottage Loaf". All members now have a Wirral Triumph Newsletter which details the menu and paying instructions (most important) so it's a question of choose your fare and get yourself there, the more the merrier.

I feel I should report the achievement of Martyn and Mandy in raising over One Thousand Pounds for "Claire House", a local childrens charity. They drove their Austin 7 of 1930 vintage from John O'Groats to Lands' End. O.K. so it's not a "Triumph" but they do frequently join us on our local runs in Cheshire and North Wales as "Friends of Wirral Triumph". They totted up 2056 miles in all with only a couple of minor problems en route, not bad for an eighty year old car.

Another of our number has had a bumper year collecting silverware for the sideboard. He owns an immaculate TR 6 which no doubt members will have seen at Stafford.

His tally for the year was:-
TR Register. Birmingham
TR Register. Malvern
Woodvale (R A F) Ainsdale
Stafford International
Cholmondeley

Winner of Master Class.
Best Standard TR6
Best Triumph
Won the Masters Class
Car of the Show

Well done that man, keep polishing Paul, you can't give up now! (Paul Griffies)

In September a few of us attended the Festival of Transport in Birkenhead Park. This is largely devoted to "STEAM". An immaculate 1906 Stanley steam car and plenty of traction engines in the parade and in the fairground a genuine steam roundabout with gallopers and a steam organ. Quite a good turnout of Triumphs there, some from North Wales and some from Liverpool.

Peter and I were a bit miffed when a bloke emerged from a tent and asked us if we had made a will. Peter said "why pick on us" He was too polite to say we looked old. The Wirral Vikings also collared us.. They must have thought our old clothes matched theirs. They couldn't get us to join up but we said, give us a call when the next rape and pillage expedition is planned, as yet, no word from them. Also in September a number of cars joined the Walled Towns Run from Chester to Carnarvon, via Denbigh, Conway and Beaumaris. On the 10th October eight cars were on a run through Cheshire ending up in the "Bickerton Poacher" which scored top marks for a superb meal.

Andy Postlethwaite has acquired a new vehicle (new for him) a 1972 Triumph 2000 Saloon. It certainly looks in pristine condition and he drove it on the Cheshire leafy lane run with Christine as his passenger.

My "Spitfire" had an electrical problem eventually traced to a duff main light switch. The manual estimates about thirty minutes to change it, it took me nearly all day. Put it down to the ageing process. Still with a new clutch installed in July and the electrics now fixed its going a treat, long my it last.

Attendances at the "Cottage Loaf" seem to hover around the twenty mark despite my other journalistic duties of each quarter writing and sending out fifty copies of the Wirral Appreciation Newsletter. Where are you all? The Landlord of the pub generally supplies chips free gratis on our meeting nights, a nice man, in fact a very nice man!

Wee folks, that's it for now, I'll be back in February 2011, meanwhile I take the opportunity to wish all our Members, Friends, Acquaintances and assorted camp followers a Merry Christmas and a Happy New Year.

Cheers

Ray

WORCESTER . . . NORTH YORKS SOUTH YORKS



WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

Don't the weeks fly by nowadays. It only seemed like yesterday when the cars were being brought out for the summer days and nights and here we are at our Annual General Meeting and only a few days away from Bonfire night.

We welcome back in to the Worcester Area, Simon with his TR, who was a member many years ago and knows several of our longstanding members. He is currently looking for a Herald 1200 estate - so if anyone knows of one currently for sale, then please get in touch and we can pass any information on to Simon.

As I mentioned in last month's Area News my work hours have now changed which means that I will be working evenings. However, The Management have condescended to allow me to attend the monthly meetings.....at the moment, as they "don't wish to take over my life completely". As a result of this I offered the position of AO to be elected but was met with silence, promptly followed by a suggestion that the Officers continue in their current positions. Therefore, I will remain as AO for as long as I am able and I will also continue to write the Area News. John C. has agreed to continue as Treasurer and Sylv will still be pestering you to buy a raffle ticket.

John C. gave a report on the Area accounts which are in a healthy condition.

The proof copy of the 2011 Area Calendar was passed around for members to view and orders were taken. Although the production price has increased it was decided, due to the healthy nature of the Area accounts, to only charge members the basic production cost, giving no profit for Area funds.

Finally, a reminder, that if we would like to make the most of our cars next year then we need to get our thinking caps on to come up with ideas for events/runs - So, as always your input would be appreciated.

Dates for your Diary:

6th December - Monthly meeting

Stef

NORTH YORKS

Tel. 07766 35449

Well the last meeting was unusual in that it occurred on the Courier deadline! Much chatting was done on all subjects, those especially aimed in my direction were to do with the spelling of email addresses! It looks to be a goods new year for events and things are starting to come together. I was kindly "volunteered" to run the area for a further year to which my thanks go to the whole of the area - I WILL get you back!

The main announcement to make this month is regarding the February meeting which actually occurs on the 14th. To save our collective stomachs and the impact on our wallets it has been decided for one month only to have the meeting on the Tuesday after ie the 15th of February.

We now have a Trophy for the camping weekend - the main challenge now is to decide if the "Broken Spring Plate" trophy is for good or bad!

Got to run now - much to do and I hope all North Yorkshire members past present and exiled have an absolutely wonderful Christmas and New Year.

Events / club nights

Monday 13th December - Club night

Monday 10th January 2011 - Club night

Tuesday 15th February - Club night

TSSC AREA NEWS

Monday 14th March - Club night

Saturday 8th January 2011, Christmas meal £5 per head deposit in advance please. Grace and Christine are being a great help in organising the meal as usual! Be there 7:30 for 8:00 eating! Oh and for those who don't know its at the White Bear Inn, Main Street, Stillington, York YO61 1JU

Fri 13th to Sunday 15th May 2011 - North Yorkshire TSSC camping weekend, Looks like a site just North at Levisham - Bed and breakfasts a plenty!

Monday 30th May (Bank Holiday) Sherburn Vintage and Veterans day

Tuesday 21st June 2011 - Solstice run up to the North York Moors

Saturday 2nd of July Longmans Hill School Fête, it's a nice relaxing couple of hours and it's in Selby.

Jul 7 9th / 10th 2011 This ones a guess as the NYMR railway website is down! Vintage Steam Weekend at Levisham

It would be good if the area had a trip to the TR Register weekend at Harrogate, it is on our doorstep so would be good to support the event as everyone knows the big Triumph shows are always in the South and clash with local events, dates are **29th - 31st July**. Camping and B&B are available.

Sun 24th July? No data for this, might be week after! Huby and Sutton Show

Saturday 27th August 2011 Cawood Craft Festival

That's all this month

Rick

SOUTH YORKS

Tel. 07980 010741

www.southyorkshire-tssc.org.uk



Hi All. It's hard to believe that another year draws to a close and what a busy year that has been for the South Yorkshire area. Meetings have gone from strength to strength in our new venue, the Crown and we have been very pleased to welcome along new members. The introduction of the e-Tribune has kept members new and old, up to date with what has been going on, fund-raising has been well supported and a new website, although not yet launched due to technical difficulties, is still planned.

There has been a real teamwork spirit with everyone being involved from hosting events to formulating quizzes and contributing prizes. But don't let that put you off coming along to the meetings. If you want to just sit there and take it all in, there's really is no pressure to join in.

Here's a trip down memory lane for those of you who were able to join in the fun and perhaps may spur some of you to come along and join in the fun.

Valentine's Day got our year off to a great start with a run to



TSSC AREA NEWS

South Yorks Continues

Cleethorpes for fish n chips and a dose of bracing North Sea air to clear the cobwebs. March saw a lad's trip out to Stoneleigh Spares Day and a night of wining and dining for all at a local Indian restaurant.

In May we were off to the now legendary North Yorkshire Triumph weekend at Runswick Bay. June was a particular busy month with the very suave Cheese & Wine evening, a trip out to Hickleton Hall to support the Sue Ryder charity and the first of our visits to the very lovely Brodsworth Hall for the Classic Cars for Father's Day event.

July was a game of two halves with some members opting for sunnier climes at Le Mans, whilst others having a run out to the Rescue Day at Crowle in aid of Help for Heroes. We also made it along later in the month to the Doncaster Classic Car & Bike show. Stafford in August, was a great success and we hope to increase our numbers for next year. We also had our second trip out to Brodsworth Hall and enjoyed a get together at the Club BBQ.

September's evening run to Cleethorpes also gave us an opportunity to call on the All Things Triumph meet in N Lincs, and later that month we headed off to Ulley to join the Classic Car display and visit the Hellerby Last Blast Classic meet. . Alice n Ian's Anniversary do in October was a grand get together, as was the Bonfire Party in November. The Donnington Track Day on the 3rd and the Christmas Meal on the **4th of December** will bring the year to a close. Phew!

Looking towards 2011, as well as revisiting many of the events from last year, Runswick, Brodsworth and Stafford to name just a few, plans are also in place for a Spice Night in **Feb**, a Spa day in **March** and the SPA 6 Hour Race in Belgium.

December sees the election of AO and it is with some regret I've announced I will not be seeking re-election, due to increasing work pressures. I will of course continue to support proceedings where I can. I hope I have demonstrated however what can be achieved by everyone with some simple co-ordination. Thanks everyone for your support.

Au Revoir

Paula x

WEST YORKS Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi All By the time you are reading this we will have had our A.G.M. I would like to thank you all for your support for all we have achieved in the last 12 months; and the effort you have put in to the charity this year very well done to you all for the amount of £1,050. This will have been presented at the R N L I at Spurn Point on the 14th November.

This money will be all spent on equipment ETC as this is the only life boat station on the British isles to have a full time crew that live on site and very brave they are.

The Christmas meal is now booked at the same venue as last years at the Hunsworth Brewers Fayre in Whitehall Road at the roundabout M62 and M606 this is a open invitation to all PS we will be limited to approx 30 seats ring me if you have not booked this is taking place on **Saturday 11th December** at 7.30 for 8.30 start

Drive it Day will be on **Sunday 17th of April 2011** at the moment I am having talks with the York National Railway

Museum for discounts for parking. I will keep you all informed at a later date with more information

Also I am planing a run out to the Ellenroad steam mill engine, this only runs on the first Sunday in the month. You can look at their web site www.ellenroad.org.uk

I would like to take this opportunity to which you all a very merry Christmas and a happy new year
Keep your Triumph wheels running

Alan

The 2011 Peak Run

Announcement.

The 2011 Peak Run will be held on the weekend of 24th, 25th and 26th June 2011.

Following the great success of 2010 event (despite competing with the football) we will be returning to the Peak Gateway campsite.



The Peak Run itself will remain in its traditional format on the Sunday starting from the Market Place in Belper.

The campsite is near Ashbourne and is fairly level, has good clean toilets and showers, more than enough electric hook-ups, a bar, an arcade, a large function room and many more facilities.

We have exclusive use of one of the tenting fields for Thursday night, Friday night, Saturday night and Sunday night. So why not stay the four nights and enjoy the delights of the Derbyshire Peak District at your leisure.

We are currently negotiating discounted rates for the weekend. Details and booking forms will be published soon.

There are several 'Travel Lodge' type hotels and bed and breakfast accommodation nearby for those who do not camp.

More details and regular updates will be published in the Courier and on the Derwent Valley website. www.derwentvalley-tssc.org.uk

Regards ~ The Peak Run Team