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CLUB



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Enthusiasts

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Triumph Sports Six Club

The Courier 367

JANUARY 2011



*A New Year Beckons ...
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JANUARY 2011



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Articles/Area News Enquiries

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COUNCIL MEMBERS 2011

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

For a full list of TSSC officials see page 66.

Honorary MEMBERS

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

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

PIC BY

CARL SWANSON

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T.S.S.C. Events Calendar

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

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

e-mail: trudiprettyjohns@tssc.org.uk

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

January 2011

**SUN 9 JANUARY 2011
DERWENT VALLEY & NOTTS
AREAS NEW YEAR RUN
RIPLY, DERBYSHIRE
CONTACT
ROGER 07979 619949
COLIN 01773 531580
CLAIRE 07971 017012**

May 2011

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

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

June 2011

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

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

August 2011

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

CLASSIC CAR SHOWS (CLUB INVITED)

March 2011

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

April 2011

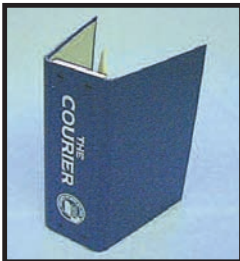
**SUN 17TH
NATIONAL DRIVE IT DAY**

May 2011

**SUN 29TH
STANDARD TRIUMPH MARQUE DAY
DUXFORD IMPERIAL WAR MUSEUM
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We have most back copies of The Courier available dating back to the late 70s, there are too many to list here. Please refer to www.tssc.org.uk Technical Directory Listings

“ Comment

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

Happy New Year and Thank You

Happy New Year to Triumph enthusiasts everywhere. I hope that 2011 brings you health, wealth and lots of pleasure from your Triumphs.

Next I would like to thank the 750 Triumph enthusiasts who joined the TSSC during 2010 as new members. I trust that you have felt welcome and that being part of the TSSC has added to your enjoyment of Triumphs. If you have enjoyed your first year with the TSSC, I hope that you choose to renew membership in 2011. But also most important, if you feel there are ways in which we could improve the experience the Club offers to members, please tell me. The Club Office contact details are at the front of every Courier. We value your feedback, as the only way the Club can improve is by responding to comments from members and equally from those who choose not to remain as members.

We will soon be adding a new page to the Courier where new members are officially welcomed by name each month. This is being done in response to a request from membership.

I would also like to thank our long-standing members. We are fortunate that we have a large number of very loyal members, loyal to their Triumphs and to their Club. Looking at our records, I estimate that the Club has around 500 members who have been with us for more than 25 years! Congratulations to all of you, your loyalty to Triumphs and the TSSC do you credit.

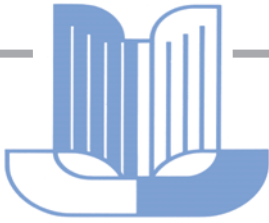
Although the TSSC is a large club, large enough to have a small team of staff to serve members, we still



Using your Triumph this winter?

rely on the enthusiasm and dedication of volunteers. It is to these volunteers that my final round of New Year's thanks goes. Volunteers who willingly give up their time to the Club include the Register Secretaries, the Area Organisers, the Website Development Team, the teams of helpers at events during the year and last but not least the Council of Management. Each and every one deserves our thanks as we all rely in one way or another on their enthusiasm. As an example, it's worth remembering that your copy of the Courier is written almost entirely by volunteers every month.





NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 10th April 2011**.

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to the General Secretary to be received by **6th February 2011**. Any item received after this date will be regarded as null and void.

General issues can, of course, be raised at anytime through the General Secretary, for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the **Area Organisers Road Show, to be held in the morning prior to the AGM**; please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented as a result of these informal meetings.

If any member (of at least three consecutive years membership prior to the AGM) should wish their name to be put forward as a candidate for the Council of Management please give me a call and I will be happy to discuss the duties and responsibilities involved. If you wish your name to be put forward, please contact me by **6th February**. A paragraph describing prospective candidates will be published in The Courier along with the AGM agenda.

Any enquiries regarding any of the above should be addressed directly to me; my address details are in the beginning of The Courier.

Vivien Thompson
General Secretary

Registering Engine Changes with the DVLA

Recently there have been concerns raised about changes to the DVLA requirements if you need to register a change of engine in your car. In the December issue of the Courier Rob Newton-Allen alerted us to a report by Practical Classics

suggesting that the DVLA is refusing to issue new V5C registration documents for cars after an engine change, unless the owner can show documentary proof that they are the legal owner of the new engine. Colin Lindsay covers this apparent change to DVLA policy in more detail in his GT6 Register pages in this issue of the Courier.

Clearly, if the Practical Classics report is correct, this is a real concern to us. However, in response to a recent enquiry, the DVLA have stated categorically that they can accept any of the following information to verify an engine change:

- a receipt of purchase containing cylinder capacity information for the replacement engine
- written confirmation from your insurance company.
- written confirmation by the manufacturers.

The DVLA reply then goes on to say **"If none of the above are available, then please send a covering letter providing as much information about the engine as possible"**.

This looks far less draconian and appears to contradict the Practical Classics report. To say the least, the picture is confused. On behalf of TSSC members, I am contacting the DVLA and the Federation of British Historic Vehicle Clubs for clarification. As soon as there is more definite news, I will update you here in the Courier and on the website.

Nigel Clark
General Manager

TSSC North Yorkshire Camping Weekend

Hi everyone, as an area North Yorkshire TSSC have decided to begin organising a camping weekend again. We have chosen the weekend as **Friday 13th to Sunday 15th May 2011**.

Due to snow the campsite has not been finalised but it will be around Levisham with Bed and breakfasts a plenty! Please keep an eye open in the February Courier for an advert, or email me at 72stag@gmail.com to register an interest in attending

Many thanks

Richard Briscoe
North Yorks AO



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

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

TSSC Annual General Meeting

**THE ANNUAL GENERAL MEETING WILL BE HELD ON
SUNDAY APRIL 10TH 2011**

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

Council of Management Meetings

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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www.tssc.org.uk/stag
e-mail. benbroadbent@btinternet.com



Ben Broadbent

My First Register

Hello, Let me introduce myself. My Name is **Ben Broadbent** and I have taken on the role of TSSC STAG REGISTER SECRETARY.

These are similar words with which Richard Briscoe introduced himself in June 2006 (Courier 312). So let me start by thanking Richard for his contribution to the magazine over the past four years. He produced many excellent and informative articles that have helped myself and many other members keep their Stags on the road.

A big thanks then to Richard!

So who am I?

My name is Ben and I have been a member of the club on and off since 1981. I hope you have all had a Merry Christmas and I wish you all a Happy New Year!

My first experience of Triumphs was in December 1971. I was on my way to school, a voice shouted,

'Do you want a lift?'

'What, in that?'

'Yes, why not?'

'It's got no roof!'

Well it was cold, but the fun of being driven to school in a Valencia Blue Herald 13/60 convertible was just too much, I was hooked! On many occasions in the next six years I was given lifts to school in this dream car by my mate Steve!

A new experience of Triumphs came in September 1977.

Again a shout from Steve turned my head!

'You want a lift?'

'Yes, where are you going?'

'Oh, just testing the car.'

I'd learnt over the previous six years that Steve was a bit crazy behind the wheel. Surely his new car a very tatty looking Damson Red 1200 Herald Saloon was a bit tame for him! I jumped in and off we went. We stopped at a set of traffic light and a Ford Capri (with a 3.1 litre badge) pulled up in the outside lane. The driver revved up and looked at Steve with a smug satisfied look, and then he was away, accelerating into the distance, only to be caught at the next lights. This happened twice more. At the third set of lights I noticed a strange, mad look on Steve's face. 'Hold on!' he shouted. The Capri was away, but we shot past it, and it diminished in size in the wing mirror. On the left side of the road was the giant Halewood Ford Factory, Ha! I was confused, but then I noticed the badge on the dashboard 'VITESSE'. 'Oh hell', I said, 'I'm going to die!' My luck was in, Steve slowed down for a roundabout, the Capri drew along side, 'What the hell is that?' the perplexed driver demanded, '1200 Herald mate!' answered Steve, with a very smug look on his face! The Capri drove off, the driver with a totally deflated look on his sorry face! The only 1200 Herald bit about Steve's car was the borrowed bonnet, it was a rolling restoration Vitesse with a 2500 PI lump providing the power and a mad man behind the wheel! I never trusted him again!

But always asked for a lift!

My first Triumph was a Spitfire MK4, which I bought in the early 1980's. I joined the TSSC and attended the Merseyside area with a friend Chris (who went on to form Totally Triumph and later the Manchester Area of the club). We used to disassemble and rebuild many Triumphs, mainly Heralds and Vitesse's. I personally restored a Spitfire MK4, a 1600 Vitesse and a Herald Convertible 13/60, using them for many years until selling them to Totally Triumph in 1991. Triumphs then had to take a back seat



2.

December 2003 with the aim of a total restoration. (pic 1) However, I suffered a heart illness

that limited my stamina and strength, so that restoration of the Spitfire was cancelled. I replaced this with a concours quality Spitfire (pic 2) (that I never actually got to show), I then added two Vitesse Mk2 convertibles, and a Dolomite 1850, a PI 2.5, (pic 3) and finally two Stags. (pics 4 and 5) I spent five happy years



1.

whilst family matters rudely intervened!

In the last seven years I have been back on the Triumph scene. I bought a Spitfire Mk4 in

December 2003 with the aim of a total restoration. (pic 1) However, I suffered a heart illness that limited my stamina and strength, so that restoration of the Spitfire was cancelled. I replaced this with a concours quality Spitfire (pic 2) (that I never actually got to show), I then added two Vitesse Mk2 convertibles, and a Dolomite 1850, a PI 2.5, (pic 3) and finally two Stags. (pics 4 and 5) I spent five happy years undertaking minor restorations and full involvement with the Manchester Area of the club, but then in 2008 I started to sell everything to buy the ultimate Stag.



3.



occurred in future articles. I managed to sell on the white and blue Stags in early 2009. So my stable of nine Triumphs was reduced to just one car, but what a car, a beautiful Red Stag.

I would hope to bring a unique style of articles, from technical interests to human interests. I have access to a local Stag specialist. (The owner of which was involved in the restoration of my red Stag). I have been

This Stag (The Red Baron) (pic5) is now my pride and joy, and I hope to actually show the car in 2011.

Actually, there was a bit of overlap in buying the Red Baron, and selling my white and then blue Stags. The white Stag was a 1973 Auto. I bought it from a chap in Preston. It had only 53,000 miles on the clock and had covered only 20,000 miles since 1978. It went like a rocket and I indulged in minor restoration, but it was evident it would need a major restoration within a few years, so I decided to move it on. The blue Stag was a 1978 Mk2 and was bought from a fellow member of the Manchester Area. It was quite a special car, looking the part with Tahiti Blue paintwork and Beige interior.

Minor restoration to the bodywork had to be undertaken, but it was a comfortable car with a beautiful sounding engine, just the perfect purr from the V8.

I'd wanted a Stag since the late 70's, but it was just a dream, so here I was with two Stags when I was offered the Red Baron, a fully restored show car that had won awards at local shows. It was a 1971 Mk1 with Signal Red paintwork and a black interior. I wanted it, but managed to resist for about a month. I told myself, 'no more bodywork restoration'. The temptation was too much and there I was on 1st September 2008 'the man with three Stags'. This fully restored Stag, has a very interesting restoration history, so I plan to provide an insight into what

promised access to many of his restoration projects that I can report on and also access to a few trade secrets that could hopefully save members lots of time when undertaking specific activities on their cars.

I read the Courier with interest every month and enjoy the wide variety of angles and approaches to the many aspects of the club. However, in the same request that Richard made in June 2006, I would like some help from you, the members of the club. What I need are your ideas as to what articles you would like to see, as well as photos and articles from yourselves about the Stags you own. My current plan is to include articles of an ongoing restoration and I hope to produce an article on a pre-production Stag with an original 2500cc engine that is just about to undergo a full restoration. I intend to review past articles from the Courier to find out what if anything, is missing that would be of interest at particular times of the year.

In particular, I would like to refer everyone to Richard's article from December 2006 (318) and December 2009 (354), concerning Winter Lay ups. He provides a very comprehensive list of does and don'ts for winter storage. Ok, it's now January and most people who are laying up their vehicle will have already done so, especially with the ice and snow in December. However, the articles in those two issues of the Courier make for good

5. "The RED Baron"



reading and give plenty of practical advice. My own Stag has been in storage since October, but I still went around checking the items on Richard's list and discovered I had forgotten to swap my polished alloys for the powder coated winter set.

Another two articles provided by Richard in the January and February 2009 issues (343 and 344) concerning 'A buyers guide' again give a good read and sound practical advice. If you're new to the Stag and thinking of buying in the spring, these articles are a good starting point.

If you have got this far in my initial article thank you for reading what I have to say about myself and my involvement with Triumphs in general and Stags in particular.

As I say above, I would like many of you to contribute articles about you and your Stags, from technical items, to human interest and anecdotal items.

Again a final thanks to Richard for all those great articles over the past years, I hope you all 'keep running on eight'.

Take care and Happy New Year
[Keep those V8's purring!](#)

Ben

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Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
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Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
Brake shoes 5 speed GBS813	£15.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£135.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£45.00
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
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Recon exchange J Type overdrive	£290.00
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Recon rear hub assy (exchange)	£99.50
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Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
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Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
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TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
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Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
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Top ball joint GSJ131	£10.00
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Brake disc 209327	£16.00
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£290.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50
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Front inner wheel arch 706548/9	£36.50
Bonnet hinge tubes 811679/811680	£40.00 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£55.00
Door skins	£58.00
Battery box 806707	£25.00
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Chrome bonnet catch 607663	£37.50
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£265.00
Rear leaf spring 305894	£99.50
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Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

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Front wheel arch inner 909797/8.....	£36.50
Headlamp support panel assembly 818871/2.....	£35.50
Front quarter valance 815391/2.....	£72.50
Door skins.....	£58.00
Sills non original. 903097/8.....	£42.50
Sills O.E. 903097/8.....	£62.50
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Inner sill 806638/9.....	£24.00
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'A' post lower filler panel 706288/9.....	£19.50
Bonnet hinge pivot box RKC362/3.....	£46.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£55.00
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Rear lamp panel 716182.....	£165.00
Rear valance 908970.....	£75.00
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Boot lid 911327.....	£395.00
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Hard top rear screen seal 911040.....	£39.50
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Door hinges 607824.....	£20.00
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Window regulator glazing channel.....	£75.00
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Front suspension vertical link/trunnion assy.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
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Steering lock 216449/UKC2719.....	£58.00
Gearbox exchange.....	£265.00
Recon exchange D Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D 1500.....	£255.00
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GT6

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Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£105.00
Mk II boot reinforcement panel 910505.....	£75.00
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Dash veneer set 2000TC/2500TC - 730397.....	£65.00
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Trevor Collett

A Long Wait

Now, I can't remember when the last time this happened. Hold, let me check my database... it seems it was the Douglas TF in 1991. I don't believe it – 20 years since I last had the chance to introduce a new Herald-based kit car. That statistic makes this news even more significant than I already thought it was, and what great way to start a new year.

I like to think I keep abreast of what's going on but somehow this development managed to evade my radar, the first examples of the Sammio Spyder rolling out a few months ago. Oh yes, Sammio Spyder, that's what this intriguing new motor car has been named.

Apparently it was some ancient Chinese bloke that first said, "*A picture paints a thousand words*" (probably the same guy that invented the digital camera), and for you guys and gals to get to know something about the Sammio Spyder the photos here are going to be a thousand times more effective than any words I could come up with.

If I'm not going to attempt the full Clarkson-style treatise, let's have some good old bullet points:

- The finished car looks fabulous – surely no dissenters there.
- Shape is clearly influenced by the cars from specials boom of the Fifties – cars like the Nickri (look it up!)
- Construction at home looks pretty doable
- Looks pretty affordable.
- Retention of the bulk of the Herald bulkhead means pedals and steering column (partly) location is sorted.
- Use of the Herald, or Vitesse, chassis unmodified means you don't need IVA (Individual Vehicle Approval).
- We can all renovate and maintain the engine and running gear with our eyes shut.
- The main man behind the car is Gary Janes of Bay Area Rods in Poole.
- The finished car looks fabulous – I think I might have to have one.





Sammio body

That's all I'm going to say for now, just take in the pictures and make up your own mind. If I

45 hour a week job that has nothing to do with cars (does have to do with roads though), but I will try and bring some more in-depth analysis of the Sammio Spyder soon.

There is a pretty useful web site that is regularly updated with



new developments, so check it out www.sammio-spyder.com

A long wait, but looks like it's been worth it.



was a proper motoring journalist I would be able to get down to Dorset, check out the company and the people, drive a demonstrator and write you a proper report; all on expenses. No expense account for me, and a



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Mark Blease



Timing matters

So I hope you are having (or have had, depending on when you receive your Courier) an excellent Christmas and New Year. I hope the festivities didn't prevent you from spending a little time with your Triumph, and I certainly hope that Santa brought you everything you wanted. My relatives despair at having to buy me tools and car parts, but they just don't understand the appeal of a shiny set of ratchet spanners and a vintage-style oil can!

My recent efforts in the garage have revolved around the engine, and continuing to replace and recondition parts in readiness for the power plant being installed in the engine bay sometime soon - hopefully. Having attended to the thrust washers, bottom end bearings and oil pump, next on my list was a new timing chain and tensioner.

Timing chains aren't generally considered to be a problem on the Triumph straight-six. Being relatively short they tend to go on for many miles without complaint, particularly in 2500 guise where a duplex chain is fitted. However, in view of the small cost involved, I thought it best to replace both the chain and tensioner while access was good. It is also worth checking the sprockets, but with no signs of wear or damage I decided against changing them. A new timing cover oil seal would complete the job.

Because I had removed the engine front plate, I first wanted to check that the camshaft endfloat was still within tolerance. This is con-

trolled by the keeper plate, which is secured to the front of the engine by two bolts. Endfloat is checked using a feeler gauge between the keeper plate and the inside face of the groove in the camshaft (*Photo 1*), and should be between 0.004" and 0.008".

Using a metal straight edge, check that the



camshaft sprocket is in line with the crankshaft sprocket. Any undue discrepancy here will result in timing chain wear.

Shims are available for behind the crankshaft sprocket if required.

Having removed the crankshaft I knew that the valve timing would have been disturbed, but in a "glass half full" way fully expected

there to be easily identifiable marks on the sprockets so the task would be easy - job done, time for a well earned glass of cider. Alas, life isn't ever that simple.....

However, there is a general method which works for standard symmetrical camshafts: when cylinder 1 is at TDC on its firing stroke, the valves on number 6 cylinder should be

There are four holes in the camshaft sprocket which will enable its correct orientation to be found. Once you are happy that this is the case, the camshaft sprocket can be secured using a new lock plate.

Remember when fitting the timing chain that the tensioner is on the left hand side when viewed from the front, so any "slack" in the chain should be here (*Photo 4*).

Don't forget to set the valve clearances of number six cylinder back to the normal **0.010"**.

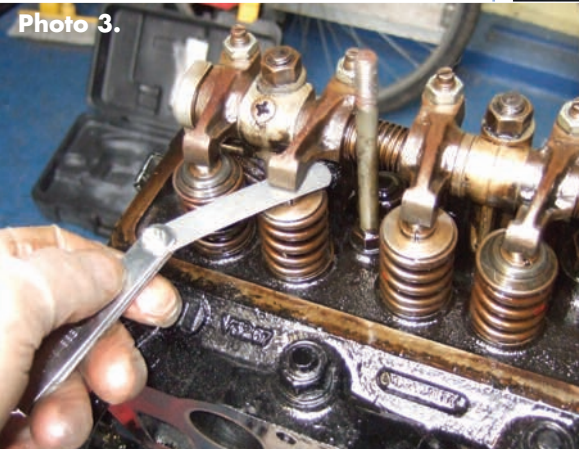
A quick note for later engines (from

Photo 2.



"rocking". To check this, the valve clearances of number six cylinder (valves 11 and 12) should be set to **0.050"** - quite a bit wider than usual. Then rotate the crankshaft to TDC

Photo 3.



position, and check the valve clearances on valves 11 and 12. The actual clearance doesn't matter, but they should be identical (*Photos 2 & 3*).



Photo 4.

ME5001E, MG75001E and MM1): after establishing TDC on cylinder 1 and equal clearances on valves 11 & 12, temporarily remove the timing chain and fit the timing cover and crankshaft pulley. Set the crankshaft to 2° BTDC using the markings on the crankshaft pulley.

Without disturbing the positions of the crankshaft or camshaft, remove the pulley and timing cover and refit the timing chain.

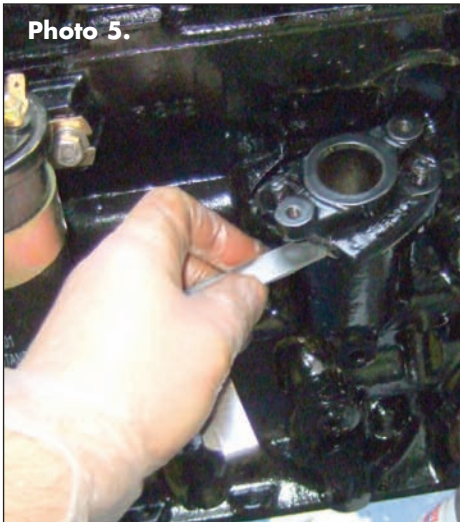


Photo 5.

Since I had replaced the oil pump, I also wanted to check the distributor drive gear endfloat.

Because the distributor pedestal drops down into a recess, it is impossible to directly check the endfloat, but there is an easy method using a washer, spacer or flat metal disc. Place your chosen spacer on top of the

Remove the pedestal and your spacer, and carefully measure the thickness of your spacer (Photo 6).

The endfloat required is 0.005". By subtracting the measured gap from the spacer thickness, it is possible to establish the thickness of gasket shim required, for example:

Spacer Thickness	0.065"	Spacer Thickness	0.085"
Measured gap	0.075"	Measured gap	0.090"
End float	0.001"	End float	-0.005"
Gaskets required	0.004"	Gaskets required	0.010"

Gaskets are available in various thicknesses, to enable the correct endfloat to be achieved.

With everything checked and installed, the new timing chain tensioner could be fitted inside the timing cover.

The tensioner consists of two strips of spring steel, located on a bracket inside the cover using a metal rod, split pins and washers. It can be a bit fiddly to get the split pins into the rod, and you need three hands to install the timing cover whilst ensuring that the tensioner remains in position! The lower screws (or bolts if they've been replaced in the past) thread into the alloy sealing block fitted to the engine, and it is important not to over-tighten these as the threads in the alloy are quite easily stripped.

So that pretty much concludes my work on the engine for now. In next month's Courier I intend to take a break from the mechanical side of things and look at a timeline of the Triumph big saloon



Photo 6.

installed distributor drive gear, then insert the pedestal without a gasket. Measure the gap between the pedestal and the mating face on the engine block (Photo 5).

from its introduction to its demise, detailing the little tweaks and major facelifts along the way.

Until next month!

Mark



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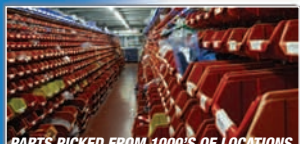
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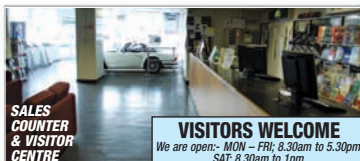
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Dave Rumens

Happy New Year

Happy New Year to you all. I hope you all had a good Christmas and did not eat too much over the festive season. Hmm – Thinks, must eat less next year.

For those of us who have had some time off work over the Christmas break it's now time to get back to work with the cold dark days of January. Still we can cheer ourselves up by looking back at last season and the two major events, Prescott Marque Day and the International, of last year. What gorgeous weather we had at Prescott, the day started as it meant to go on with wall to wall sunshine with the classic late spring British weather making it just right to



drive your Triumph in, or in my case the Vitesse as I needed to balance up miles against my TR.

With the Prescott site located in the glorious Gloucestershire countryside and with the trees just in full bloom, *Picture 1*, the setting could

not have been bettered. I for one had great fun taking SUT up the hill climb. With the good weather, all the Standard Triumph models to see and the sound of those engines bouncing around the hills it made for a great day out for us all.

Picture 2 says it all showing a Vitesse driver enjoying every moment of their drive around the circuit.



The weather at last year's International may not have matched up to the day at Prescott but made up for me in range of activities taking place. *Picture 3* shows two MkII saloons with the optional Skylight

Picture 3.



Picture 5.

we should be going in the right direction with the new season only a few months away. So right now it is a good idea over the next couple of months to get

roof, at the time this is what Triumph marketing called the sunroof, both basking in the sunny weather at the International. When the sunroof is rolled back it gives the Vitesse saloon that classic 1960's look and feel. It speaks pure

your Triumphs ready for when the weather is once again kind to us and the days are drawing out into spring.

Come the Spring one problem I have had in the past is to find the clutch is stuck on.



Picture 4.

1960's. The same can be said of the Herald and GT6. *Picture 4* shows the normal suspects were present supporting the event. The last International *picture, 5*, from Stafford was of a MkII Convertible, which I guess from its registration must be owned by Nigel Thorley. Don't sell this one Nigel.

Now looking forward as January is with us,

This seems to be more of a problem with the Vitesse and GT6 than with the Herald or Spitfire. There are a number of schools of thought regarding the clutch. One is just leave it and hope it does not seize over the winter. Another is to pump the clutch pedal very month. The final one is to chock down the clutch pedal to keep the clutch permanently disengaged.

Picture 6.



Each have there advantages and disadvantages. I use the last method which has worked for me for many years without any problems. Picture 6 shows the clutch pedal chocked down. However, be warned if you have any weakness in the clutch system this method may aggravate the situation. Due to the continuous load on the hydraulic system if the seals have deteriorated then this could cause a leak of fluid onto the paint work. I must own up to using silicon fluid as I find this stuff to be user-friendly, and if the worst does happens and there is a leak it won't damage the paint work. The choice is yours to either work the clutch every month or chock the clutch pedal down. The same can be said about

level charge every month using a 5 amp, or less, charger. If you do choose not to remove the battery over winter then disconnect it as a short circuit in the electrical system of the car could cause a serious fire in your garage. Also any modern radio or even a classic 1960's electric car clock will discharge the battery over a couple of months, totally discharging the battery may be its death. I guess it's fair to say a little bit of care now will mean a happy start to next year's season.

Roll on the Spring!

Well that's it for now, so on with that post Christmas diet I guess.

Safe Driving & Keep Running On All Six

David



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Nigel Clark

Extra Instruments

When I acquired CBJ my white TR6 about 5 years ago, the previous owner had fitted a modest sound system. Now this must be a matter for individual taste but while I love music, I don't find there is much point trying to listen to a radio in a Triumph at any speed much above walking pace. No doubt some will disagree but I decided to remove the radio from CBJ and use the space to add additional instruments in a polished wooden panel.

The first question was what instruments to choose; there was space to fit two gauges plus a cigar lighter socket to provide auxiliary power for satnav etc. Ever since TSSC member and former Lucas technical expert John Franklin wrote about tuning the PI system for maximum vacuum in the March 2010 issue of the Courier, I have wanted to try this and so a vacuum gauge was high on my list of priorities. I am also interested to know more about the operating temperature of the engine oil.

CBJ does get some long distance, high speed use on the hotter days of summer but has no oil cooler. How does the oil cope

with such treatment?

So that was decided, now where to find the components? I chose to go for an electrical oil temperature gauge; although perhaps not as accurate as the capillary type, an electrical gauge would be easier to fit. Smiths Instruments make a suitable gauge and sender unit in their classic range (available from the Club Shop). The vacuum gauge proved more difficult. The only vacuum gauge currently available on the Smiths classic range has a short quadrant sweep and would not be sufficiently precise for tuning the PI system.



The Components

I needed a 270° full sweep instrument but Smiths no longer offer this type. After a few weeks patient watching, Ebay came up with a new old stock Smiths AIC gauge with full sweep, and for about the same price as a

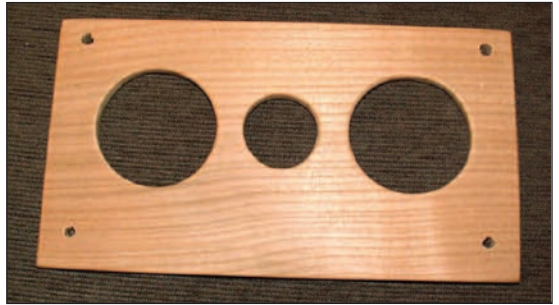
brand new short sweep gauge. Halfords quickly provided the cigar lighter socket.

The idea was to mount the gauges in a wooden panel to match the existing dash. However wood alone may not be strong enough to take the gauge mounting without splitting, so the plan called for mounting the gauges onto an aluminium plate, with the wooden panel as a facing on top of the aluminium. This would also match the recessed bezels in the existing standard dashboard. A suitable piece of scrap aluminium was soon found and a rectangle cut to fit into the H-frame where the radio had been fitted. The plate was marked with the two 52mm holes required for the instruments, with a 25mm hole for the electrical socket between. If you have access to a set of tank cutters, this would probably be the easiest way to cut the holes but I chain drilled and cleaned up with a half round file to achieve an acceptable finish. A trial fit showed that the gauges and socket fitted perfectly in the plate, which in turn fitted the H-frame under the main dashboard.

slightly with a half-round file to make a snug fit over the bezels. After sanding smooth with fine grit paper, the panel was lightly stained, lacquered and finished with wax.



Trial Fit with Gauges



Wooden facing panel



Aluminium Plate with holes cut

Next for the wooden finishing panel, and here I am indebted to my father for his help in selecting, cutting and finishing the panel. He found a piece of wood having similar grain to the original dashboard, cut it to the correct size rectangle and then cut holes to clear the bezels of the gauges and electrical socket. The holes were then eased very

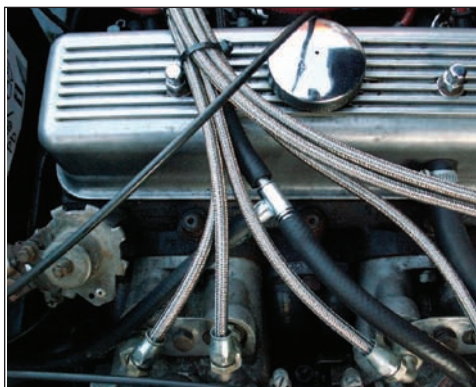
Before fitting the panel and gauges in the car, I prepared the wiring for the instrument lights, power feed to the socket and stabilised power feed for the oil temperature gauge, not forgetting to earth each component. A miniature wiring loom seemed to grow from nothing on the back of the panel! Connecting to power and lighting was done as follows:

- Instrument lighting is colour coded Red/White. Find a single bullet connector behind the dash, remove and replace with a double connector, from which the feed to the lights on the new instruments can be taken.
- The oil temperature gauge requires a 10 volt stabilised power feed, as used by the water temperature and fuel

gauges. The voltage stabiliser is located on the back of the speedometer. The stabilised 10 volt output wire is colour coded Light Green/Green, and I found a spare terminal on the back of the stabiliser, so a wire was easily run from this terminal to the gauge.

- The power feed for the electric socket was taken from the auxiliary power feed (terminal 5A) on the back of the ignition switch. This position means that like a radio, the socket is only live with the ignition key in the "Aux" or "Ign" positions. It is good practice to include a line fuse in the feed to the socket; I fitted a 10 amp fuse.

The next task was to connect the new instruments to appropriate measurement points on the engine. The vacuum gauge is easily connected on a fuel injection car. I simply cut the vacuum pipe from inlet manifold to metering unit and put in a push-fit T-piece; a length of 6mm internal diameter high pressure fuel hose was run from the T-piece, through a suitable grommet on the bulkhead and connected to the back of the gauge.



T-piece vacuum connection

The oil temperature gauge uses a similar type of electrical sensor as the water temperature gauge. It is possible to get a range of adapters to fit these sensors (www.demon-tweaks.co.uk is a great place to find these); I will use a 3/8" NPT adapter and next time

the oil needs changing, the sensor should fit straight into the sump drain plug hole using the adapter.



Oil temp Sensor in-sump plug adapter

All that remains is to connect a wire from the back of the gauge to the sensor terminal.



Almost Complete

So the job is very nearly complete, only waiting to put the temperature sensor in the sump plug. I am very pleased with the appearance, especially at night with the whole dash illuminated. Over the next few weeks I plan to tune the fuel injection using the vacuum gauge, and I look forward to finding out how oil temperature fluctuates with weather and driving conditions. I will report back in a later issue of the Courier.

Finally, it's winter so it's a tough time for batteries. Last month the battery failed on CBJ, which probably should have been expected as it was over 5 years old. We are often asked "which battery should I fit to my Triumph" and we always reply "the biggest that will fit". This advice is based on the premise that most of us don't use our Triumphs every day, so a big battery with



The Finished Article

plenty of reserve capacity will still start the car after a few weeks inactivity. I have taken my own advice and fitted the biggest replacement battery possible to CBJ with a 60 amp hour, 510 amp cold-crank monster. For the first time, I have experimented with a calcium battery, supposed to give full cranking power even after standing inactive for a prolonged period. So far I'm impressed as yesterday CBJ started first time despite standing out in sub-zero temperatures for over a week.

Again, I will let you know how well this choice of battery works out in a few months. That's all for this month. If you have a topic you would like to see covered in the Chassis TR Register please get in touch and let me know. Or better still, write the article and send it in to me, I would really like to see more here from other TR enthusiasts.

Nigel



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Derek Ford & Hugh Glossop



Rear Disc Conversion

Together with a handbrake that actually works! for those that like doing handbrake turns or even stopping on a hill without rolling back!!

Well we eventually got sick of the poor handbrake on the turbo Spitfire, and the constant battle to get the said item to pass the yearly MoT, which usually ended up with a new set of shoes and a piece of emery cloth to rough up the drums this then produced a decent handbrake and figures for the rear brake efficiency on the MoT brake tester, great we thought problem solved but no! Within a month the brakes were back to square one, many of you will ask what is wrong, the short answer is nothing, it's all new including the hand brake levers shoes and wheel cylinders and cables, should add that this car had the late GT6 large rear brakes with the self adjusters converted to manual adjustment.

What we did find is that modern non asbestos shoes have approximately half the coefficient of friction of the old asbestos shoes that our cars were designed with, which is what I think, is most of the problem! The larger GT6 drums should be far better than the standard small drum

on the Spitfire and it proved so compared with the other Spitfire with standard Spitfire drums but was still rubbish!

With thinking caps on we turned to alterna-



tive ideas, what we came up with was to use MGF rear discs and callipers, after a considerable amount of studying brake supplier catalogues, and "fleabay" to see what was readily



available for sensible money.

So how was it done?

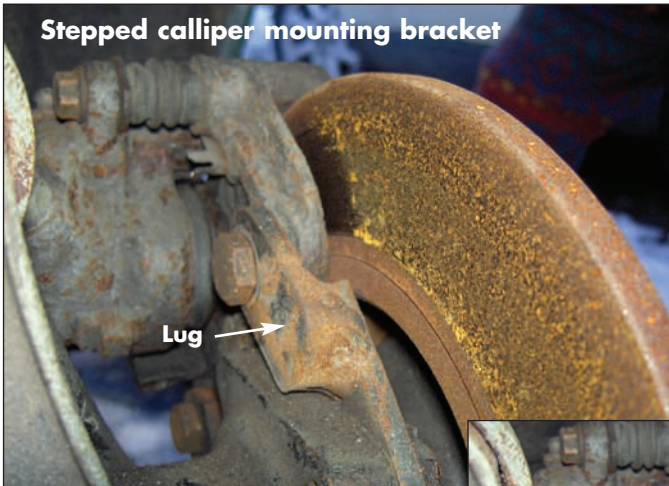
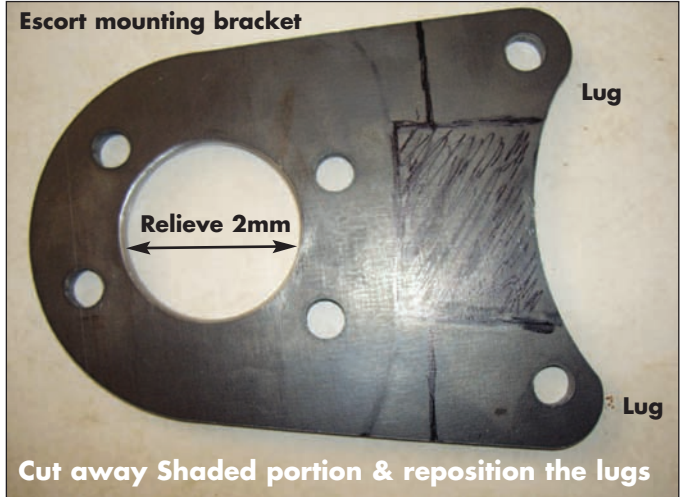
First off the MGF has the same pitch circle diameter on the wheel studs as the Spitfire so if we were really lucky they would fit the hub.

The MGF actually uses an m12X1.5 stud similar to the popular Freelander stud conversion which our car already had, (as it locates the disc correctly).

The discs actually fitted straight on the hubs with no work at all required!!

The difficult part was (as always!) removing the hub to allow removal of the drum back plate, this required borrowing the hub puller from

original oil seal to fit inside the new bracket and bolt up in the original place between the



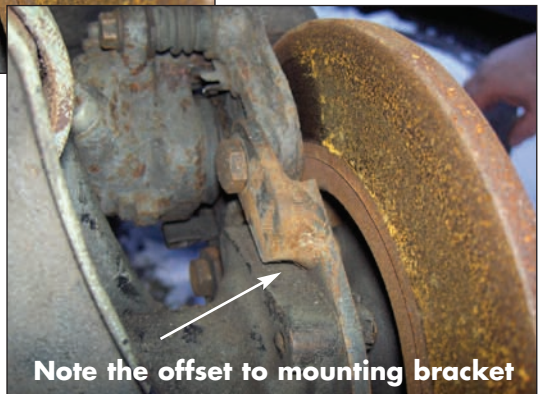
axle bracket and new plate.

The four holes for the original back plate were recreated on the new bracket, such that the bracket with calliper on cleared the upright, radius arm spring and the shock absorber as well.

What we found then was the bracket had been designed for a 260mm disc and the MGF is 240mm, so it was time to get agricultural with the angle grinder, the two

the South Wales contingent (thanks Howard) the entire back plate with shoes etc was then removed.

Next we found some escort MK3 drum to disc conversion brackets off eBay for £15 the pair as they looked like they would "almost" fit, the idea was to fit these in place of the standard drum back plate, in practice the centre hole needed relieving (large half round file and an hours work) by approximately 2mm this allowed the





Calliper with handbrake cable

mounting holes/lugs were cut off and the bracket shortened the required amount.

With the disc clamped to the hub using the wheel studs it was found the mounting lugs needed offsetting by 8mm to fit the MGF calliper, this was done using an 8mm "shim" and the lugs and shim welded back on in the correct place to provide the correct clearance for the calliper and disc.

We already had a spare pair of callipers as my TR7 uses them (with a Rover 600 disc)



MGF Callipers

these came from eBay for the princely sum of £15 each plus carriage.

The MGF handbrake bracket was removed, the standard handbrake cable was shortened on the threaded end to give the correct handbrake actuation (we did look at convert-

ing to MGF cables but they are too long and expensive) so came up with this alternative plan just to see if it would work, and it did, perfectly in fact.

The standard MGF stainless braided flexibles were used to connect to the Spitfire system using a male to male converter in the body side of the pipe and two new imperial to metric conversion pipes made up to connect from the rear three way junction to each back to back adapter.

So there you have it a cheap and very effective

rear disc conversion that gives a decent handbrake which jumped out of the rollers on the MoT!

This together with the Hispec 4 pot vented conversion on the front gives fantastic brakes that you only need to breathe on.

It also provides effective breaking with plenty in reserve for those brown trouser moments, which even the best of us have on occasion.

On the Le Mans track using the turbo to its



potential there was no brake fade or overheating, unlike our other Spitfire which only has the 4 pot vented conversion on the front, and whose rear brakes were smoking and fading quite badly, needless to say the drums on the white Spitfire will be consigned to the bin over the

Disc sat on Hub with m12x1.5 studs



winter and a second set of MGF parts fitted
The advantage of this it uses all standard parts

pics but the car has sat around since the cold
snap and the discs have now gone rusty!

in the form of discs, pads, flexy pipes and callipers from the MGF, these are all readily available and very cheap, the only custom bit is the one off bracket for each side, (modified Ford item) just remember one is a mirror image of the other.

Should you so wish it can all be put back to standard, as it all bolts on.

Hugh

Resident nutter

PS: please excuse the



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Colin Lindsay

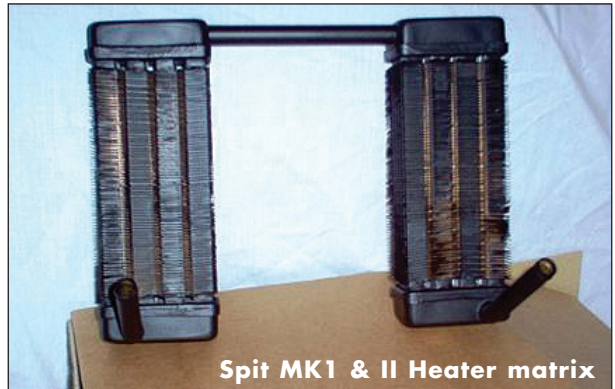
A bit of an Article...

Happy New Year!! It's a bit of a bitser this month; as Spike Milligan would have said, a book of bits, or a bit of a book.

Local member Pdraig Harte once asked me where I got the time to do all the things I write about; well the fact is that at present I haven't set foot in the garage for a fortnight and haven't gone near a Triumph for far longer. Work, a new kitchen and other mundanities of every day life have got in the way - the extreme cold doesn't help either - so I'll couple together a few things that I've been

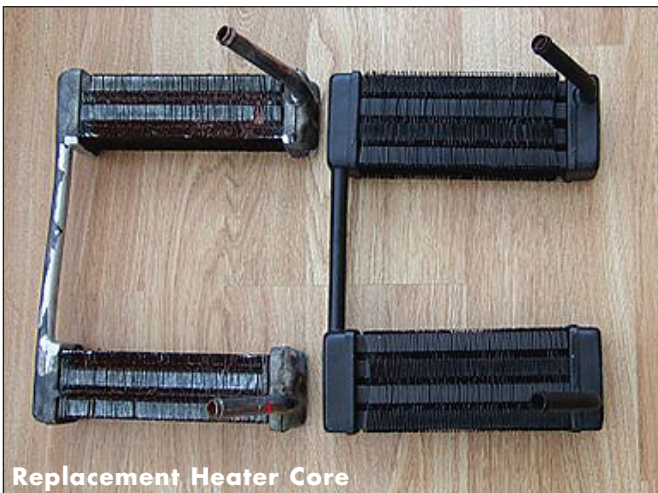
meaning to fit into the articles and make one great whole. Or is that hole?

Firstly: for those of you struggling to



Spit MK1 & II Heater matrix

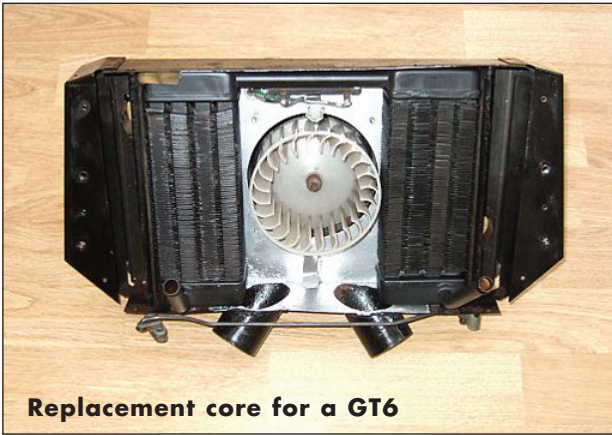
warm up in what may be the coldest winter on record – or for the younger members, on CD - I've found a source of brand new heater matrix, or matrices if you're mathematical. Check out the Demister Man on www.demisterman.co.uk or send him an email at info@demisterman.co.uk. A matrix for the Spitfire MK1 – 3 costs £71 and with slight modification will fit the GT6; thanks to Lindsay Dearing for the photos showing the comparison in size between the Spitfire matrix and the smaller GT6



Replacement Heater Core

version, and confirming that it really does fit. These are quite a saving on original

shop for some pics of these but they have been deleted, but the text is still there & can be sure of the size as I've quoted both 6mm & 7mm to prospective customers! In the past I've also seen 'wafer' shims (I would guess 1mm or less)."



Replacement core for a GT6

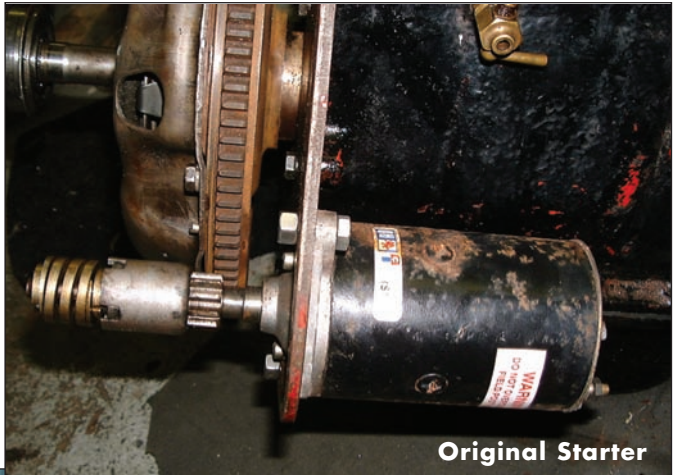
Simon then very kindly found me a supplier of said shims, advertised for use with Spitfires. **Imaginationengineering, or the British Car Specialists** as they advertise themselves on eBay, have these on sale in the USA. Price is currently \$12. I had to study quite a few photos taken during my own GT6 restoration

cores if of course you can find any, or a recore for your old rusty unit.

to work out why a shim would have been needed, and suspect they may have been used not in conjunction with the spacer, but

Following on from my article on starter motor Bendix gears and the problems some cars have with flywheels eating pieces off them, Simon Holland contacted me to say:

"Back in December 2008 I was going through one of the boxes of Triumph parts that I acquired and amongst them were spacers of approx 6.5mm. They were the same construction & stepped profile of the usual (but wider) spacers. I've trawled my email/ebay



Original Starter



Shim

in place of it. In my photo the starter using the standard spacer has the Bendix already halfway across the flywheel ringgear; a thinner shim between the motor and the mounting plate would hold it further away and avoid any contact until the starter was required. Am I correct? If anyone knows why shims were required in the first place, get in touch.

At present the scare stories are circulating concerning the DVLA's latest statement on

radically altered cars and the EU Regulations due to come into force in 2012 – and I'll attach a quote from the official website at www.direct.gov.uk:

Changes you need to update

You'll need to tell the Driver and Vehicle Licensing Agency (DVLA) about the following changes to your vehicle:

- colour
- engine
- cylinder capacity
- fuel type (propulsion)
- replacing or modifying the chassis /monocoque bodyshell

Change to engine and cylinder capacity (engine size)

DVLA will need written evidence of any changes to engine number and cylinder capacity (cc). Written evidence can be:

- a receipt for the replacement engine
- written evidence from the manufacturer
- an inspection report provided for insurance purposes

- written confirmation on headed paper from a garage if the change in engine size took place before you bought the vehicle.

When I replaced my GT6 engine I got a receipt from the reconditioner which I probably still have somewhere, but I also have a good Herald 1200 engine stored away and I can't remember which car it came from, let alone produce a receipt. I bought the car, I broke it and kept the engine, but have no receipt either for the car or the engine.

This legislation is supposed to stop vehicle theft for parts by making anyone breaking a stolen car find it more difficult to pass the parts on, but personally I feel that anyone deliberately receiving a stolen engine won't want to notify the DVLA in any case, and furthermore any thief who wants to make a few bob dishonestly won't baulk at grinding off the engine number. What we'll find is that the honest enthusiast will suffer at MOT time while the lawbreakers will just circumvent the difficulties and carry on as before.

Personally I know at least two vehicle breakers who would happily state the engine has been lying about their yard for years, and write me a letter on headed paper to confirm this, if I was ever to ask. This however WOULD be breaking the law, so the DVLA is forcing honest enthusiasts like myself to either be dishonest and restamp an engine, or else say nothing at all, in order to cover up an engine which I bought legitimately years ago and salted away for a time when the original wears out.

I have a feeling – going by the current crop of Internet forum debates – that this one will run for a while.

I'll wait with bated breath to see who gets caught first.

And what actually happens.

Happy New Year??

Colin

More information on this subject can be found on Page 6. Bernard Ed.



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SPITFIRE I - II - III Register



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



Suzie Singleton

Shropshire Spitfire Project

G

uy and I had an unexpected trip to Scotland in late October and managed, en-route, to stop off for the night at Telford and call into a

with the Spitfire. She knew that her father loved the car very much and she wanted to respect his memory and so ensure that the Spitfire went to someone who would appreciate it. Karen thought that by contacting the TSSC we could help her find that someone.

David went along for an initial viewing of the

meeting of the newly formed Shropshire Area.

This came about because of some emails from David Embery, the AO, who told us a great story.

Steve Cureton explains it here in an email written to members of the assembled group:

"David Embery received a call out of the blue a couple of months ago from Karen whose late father was a Triumph enthusiast and had bought her a Triumph Spitfire for her 18th Birthday. The car was to satisfy Karen's desire for a sports car. However, despite loving the car, Karen could not drive it due to having to 'double declutch' when changing gear. No matter, Karen's father was a Triumph nut like ourselves and was undeterred. He decided to keep the car and gradually restore it to 'mint' condition. The Spitfire went into the garage at the back of the house to be worked upon.

Approximately 25 years later, unfortunately Karen lost her father when he died at the Shrewsbury Hospice. That was 2 years ago. Karen called, having taken David's contact name from the TSSC web-site, and asked if he could help her do something



car, expecting to help put the car up for sale etc. However what he found was not just any old Spitfire but a C registration early Mark 2 with original hard 'bubble' top. The car has not moved out of the garage for over 20 years.



The conversation evolved and David discussed with Karen the fact that he had been on a Car Rally in June that had not only raised some



money for the Seven Hospice but also raised many smiles on the patients who came outside to watch and admire all the cars at the start of the Rally. David suggested that wouldn't it be great if lots of people could enjoy the Spitfire, respect Karen's father's memory and, at the same time, do something charitable for the Hospice that had cared for him.

Karen very much agreed and stated that she would be prepared to donate the car to the Hospice/TSSC Shropshire providing that it could be restored to how her father had envisaged and used to bring smiles to the faces of those people in Shropshire who, through no fault of their own, don't usually have much to smile about.

Having discussed this further in some detail at the October Shropshire TSSC meeting it was decided that a small contingent of the club would go along to inspect the Spitfire with a view to deciding if a restoration was achievable, or else advise the best outcome for the car. So it was on Saturday 6th November David Embery, Bill Bate, Chris Ray and myself agreed to meet up at Shrewsbury for the inspection although unfortunately Bill had to drop out due to a back injury



On opening the garage door it was very soon realised this car had huge potential - the bodywork was straight, complete, and with very little rust, although it did have a thick coat of dust. However to be able to view the car properly we needed to clear the 'clutter' from the garage which was piled up close to the bodywork, and inside the car, preventing close inspection. The car was also on blocks of wood therefore it could not be extricated from the garage until we had cleared the clutter. We first inspected the chassis, as we knew if

We were now able to easily to push the car out of the garage much to the delight of Karen and her husband who stood by to witness the event. It was decided to inspect the car in a methodical manner and take notes of our findings as we went. I'm sure you're all asking yourselves the question "is the car restorable?", well you will be pleased to hear we definitely believe it is.

Karen and her brother have also said we can rescue any Spitfire parts from the garage, and maybe anything else we need for the restoration, but we need to find them first!

Also, while discussing the potential restoration of the car with Karen, it was agreed that a few people would return to help go through the many tools and equipment in the garage with a view to help her to decide what should be sold and what should go to the local tip. We felt this is the least we can do in return for

being entrusted with her late father's pride & joy Triumph Spitfire.



L to R: David Embery, Steve Cureton, Karen Miller and Christopher Ray

this was rotten then a restoration attempt would be unlikely, but we were pleasantly surprised to find a very solid chassis, the only visible damage being bent front outriggers where someone had jacked it up incorrectly. Knowing the chassis was solid we moved on to getting the car off the blocks. The tyres were brand new, but were fitted over twenty years ago and had been left deflated, which was a great help as it appears to have helped preserve them.

After inflating the tyres the car was jacked up, the blocks removed, and the car lowered to sit on its own 'feet' for the first time since the 80s.

being entrusted with her late father's pride & joy Triumph Spitfire.

This project is going to require a diverse set of skills and we hope that everyone will be able to contribute in some way, either by getting their hands dirty, loaning specialist tools, or just making the tea to keep the spanners moving. We also feel this is going to be a great opportunity for experts to pass on their knowledge and by teach others how to tackle jobs that they may have shied away from previously. So there is going to be something for everyone and I can't think of a better way to

make new friends and help form a cohesive Shropshire TSSC."

Steve and David also forwarded to me a copy of the very comprehensive report that had been compiled on the condition of the Spitfire regarding its condition and the proposed list of works.

From the photos and report it looks like there are no real horrors to deal with. They have a good schedule drawn up and with good team support there's no reason why they shouldn't manage to get the car back on the road - perhaps we'll see it at Stafford 2011 - whatever stage they get to?

I understand that the house where the car is garaged has been sold and by the time you read this article the car and parts needs to have been removed and a new workshop/garage/home found for it. I very much hope that the group have managed to achieve this and have managed to make a start, however small on the project. In time they will also be looking into ways that, once the car is back on the road, it can be used to help raise money and awareness for the Hospice. If you have any suggestions, or are in the area and would like to offer some help, encouragement or advice, please contact **David at d.embery@talktalk.net or by phone on 07701 049881 or Steve at steve.cureton@hp.com.**

I look forward to receiving updates on this very worthwhile project to share with you in the months to come.

Just to move off-subject Bob McDay sent me



this photo of a sign he spotted on a trip to New York State a few years ago for 'Triumph Auto Glass'.

I've seen various signs on our travels that have made me smile but usually when the camera



isn't close to hand. I've had to resort to Google to find the following couple of signs but if you have any unusual ones near you, or on film, do



please send them to me to include as an occasional 'tail-ender' for my articles this year. I'll start with these two, one from New Zealand and the other from the UK, both of which appear to have something similar in mind!

And finally, an advert from a 1947 copy of *The Motor* - it's interesting to see how the meaning and connotations of some words can change so much over time, isn't it?



TECHNICALLY TALKING

by Hugh Glossop



The POWER of Horses

The Confusing Power of Horses Explained

Imperial Horse Power

The following definitions have been widely used past and present

Mechanical horsepower HP(I) 33,000 ft·lbf/
min = 550 ft·lbf/s = 745.6999 W

Metric horsepower HP(M)
75 kgf·m/s 735.49875 W

Electrical horsepower HP(E)
746 W

Boiler horsepower HP(S)
33,475 BTU/h = 9,809.5 W

Hydraulic horsepower = flow rate (US
gal/min) × pressure (lbf/in 2 |psi) ×
7/12,000 = 550 ft·lbf/s = 745.69 W

In certain situations it is necessary to distinguish between the various definitions of horsepower and thus a suffix is added!:

HP(I) for mechanical (or imperial) horsepower, **HP(M)** for metric horsepower, **HP(S)** for boiler (or steam) horsepower and **HP(E)** for electrical horsepower.

Hydraulic horsepower is equivalent to mechanical horsepower. The formula given above is for conversion to mechanical horsepower from the factors acting on a hydraulic system.

Mechanical horsepower Assuming the third CGPM (1901, CR 70) definition of standard gravity, $g_n=9.80665 \text{ m/s}^2$, is used to define the poundforce as well as the kilogram force, and the international avoirdupois pound (1959), one mechanical horsepower is:

1 HP 33,000 ft·lbf/min by definition
= 550 ft·lbf/s since 1 min = 60 s
= 550×0.3048×0.45359237 m·kgf/s since
1 ft = 0.3048 m and
= 76.0402249068 kgf·m/s 1 lb
= 0.45359237 kg
= 76.0402249068×9.80665 kg·m²/s³ g
= 9.80665 m/s²
= 745.69987158227022 W since
1 W 1 J/s = 1 N·m/s = 1 (kg·m/s²)·(m/s)
or given that 1 hp = 550 ft·lbf/s, 1 ft = 0.3048
m, 1 lbf ≈ 4.448 N, 1 J = 1 N·m, 1 W = 1 J/s:
1 hp = 746 W

Metric Horse Power

Metric horsepower began in Germany in the 19th century and became popular across Europe and Asia. The various units used to indicate this definition (PS, CV, hk, pk, and ch) all translate to horse power in English, so it is common to see these values referred to as horsepower or hp in the press releases or media coverage of the German, French, Italian, and Japanese automobile companies. British manufacturers often intermix metric horsepower and mechanical horsepower depending on the origin of the engine in question.

Metric horsepower, as a rule, is defined as 0.73549875 kW, or roughly 98.6% of mechanical horsepower. This was a minor issue in the days when measurement systems varied widely and engines produced less power, but has become a major sticking point today. Exotic cars from Europe like the McLaren F1 and Bugatti Veyron are often quoted using the wrong definition, and their

power output is sometimes even converted twice because of confusion over whether the original horsepower number was metric or mechanical.

This unit (German: Pferdestärke = horse strength) is no longer a statutory unit, but is still commonly used in Europe, South America and Japan, especially by the automotive and motorcycle industry. It was adopted throughout continental Europe with designations equivalent to the English horsepower, but mathematically different from the British unit. It is defined by the Physikalisch-Technische Bundesanstalt (PTB) in Braunschweig as exactly: $1 \text{ PS} = 75 \text{ kilopond-meters per second}$ ($75 \text{ kp}\cdot\text{m/s}$) \times (9.80665 N/kp) = $735.49875 \text{ N}\cdot\text{m/s} \approx 735.5 \text{ N}\cdot\text{m/s} \approx 735.5 \text{ W} \approx 0.7355 \text{ kW} \approx 0.98632 \text{ hp}$ (SAE)

The PS was adopted by the Deutsches Institut für Normung (DIN) and then by the automotive industry throughout most of Europe, under varying names. In 1992, the PS was rendered obsolete by EEC directives, when it was replaced by the kilowatt as the official power measuring unit. It is still in use for commercial and advertising purposes, as many customers are not familiar with the use of kilowatts for engines.

In Italian (Cavalli), Spanish (Caballos), and Portuguese (Cavalos), CV is the equivalent to the German, PS. It is also used as the French term for the Pferdestärke, but in French, this should be written in lowercase letters as cv.

In addition, the capital form CV is used in Italy and France as a unit for tax horsepower, short for, respectively, cavalli vapore and chevaux vapeur (steam horses). CV is a non-linear rating of a motor vehicle for tax purposes. The CV rating, or fiscal power, is $\frac{P}{U}$, where P is the maximum power in kilowatts and U is the amount of CO₂ emitted in grams per kilometre. The term for CO₂ measurements has only been included in the definition since 1998, so older ratings in CV are not directly comparable. The fiscal power has found its way into naming of automobile models, such as the popular Citroën deux-chevaux. The cheval-vapeur (ch) unit should not be confused with the French cheval fiscal (CV). In the 19th century, the

French had their own unit, which they used instead of the CV or horsepower. It was called the poncelet and was abbreviated ch.

This is a French unit for automobile power. The symbol ch is short for chevaux (horses). It has the same definition as the German PS, and is approximately equal to 735.5 W.

RAC horsepower (taxable horsepower)

Also known as Tax horsepower

This measure was instituted by the Royal Automobile Club in Britain and was used to denote the power of early 20th century British cars. Many cars took their names from this figure (hence the Austin Seven and Riley Nine), while others had names such as "40/50 hp", which indicated the RAC figure followed by the true measured power. Taxable horsepower does not reflect developed horsepower; rather, it is a calculated figure based on the engine's bore size, number of cylinders, and a (now archaic) presumption of engine efficiency. As new engines were designed with ever-increasing efficiency, it was no longer a useful measure, but was kept in use by UK regulations which used the rating for tax purposes.

Where D is the diameter (or bore) of the cylinder in inches n is the number of cylinders This is equal to the displacement in cubic inches divided by 10π then divided again by the stroke in inches.

Since taxable horsepower was computed based on bore and number of cylinders, not based on actual displacement, it gave rise to engines with 'undersquare' dimensions (i.e., relatively narrow bore), but long stroke; this tended to impose an artificially low limit on rotational speed (rpm), hampering the potential power output and efficiency of the engine.

The situation persisted for several generations of four- and six-cylinder British engines: for example, Jaguar's 3.4-litre XK engine of the 1950s had six cylinders with a bore of 83 mm (3.27 in) and a stroke of 106 mm (4.17 in), where most American automakers had long since moved to oversquare (wide bore, short stroke) V-8s (see, for example, the early Chrysler Hemi).

Measurement

The power of an engine may be measured or estimated at several points in the transmission of the power from its generation to its application. A number of names are used for the power developed at various stages in this process, but none is a clear indicator of either the measurement system or definition used.

In the case of an engine dynamometer, power is measured at the engine's flywheel (i.e., at the crankshaft output). With a chassis dynamometer or rolling road, power output is measured at the driving wheels. This accounts for the significant power loss through the drive train. In general:

Nominal is derived from the size of the engine and the piston speed and is only accurate at a pressure of 48 kPa (7 psi).

Indicated or gross horsepower (theoretical capability of the engine) minus frictional losses within the engine (bearing drag, rod and crankshaft windage losses, oil film drag, etc.), equals Brake / net / crankshaft horsepower (power delivered directly to and measured at the engine's crankshaft) minus frictional losses in the transmission (bearings, gears, oil drag, windage, etc.), equals Shaft horsepower (power delivered to and measured at the output shaft of the transmission, when present in the system) minus frictional losses in the universal joint/s, differential, wheel bearings, tire and chain, (if present), equals Effective, True (thp) or commonly referred to as wheel horsepower (whp) All the above assumes that no power inflation factors have been applied to any of the readings.

Engine designers use expressions other than horsepower to denote objective targets or performance, such as brake mean effective pressure (BMEP). This is a coefficient of theoretical brake horsepower and cylinder pressures during combustion.

Nominal horsepower

Nominal horsepower (**nhp**) is an early Nineteenth Century rule of thumb used to estimate the power of steam engines.

$$\text{nhp} = 7 \times \text{area of piston} \times \text{equivalent piston speed} / 33,000$$



For paddle ships the piston speed was estimated as $129.7 \times (\text{stroke})$

For the nominal horsepower to equal the actual power it would be necessary for the mean steam pressure in the cylinder during the stroke to be 48 kPa (7 psi) and for the piston speed to be of the order of 54–75 m/min.

Indicated horsepower

Indicated horsepower (**ihp**) is the theoretical power of a reciprocating engine if it is completely frictionless in converting the expanding gas energy (piston pressure \times displacement) in the cylinders. It is calculated from the pressures developed in the cylinders, measured by a device called an engine indicator—hence indicated horsepower. As the piston advances throughout its stroke, the pressure against the piston generally decreases, and the indicator device usually generates a graph of pressure vs stroke within the working cylinder. From this graph the amount of work performed during the piston stroke may be calculated. It was the figure normally used for steam engines in the 19th century but is misleading because the mechanical efficiency of an engine means that the actual power output may only be 70% to 90% of the indicated horsepower.

Brake horsepower

Brake horsepower (**bhp**) is the measure of an engine's horsepower without the loss in power caused by the gearbox, alternator, differential, water pump, and other auxiliary components such as power steering pump, muffled exhaust system, etc. Brake refers to a device which was used to load an engine and hold it at a desired RPM. During testing, the output torque and rotational speed were measured to determine the brake horsepower.

Horsepower was originally measured and calculated by use of the indicator (a James Watt invention of the late 18th century), and later by means of a De Prony brake connected to the engine's output shaft. More recently, an engine dynamometer is used instead of a De

True / Effective horsepower (chassis dynamometer)

True horsepower (**THP**), Effective horsepower



(**EHP**) and wheel horsepower (**whp**) are the brake horsepower converted to useful work. In the case of a road vehicle this is the power actually turned into forward motion as measured on a chassis dynamometer. Power available at

the road is generally 10% to 20% less than the engine's actual bhp crankshaft rating due to vehicle related parasitic losses, much of which is due to the vehicle's rubber tires rather than true transmission losses.

Aside from adding simple dyno parasitic drag, there are no additional power adding factors and power is corrected using appropriate atmospheric correction factors

So there you are the meaning of life according

Prony brake. The output delivered to the driving wheels is less than that obtainable at the engine's crankshaft.

to the great god horse power, your cars engine output figures should now make an uncanny kind of sense?

WHY NOT HAVE A GO!

AT COMPETITIVE MOTORSPORT

by Dale Huxford



So you would like to have a go at competitive motorsport? You would like to drive your car faster; closer to its limits; closer to your limits? In the company of a friendly bunch of others doing the same?

Then have a go at Sprinting and Hillclimbing, known as 'Speed' events. It really isn't that difficult or complicated, is not heavy on the car, is relatively cheap and is a great day out. For my part, approaching the dreaded 50th in 2010 and with parts of the body (me not the car!) starting not to work quite as well as they should do, it was time to either get on with some form of competitive motorsport, or admit that I was never going to do it and stop deluding myself.

When an ex-TSSC race series 1300 Spitfire came up for sale it seemed churlish not to buy it and have a go. Not wishing to over-complicate matters, Sprinting and Hillclimbing was easiest as an intro. I like to think there's less chance of me getting it wrong and screwing up someone else's day or visa versa. Finding a car was only the beginning of a steep learning curve, which I would hope this article can help to make less of a challenge to others.

Wanting to join in with some like-minded souls for help and advice, I found the Revington TR / TR-Register Sprint and Hillclimb Championship. The Spitfire competed in the 'Invitation' class in 2010, but watch this space

for the new 2011 regulations which will open it up to all four wheeled Triumphs.

The easy part was joining The Championship through the TR Register:- Print the application forms complete with fixtures list from the TR Register website, tick the events you want entry forms for and send off the subs. The entry forms for each event then arrive by email as soon as they are available throughout the year. It's pretty essential to get them filled in and returned as soon as possible for certain southern based events as places may be limited.

So what do you need to do to start competing in Sprints and Hill-climbs??

- Apply for a 'National B' racing licence from the Motor Sport Association (MSA)
- Obtain the overalls, gloves, helmet and boots, all up to specification.
- Have a car that complies with the MSA Blue Book. A few modifications to a standard car are necessary and sensible, but they aren't onerous. More of such later.

For you:-

To apply for a competition licence, download the form from the MSA web site and send it off with the £39 (2011) fee. Or if you're happy to do so, use the MSA web site then register and apply on-line at www.msauk.org. You'll need to apply for a 'Non-Race National B' licence. This will cover you for Speed events, but not circuit racing. No medical is required, just a self-declaration of your state of good health.

Along with the licence you'll get the MSA Yearbook, 'The Blue Book', featuring many pages of potentially confusing technicalities.

There are only a few sections that apply, so it's not as daunting as it looks, and much of it is common sense.

Attire

You'll need a crash helmet. It'll need to be of an MSA approved variety. Motorcycle helmets will not meet the required standards,

had just by asking nicely. Gloves are now compulsory and need to be approved too, and start from £25. Racing boots that cover the ankle are a not compulsory, but it might be foolish not to wear them.

They start from £40.

I've also some fire-resistant socks and t-shirt, but



no matter how expensive. The only British Standard types allowed in 2011 are those marked BS 6658 Type A/FR (red BS sticker) or alternatively SNELL SA2005 standard.

The good news is that there are now helmets available that meet the required standards for speed events, and starting from as little as £110.

Fire-resistant overalls are compulsory and will need to be up to specification. They must be marked BS 6249, Part 1, Index A or B, or to BSEN533 or to pr EN533 : 1995 Index 3, or to FIA standard. It is highly likely that the cheaper 'Proban' overalls will be withdrawn in 2012, so probably best avoided. I tried finding some second-hand overalls, but failed, and ended up buying new. The difference between the ebay price and the new price was simply not worth it. Good discounts on race clothing are there to be

they're not compulsory either.

The TR Register plans to buy a helmet and overalls for the 2011 season with the intention of making these available on loan to help encourage people to try the sport.

Details from TR Register Competitions Secretary, Phil Tucker.

Ok, so that's the driver licenced and toggged up. How about the car?

We'll assume that whichever Triumph you are going to compete with, it's properly serviced and mechanically in a good state of repair. We're not too worried about tatty trim, but if it's got dodgy mechanicals the last place you want to find out is on the track at speed. We'll also assume here that it's a fully road-legal vehicle with a V5 reg doc, MOT and tax, rather than a non-road legal competition-only car.

Whatever 4 wheeled Triumph you drive will be welcomed to the championship. We're really

looking forward to seeing a great variety of Stags, Spitfires, Heralds, Vitesses and other Triumphs competing alongside the established sprinting TRs.

The Blue Book can look daunting. However, it deals with all aspects of motorsport from organisation to results and everything in between. We're mainly concerned with sections J, K & S.

The full book is available on the MSA web site if you want to read it in detail.

At this stage you have a choice; read the rest of the article or contact me, or the Championship Co-Ordinator Roger McEwen. We'll be happy to talk you through what needs to be done to your car. The TSSC or TR-Register competition forums are also good places to talk to those of us who have been there and done it, so feel free to ask.

The car modifications are relatively straightforward and centred around safety, so here goes;-

Firewall

All TSSC cars will need a firewall between the fuel tank and driver. Sounds sensible enough.

marked yellow. Wind yellow insulating tape round it or use yellow paint. The battery positive terminal must be covered. Boat shops sell terminal covers if you can't find one in the car accessory shops. A cut-off switch is recommended, but not required for road-going cars in speed events.

Interior

Seats must have any tipping mechanism bolted down and head restraints are compulsory. A new narrow seat with a headrest might be needed for earlier cars, there are many available, or fit a seat from a later car that has a headrest built in.

Seat Belts are compulsory, and the usual three-point is acceptable for road-going cars. However, a four point harness is very highly recommended. Fixing a four point belt in a Spitfire/GT6 is not too difficult, but the saloons require a bit more creativity.

Roll Bars are not compulsory for road-going cars, but clearly competing in an open topped car without one is verging on insanity. Even our hard-topped cars are not very sensible to use without one. There are various types, from



Pic Courtesy of George Ralph. Note Black Timing Blade at front

Thin aluminium sheet pop-rieveted behind the rear trim does the job, sealed with intumescent (heat resistant) sealant (from the local builder's merchant).

Electrically

The earth lead from the battery must be

simple roll bars fitted across the car behind the driver through to a full roll-cage. For Speed events the roll-bar does not need to be built to any particular certification, but will be checked by the scrutineers for compliance with the 'Blue Book'. Triumph race specialist suppliers can

help with advice here.

Exterior

A 'timing-strut' is needed on the front of the car. It's a vertical, matt black, knife-like structure that breaks the light beams for timing purposes. It's about the size of a 30mm ruler. For road use it must, of course, be removed. There are many ways of temporarily attaching it, from wing-nuts and bolts to bungy cord. Usually they appear to be made from an off-cut of aluminium sheet.

Engine bay

If the engine breather doesn't vent into the air intake, then it'll need to feed into a catch-tank of at least 1 litre. I've used an inverted aluminium water bottle, with a hole cut in the bottom, but I have seen drinks bottles cable-tied in place (obviously away from the exhaust!).

The exhaust system must be effective. With more and more noise restrictions, the days of the straight-through exhaust are over. Goodwood and Castle-Combe have stricter noise limits than even the Blue-Book specifies.

A near-standard exhaust will be fine, but beware loud sports systems, they may get you excluded from an event.

Tyres

Tyres are always a contentious issue. Various factions recommend / swear by certain makes, types and sizes. The Blue Book has a section (1A / 1B) for tyres that include most of the popular makes and types. Dodgy remoulds or cheapo no-names are not suitable.

Other

There are a few more little things that are required;-

- 'On-Off' and an arrow marked on or very close to the ignition switch.
 - Fuel cap that can't fall open.
 - The throttle linkage must be secure and unable to jam open.
 - Petrol pipes securely mounted and in good condition
- There is no need to remove the steering lock and standard brake hoses are now acceptable, although they must be in excellent condition. Fire extinguishers are not compulsory, but recommended too.



Dale's Sprint Spitfire

These are just the notes I have distilled from the Blue Book and my first season of competing. They are not guaranteed to be all-encompassing, but should be a good start point. For any questions, have a look at the forums on the clubs web sites or ask me;- (dale@huxford.net)

In the next issue, I'll cover what happened in the run-up to and during my first event. It'll make better reading and just maybe it'll save you from some of the more embarrassing newbie mistakes...

TR7/8 Register



e-mail:
tssctr7@hrgserv.plus.com

Hugh Glossop



TR8 Power Steering Retro Fit

The steering rack off an SD1 is quite a bit wider than the TR8. It was necessary to reduce the length by cutting off approx 4 inches. Unfortunately it is not a matter of cutting 2 inches off each end. To give clearance for the lower steering column UJ I positioned the rack off centre.

This meant I had to cut down on the passenger side and increase the length of thread on the drivers side.



out of the sub frame area.



Cutting the passenger's side is straight forward job of cutting and running a die nut down the track rod to give the necessary thread length.

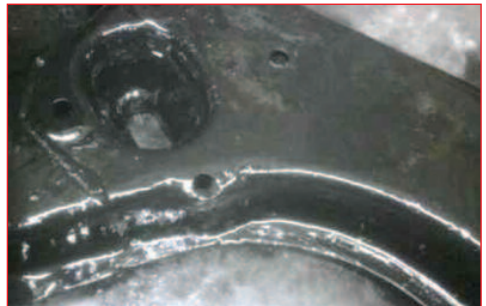
The thread size is 14mm x 2mm

I increased the driver's side by drilling and tapping a sleeve I screwed onto the track rod and then welded into position

I mounted the rack on the sub frame using the passenger side locating holes, as a datum. however this meant the fwd drivers hole was



To get over this I welded a tube to the sub frame.



The sub frame and rack assembled.

TR7/8 Register

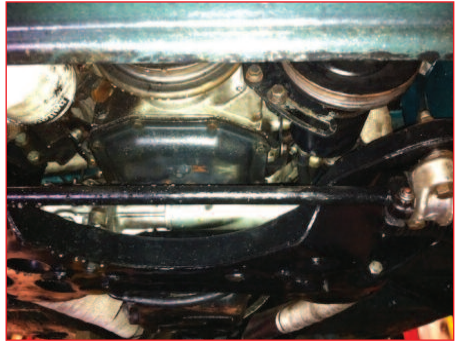
Next problem is the lower steering column. Unfortunately the input spline on the rack is larger than the TR. I used The column off a classic Range Rover with both UJ's. A stroke of luck the upper UJ spline matches the TR upper steering column. Therefore it was only a matter of cutting to the appropriate length and re welding together

TR7 against Range Rover lower Cut down column



Drivers end

Passenger end



The pump came from an SD1. Using the SD1 mounting brackets it bolts directly on to the timing cover. Clearance of the engine mounts is an issue. I got round this by carefully bending the pipe to clear.

Shaun Bevan

Thanks to Shaun for the above article. Finally this month a topical pic sent in by Matt of a new model snowplow under test in Scotland!



Under views



BOND EQUIPE Register

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



Guy Singleton

Forward & Back



W

ell, it's now 2011 - Happy New Year to you all. Let's hope it will be a good one.

This month I will start by looking forward with some dates for your diaries.

7th & 8th May **South of England Meet**

There will be a road run on Saturday 7th May with a show and autojumble on Sunday. Camping is available on Friday and Saturday night for you to use the Leisure Centre as a base for exploring the area or making use of the Leisure Centre facilities.

17th - 18th June **Midsummer Madness**

This will be a relaxing weekend camping behind a pub with its own brewery with a road run to a local attraction during the weekend and a barbecue on Saturday evening - beer, food and cars - what more do we need? - YOU. Come along and join us at a great weekend hosted by the TSSC Southern Area.

19th - 21st August **TSSC International** **at Stafford Showground**

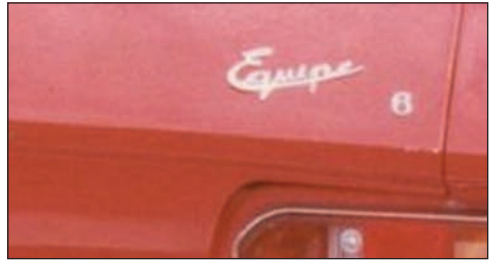
More camping, beer and partying - let's have more Bonds on show and in the Concours this year.

Now to look backwards a bit, I am often asked where badges go on the 2 litre cars - the answer is that the positions vary a lot - I think it just depends on where the guys on the

production line decided to put them on completion of a car on any particular day - maybe they all had their own ideas and it depended on who was adding the finishing touches! Of course, they may also have been moved during restoration and repair work.

These photos taken at the Turweston Wings and Wheels show last September, together with a few more from my photo archives, show some of the variations I've seen.





We attended the Malvern Classic Car Show in October - travelling incognito in our Triumph 2000 Estate. It was good to see Paul Hutchings' 4s at the show. Paul and I have

discussed the car a lot over the last year or so as he was trying to get the DVLA to re-issue the





original Registration, unfortunately, without success. It was, however, good to finally see the car 'in the flesh'.

And finally, another unusual vehicle seen at the Turweston show.

Guy





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



Derek Giles

New Year Appeals

A new year a new appeal or 2! First off I would like to wish you all a happy and hopefully enjoyable New Year. I know in these hard times not all of us will be thinking of using our cars as often as possible but if and when we do, let's make sure it is well worth the effort. Choose the right places or shows to visit and enjoy the experience as often as is feasible! Don't forget to make a photographic record and perhaps even jot down a few notes for future reference. There is nothing nicer on a dark winter's night, than reviving memories of a past hot summer.

With this in mind my first appeal is for you to send/e-mail me some pictures and a write up about your day, the trip or just your car and what's been done to it. Plus of course it makes my job a little easier, by not having to tax my little grey cells as often. I am sure there are times when things technical are not always what you want to read.

My second appeal is to do with IVR's (International Vehicle Registration form).

I have not reported lately on the 13/60 situation as there will, in the near future, be some updating to the way the information is collated and stored. Later in the year (not sure when exactly) it will be possible to record your IVR online via the club website.

Those of you who are NOT in cyberspace can still do it in the good old fashioned pen and paper tradition. But whichever method

you use please do it sooner, rather than later!! Now this is not because I want more work, but because the more information recorded the more we will know about our cars.

It will also mean the history of the cars we all love can be kept for future generations to refer to! It may not be your son or my daughter who is interested but there will certainly be interested parties wanting to know.

So what if you want to know more about your car? If you send in a SAE (A5) envelope and a couple of stamps (freepost) with the completed form to HQ they will pass it onto me: "AND IF" I have information available I will let you know what I know. You will also receive details on how to trace the vehicle through the DVLA in Swansea (post 1977), the BMIHT at Gaydon (from production records) and relevant (original registration) local record offices, these though are sparse, as not all local records were saved!

In the end the onus is on you to go as far as suits your purpose, it can be a long but rewarding task and who knows what may come to light or what dead ends you find.

Hopefully this has given you all something to think about on these dark, cold, snowy nights. Perhaps even given you a task to keep your mind occupied until you can get out and enjoy your Triumph again!!

Cheers for now,

Derek

*Go on fill in that IVR
NOW!!!*

PETROL IS CHANGING AGAIN...

POSSIBLE PROBLEMS WITH BIOETHANOL

by Nigel Clark CChem, MRSC.

We have all got used to the idea of running our classic cars on unleaded petrol now, and in the process we have all found ways to deal with the consequences. The ways we deal with it are many and varied, from using additives, to fitting hardened valve seats, to just ignoring the difference and filling up with unleaded petrol anyway.

When leaded petrol was phased out there were a few who suggested that it would be the end of the road for classic cars. Not surprisingly, these merchants of doom proved to be wrong. Now there are more changes on the way, I am again starting to hear that our enjoyment of classic cars may be about to hit the buffers.

Bioethanol

The latest change is the introduction of alcohol produced from plant material (or Bioethanol) into petrol. This is being done in many countries including the United Kingdom, to increase the proportion of biofuel and reduce the use of fossil fuel for road transport, which in turn is intended to reduce greenhouse gas emissions.

Since April 2008, most petrol sold in the UK has contained 5% Bioethanol, although some retailers (notably Tesco) have sold ethanol-containing petrol since 2005. There is no requirement to label filling station pumps to indicate Bioethanol content under current



Do you know what's in the Pump?

legislation, so we really do not know what is going into our tanks each time we fill up.

What next?

The government is committed to reducing greenhouse gas emissions. The next step will be that all petrol sold in the UK will contain Bioethanol, and by 2013 the permitted level will increase to 10%. It is predicted that at this higher level, there will be noticeable effects for classic cars. As TSSC members, we all enjoy our classic Triumphs so it is time for some information on this potential threat, and that is the purpose of this article.



The Good Old Days

At the TSSC we are affiliated to the Federation of British Historic Vehicle Clubs (FBHVC), which is the umbrella organisation representing the interests of all classic vehicle clubs in the UK. The FBHVC is monitoring the use and effects of Bioethanol in Petrol, and issuing advice to member clubs. In writing this article I have also consulted Hugh Glossop (TSSC Register Secretary and a physicist by professional training), TSSC member Andrew Turner (proprietor of Andrew Turner Carburettor Specialists) and Malcolm Jones (proprietor of Prestige Development and Injection). Being qualified as a Chartered Chemist, I can also claim some scientific insight.

Possible Problems

For petrol engines, higher levels of Bioethanol mean greater concern. At the 5% level problems reported include:

- Failure of internal epoxy resin-based coatings applied to repair corroded or porous tanks.
- Leakage from glass fibre tanks (problem mainly for some classic motorcycles).

- Brown resinous material leaching from petrol tank into carburettors.

The first two problems are unlikely to affect our cars and so far, it's reassuring that there have not been any reports of the 5% Bioethanol level having serious adverse effects on Triumph cars. Andrew Turner has seen brown resinous material in numerous carburettors he has refurbished since the introduction of Bioethanol. He suspects this comes from old stale fuel in the tank, and the resin is leached out by Bioethanol in a way that the former alcohol-free petrol did not. It appears to be a one-time problem with tanks that have had petrol standing for months or even years and go stale. Once the resin has come through the system it should not recur (unless the fuel is again left long enough to go stale).

More Problems at 10% Bioethanol?

The FBHVC predict that we could see more problems as the Bioethanol level is increased over the next two years. Possible issues are:

- Corrosion or incompatibility with some metals.
- Swelling (or possibly even disintegration) of seals, hoses or other components made from certain rubbers or plastics.
- Degradation of fuel in car tanks or cans during extended laid-up periods.

It has been suggested that Bioethanol may cause problems with copper or brass components. I must say as a chemist I find this hard to understand as copper and its alloys are quite inert; Hugh Glossop agrees, based on his metallurgical expertise. Since many of our cars are fitted with replacement copper fuel pipes, I checked with Automec who are a leading supplier and they expect their copper pipe kits to be perfectly suitable for Bioethanol-petrol blends. It is also worth noting that for centuries, whisky, brandy and many other spirits have been distilled in copper vessels.

The alcohol in alcoholic drinks is chemically identical to Bioethanol but please do not be tempted to drink petrol!

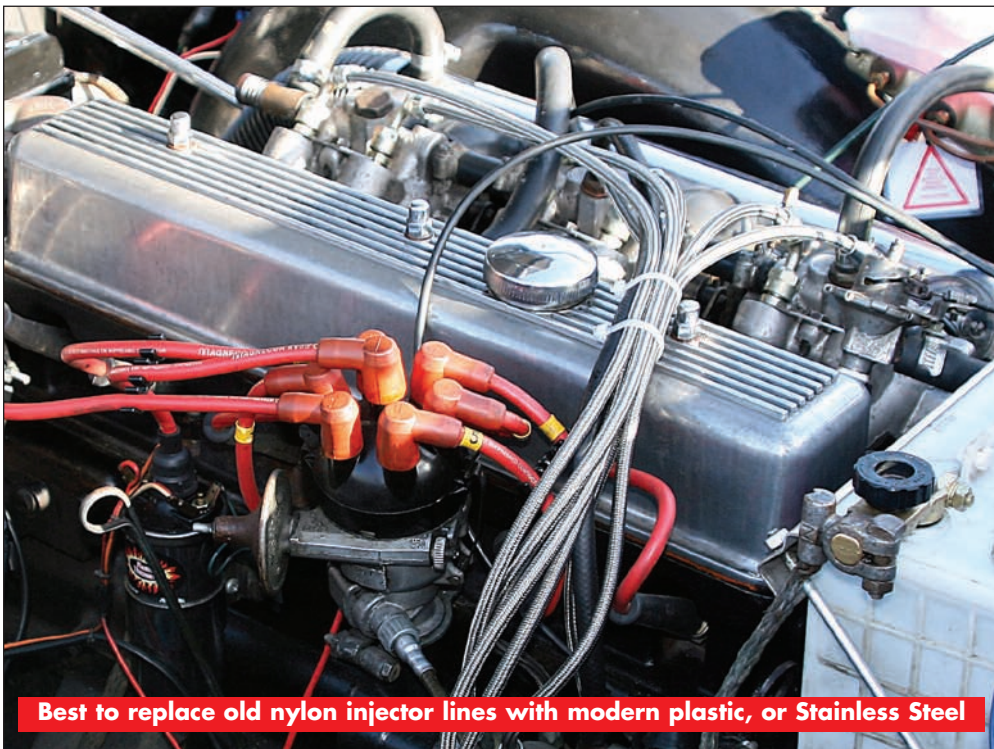
Understanding the risks of attack on rubber and plastic components will most likely be a matter of watchfulness and learning by sharing

experience. Floats in fuel gauge senders and carburettors have been made of nylon since the 1960's. These could in theory be vulnerable, although the good news is that Andrew Turner has not seen any problems with the current 5% Bioethanol level. He adds that military-specification foam-filled floats are available for SU carburettors, and that the original floats in Strombergs are so well made that they rarely if ever give problems.

A special case where particular vigilance will be needed is with the Lucas fuel injected TR5, TR6 and 2.5PI cars, as the high pressure fuel injector feed lines were traditionally made of

nylon. It may be more prone to vapour locking or seal failure as Bioethanol levels increase. I will research this in more detail and report back in my TR Register Secretary column in the near future.

There is a risk that at higher Bioethanol levels, fuel can absorb water when a car is laid up, with the risk of accelerated corrosion. Andrew advises that if the car is to be laid up for long periods, the petrol tank should either be drained entirely or (more conveniently) left full to minimise water uptake and oxidation of the fuel. The best answer is probably to keep using our Triumphs regularly so the fuel never has

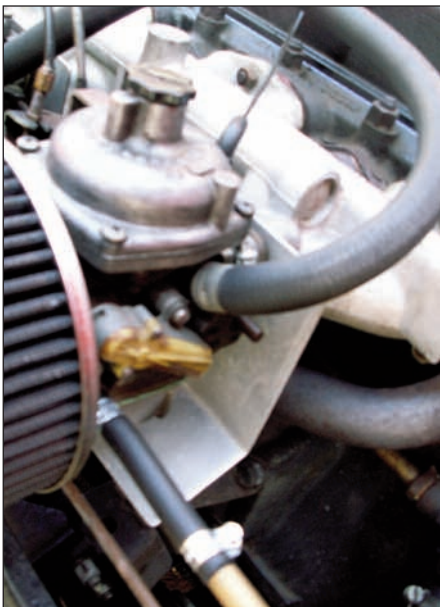


nylon. With fuel under high pressure in these lines, and close to the exhaust manifold, the risk is obvious. Malcolm Jones reports that replacement plastic injector lines are being made from a new material which is resistant to modern fuel. If you have old injector lines on your PI system, or new old stock injector lines, think carefully about replacing with the latest material. The original Lucas PI fuel pump is marginal under the best of conditions; these

time to degrade in the tank.

Hugh Glossop points out that in France, 10% Bioethanol is already included in petrol. The trip to Le Mans Classic in July 2010 gave us a preview and some practical insight into the problems that may be around the corner in the UK. For the trip to Le Mans, ambient temperatures were very high, around 35°C. A number of Triumphs suffered vapour locking in fuel pumps and carburettors, although it is

difficult to be sure whether this was due to Bioethanol or extreme heat. Hugh suggests that as Bioethanol reduces the boiling point of unleaded petrol (which is already lower than old leaded 4 star), there is reason to think Bioethanol does play a part in causing these problems. Fuel injected TR's were also prone to fuel pump vapour locking at Le Mans. It is likely that vapour locking can be overcome



Heat Shields are likely to help

by a combination of heat shielding and modified petrol pumps. We will look at solutions to any problems caused by Bioethanol in future issues of the Courier.

What should we do?

Through the FBHVC, we will continue to monitor both the introduction of higher Bioethanol levels and the effects on our cars. The FBHVC is currently supporting efforts to bring an additive to market that has been developed to offset the effects of Bioethanol on classic cars. Whenever there is more information the TSSC will keep members informed through the Courier and our website.

An important action we can all take is to report any problems we experience, so that we can learn more quickly exactly what the issues are when 10% Bioethanol fuel reaches the market. If you have a problem with your car that you suspect may be caused by Bioethanol, please write to me or email with details. I will then pass this information to the FBHVC who will compile feed back from the whole classic vehicle movement, to get the most accurate picture possible.

The final advice must be, don't worry but do keep your eyes open in case any of the above problems should develop on your car. For the sake of safety, always take any sign of a fuel leak seriously and replace any doubtful hoses, seals or other fuel system components.

Through clubs and club members working together with suppliers, under the umbrella of the FBHVC, we will be able to identify and overcome any problems caused by higher levels of Bioethanol, just as we did with the introduction of unleaded fuel.

In closing, I would like to acknowledge the assistance with this article from the [FBHVC](#), [Hugh Glossop](#), [Andrew Turner](#), [Garth Jupp of the Club Shop](#), [Malcolm Jones](#) and [Automec](#).

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



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



C.A.T.S. Xmas Doo!

This is the Season to be Jolly or so they say? But a Triumph Season is a very busy one!!!! Restoring, maintaining attending shows, and enjoying your Triumphs, well it takes it out of you and what better way to unwind and forget about your Triumph (just for a few moments) but to let your hair down at the Area Xmas Doo.

You get your hair done with shampoo from the pound shop because the shampoo and conditioner went to the Triumph, paint the nails with 2 pack, find a frock that he indoors hasn't managed to cut up for dusters and see if you can find an outside cover like a coat or jacket that hasn't been nicked to keep the Triumph warm in the garage. Then you proceed to the Area Xmas Doo get merry and basically just make a complete fool of yourselves and have the best time.

Well we managed it no problem.



CATS out on the Raz!!!!



It's raining Men??



Who is teaching Who the Tatton Park Stomp?



They should have gone to Spec Savers!



Sharing a tender moment???



Behind a successful man is ??????



The Birthday Boy!!!!



We could enter these CATS into Britain's Got Talent

A GLIMPSE OF THE MOURNES RUN

SATURDAY 9TH OCTOBER 2010

by Paul Robinson



The day was definitely brightening up as we pulled into the car park in Comber, County Down for the start of the Glimpse of the Mournes

Run – the latest in the by now traditional Alan French last of the season club runs (not that the Area hibernates for winter, just that things tend to move indoors). Our Area organiser, Douglas, had sent out instructions by email stating that we were to be at the car park at 10.30 and leaving at 11.00 sharp.



Honorary Triumph – a very nice 1967 Honda

back roads (there is usually at least one nobody realised even existed). The gathering caught the attention of the passing public including the



A gathering of Triumphs

When we arrived at 10.30 there was already a sizeable collection of Triumphs (and their owners) already there. Alan French had put together details of the route the convoy would take and the sheets were handed out to drivers/navigators/anyone without something already in their hand. Alan and his wife Pam do a lot of work checking out the route, identifying suitable stopping points, lunch stops etc. As we have come to expect from Alan the proposed route involved mainly small



Even bus drivers like Triumphs!

A Glimpse of the Mournes

driver of a bus returning to the nearby depot who stopped, rolled down his window, and chatted away to various members about their cars. All in all there were 12 Triumphs and one honorary Triumph (Honda S800 – well it does have a separate chassis) at the start.

At 11.00 Alan promptly lead the convoy out of the car park and, following the detailed route instructions, made our way initially towards Newtownards.

Jackie and I took up last place in the Spitfire acting as a sort of sheepdog following behind. It was not long before we turned of the main roads and, climbing the back roads behind Scrabo Tower, made our way towards Holywood (the Northern Ireland

variety has only one L and very few movie stars). The route included Whinney Hill which is used by one of the local clubs annually for a hill climb event (in Northern Ireland it is possible to get a licence to close public roads for motorsport events) although in our case we went down the hill rather than up.

Leaving Holywood and travelling towards Helens bay the convoy was broken up as we failed to all get through a set of traffic lights together. This proved quite unnerving for the drivers in the now severed

were clear on where to go next). Thankfully Michael Kernaghan, who is from the area, moved to the front and led the way- and a few minutes later we caught up with the remainder of the convoy at the designated stopping point at Helens Bay.

Convoy together once again it was off through Crawsfordsburn and into Bangor and then



Eden Pottery: Triumphs dominated the car park.



Eden Pottery 2 – yet more Triumphs



Alan French in his Vitesse leads the way!

tail of the convoy who has lost sight of the cars in front (although the route instructions

Ballyholme, Donaghadee, Groomspoint and down to Millisle, hugging the coast as much as possible. The weather was excellent but the light wind and high tides were enough to have sea spray coming over the sea walls and onto the road at places. No doubt in common with others driving with the top down I kept a close eye on this to try and avoid getting an unexpected soaking. Millisle was the next designated stopping point and the convoy pulled into Eden Pottery which includes a small restaurant, This was a good opportunity to stretch our legs , get a cup of tea and bite to eat as well as admire the pottery. I think a few members bought some to take home.



Mstewart 1: careful forward planning gave the club a prime position in the car park at Mount Stewart.

It was then time for the next leg of the Glimpse of the Mourne Run - along the coast down through the various fishing villages to Portavogie, Portaferry and then up to Kircubin. The route instructions stated that, as we drove out of Portaferry we should (on a good day) indeed get a glimpse of the Mourne Mountains. However there was mist over Strangford Lough and while some hills could be seen, they were not the Mourne. Undeterred we kept going to the next and penultimate stop at the magnificent Mount Stewart

House which is owned by the National Trust. Always a busy location at weekends when the



Finish 1: The overflow car park at Alan and Pam's house!

Mstewart 2: All sorts of Triumphs took part, from big saloons and TR's included (and our friend in the Honda).

weather is good there was a Food Fair taking place which meant even larger crowds. However Alan had arranged in advance with the National Trust for spaces to be reserved in the car park for the club right at the main entrance. There



Finish 2: The main car park.

we met up with Mark and Nicky Raine and family in their Triumph 2000 MK2. Everyone going into or leaving Mount Stewart passed by our cars and there were plenty of people who paused to admire them and/or talk with the owners.

Most club members took the opportunity to go around the Food Fair, the gardens of the house and/or the house itself. The weather was excellent and it was a very pleasant way to spend a sunny Saturday afternoon.

Two hours or so later it was time for the last and

shortest leg of the event – from Mount Stewart to Alan and Pam’s house outside Donaghadee for a BBQ.

An excellent event, mainly due a huge amount of hard work by Alan and Pam and, thankfully, blessed with good weather. We had members from far and wide attending and everyone enjoyed themselves. It’s what Triumphs were made for!



BBQ: waiting for the BBQ to heat up. The end of a very enjoyable day!



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LINCOLNSHIRE 2010 CAMPING WEEKEND

by Adam Easton



One of my personal favourite weekends of the events season is Lincolnshire Camping weekend.

It's the perfect opportunity to relax, enjoy our cars and some good company. Over the last two years the weekend has been held at Woodhall Spa, an Edwardian Spa Town located just south east of Lincoln. The town is probably most famous for the Kinema in the Wood - an early cinema which opened in 1922. The cinema has a Compton Cinema Organ and still shows films today. Also the town has the Cottage Museum, which tells the history of the Spa and the surrounding pine woods, Hotels and a golf course. Although I don't think any of us had a round of golf! The town was delightful and made a perfect location for the weekend.

The event was being held at Jubilee Park just on the edge of the town. We arrived in our Herald just after 5.00pm. The journey took us just under two and half hours so we pitched our tent as quickly as possible so we could get over to the party tent to meet up with everybody who had came along for the weekend. Just as we were putting the finishing touches to our tent we found ourselves

surrounded by the event organizers: Garth, Simon, Sarah, Will and Phil. I was a bit bemused as I had forgot that I had posted a tongue in cheek post on the club Forum



demanding that I was to be treated with much grace and favour and there was to be fresh fruit and flowers on my arrival. They explained that they take their guests demands very seriously



and presented me with a bowl of fruit and a bunch of dried flowers. (Note to self: don't put

Lincolnshire Camping Weekend

cocky remarks on the club Forum!)

Saturday morning we lined the cars up ready for the convoy. We set off about 10.30 with 14 Triumphs in tow led by Simon and Sarah in the new TR7. The route took us around some very scenic villages and up down some hills (Yes, hills in Lincolnshire) to arrive at Cleethorpes for a ride on the Coastal Light Railway. We parked the cars in a prominent position outside the shops and headed to the railway. Simon had organized free return tickets for us all. The train took us past our cars.

Maybe next year! We spent the evening around the BBQ. Garth did his impression of Gordon Ramsay and tried not to sing his eyebrows.



After dark we headed to the party tent to play some silly games. Having grouped up into teams the competition was fierce and I suspect there was some cheating along the way. The site of Victor Thompson staggering about blindfolded, trying to pop balloons was very funny if not

They gleamed in the sun and had by then attracted quite a crowd. After lunch in a bistro we made our way back to the camp site. We decided to go for a swim in the site pool but by the time we had a cup of tea and got ready it was closed.



just a little bit surreal. Sunday morning we had an informal Concours and the raffle. Nigel and Tracy Hawes won "Phil's fiendish quiz" and Norman & Gaye Easton were runners up to Simon and Sarah with their TR7 for the Peoples Choice Concours. The Day ended in spectacular style with a fly past of a Supermarine Spitfire. Our thanks to all at TSSC Lincoln for a great weekend. Oh, and the fruit and flowers were very nice as well.



Paul Richardson©



American Influence on Standard Triumph

During interviews with Vic Hammond (Chief Stylist from 1955 to 1960) he often mentioned Sir John Black's interest in the most efficient way to produce motor cars, and he told me that there was a considerable influx of experts on the latest production techniques into the company when he joined in 1945. He also highlighted how the American way of doing things influenced the Styling of the first Vanguard and how a new American modelling process was adopted for the Phase three Vanguard of 1955.

From relevant sections of my interviews with Vic, I've managed to collate his fascinating insights on how the 'American influence' was brought to bare in The Standard Motor Company after the war.

Vic related. *"When I joined the company I was a new boy to the vagaries of car construction, but as I'd spent the war years designing jigs for the manufacture of aero engines, I understood the accuracy involved with making jigs for anything which must have been appreciated by Dicky Pickles when he interviewed me before setting me on to design the assembly jigs for the 18TR (Vic always called the Triumph Roadster 'the 18TR')."*

"When I started work on the 18TR, being thrown in at the deep end with the company's

first car project after the war was a thoroughly enjoyable experience. It was extremely gratifying how competent the 18TR team were and in the main they were all design draughtsmen under the leadership of Ray Turner who was



The bulbous front wings on the Triumph Roadster.

Standard's Chief Engineer throughout the war and he was an exceptional designer."

"Talking about car construction and manufacture, Sir John Black, like other heads of the British motor industry, was obviously influenced by the mass production methods employed by companies like Ford of America who were leaders in the field, and this had a tie in of course with general body design after the war where compound curvature on a body panel could involve two or three press tool operations which increases production costs."

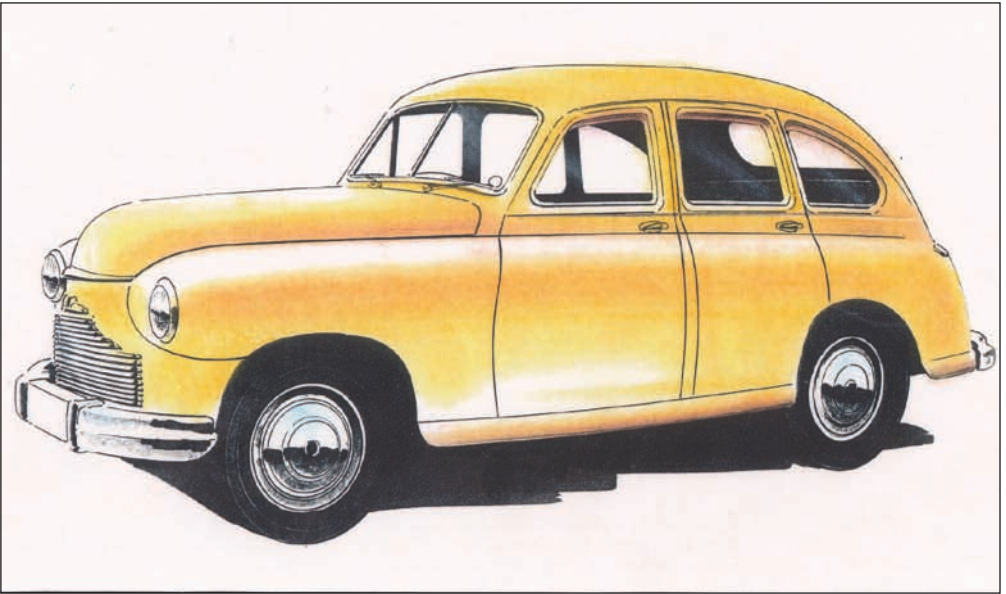
After describing his involvement with the

American Influences

Triumph Roadster, Vic enlightened me with some interesting details on how the influence of American mass production methods began to be used within the Standard Motor Company's body engineering department.

"Thinking about it, when we were building the first 18TR, many comparisons on its general design were being discussed in the form of production and design analysis, and, although the car was an open sports roadster with bulging wings, production cost comparisons were being made with those required for the new Vanguard design, an entirely different kettle of fish of course, but the most up to date

involved with finalising overall design with everyone, and the adaption and modification of press tools for all the aluminium body panels and Henry Boyd took me under his wing. He was an extremely intelligent and very amiable chap who'd been trained in press tool design in America at Budds of Philadelphia, and he regaled me when I first started work by giving me his collection of sweeps and curves and other drawing board design equipment that he'd acquired from Budds. Sir John regularly popped in to see how the 18 TR was progressing and judging by the way his conversations went with Henry he had a knowledge-



A drawing of the 'slab sided' Phase 1 Vanguard by Vic Hammond

production techniques were obviously going to be implemented on the Vanguard which was our first post war saloon, and it was aimed of course for a world market."

"You see two process engineers, who were working for the company at the time, became involved with the general engineering of the 18TR prototype body and that of the subsequent Vanguard. These men were Henry Boyd and George Skuse and they were constantly

able understanding of production costs with press tools because he discussed these aspects quite knowingly with Henry and Ray Turner."

"Whilst I'm on about American mass production methods they filtered into the British and European motor industry and our home based body making specialists like Fisher and Ludlow continually after the war. This centred on the fact that uncomplicated body curvature results in cost reduction because press tools



Mercury and several quarter scale plastic models were made in our studio, which incorporated bits and bobs of Plymouth styling which had quite an attractive sloping rear end with an uplifting boot lid that became part of the general Vanguard styling. Anyway Sir John, who'd obviously swallowed the flat sided concept hook, line and sinker, told

TR2 and 3 body design dispensed with bulging front wings.

become simpler to manufacture and Budds was a leader in the field of press tool and former design and the most cost effective way to press out body panels for a particular styling design. In fact Henry Boyd brought up the economies involved with slab sided saloon cars that centred on dispensing with bulbous wing protrusions, and he made Sir John aware of the advantages of styling cars with slab sides."

"Relating this slab sided body styling reminds me that Sir John Black instigated this on the first Vanguard because, besides Henry Boyd's influence, he'd noticed on his trips to London just after the war that the styling of some American cars had dispensed with running boards and generally looked more futuristic than pre war designs and Farina in Italy was also styling more futuristic cars for American car manufacturers. You see post war styling, like engineering, had to move forward and Sir John sent Walter Belgrove (Chief Stylist) down to London to take a look at American cars parked outside the American Embassy in Grosvenor Square."

"The upshot of this caper for Walter was that he came back from London with drawings he'd sketched and photos he'd taken of a number of American saloons including the Plymouth

Water that he wanted flat sides on the Vanguard that dispensed with the wing protrusions on Walter's first plasticine model. And it was from Walter's subsequent flat sided quarter scale model that we produced the first Vanguard which was the first mass produced car in the country with what was known then as slab sided body styling. Thereafter this was incorporated in the overall styling of all our cars including the Standard Eight I styled for Walter, and we dispensed with the whopping front wings of the 18TR for the TR2 where the flat outer wheel arch flow line continued through the door dimension to the rear wheel arch, but the best example of the flat sided styling concept is provided by the Herald."

After relating how an American styling studio run by Carl Otto in New York had been employed by Sir John as consultant on the Phase Three Vanguard styling by sending over a clay model for appraisal, Vic told me that the model's styling was rejected by Sir John Black and the final phase three styling was finally done by Walter Belgrove with Vic assisting.

Vic then related that the Otto studio instigated an entirely new way of producing full size clay models from which prototypes were initially constructed.

"A much more efficient way of building a full size clay model was implemented when we finalised the phase three Vanguard styling. Sir John had analysed the American way of doing

things in styling departments because I remember him discussing a new full size modelling procedure using American modelling clay with Walter and Carl Otto who'd come over from New York, and besides the new modelling procedure, we had until then never produced a full sized model with American modelling clay, for any new prototype before this."



"You see, from the full size layout drawings, a wooden armature was made as a base for construction for the full size clay model on the studio floor. On its sides and ends, aluminium tracks housed perpendicular aluminium stantions, with adjustable cross pieces, which slid along rebated tracks to enable accurate measurement to be made of all dimensions and curvatures as the modelling procedure progressed, and six or so body makers had to be converted into clay modellers. All this was a completely new and unheard of design procedure for us causing great consternation amongst the engineering hierarchy. Walter, I remember, was somewhat disturbed by the fact that he had to buy a clay softening oven and some two thousand or so pounds of American modelling clay at a cost of six shillings and eight pence a pound (N.B. six shillings and eight pence relates to about 40p in today's currency). We also had to construct a kind of Arabian tent from muslin to enclose the clay modelling area in order to retain a constant temperature of about 70 degrees throughout the modelling process. This whole caper was quite extraordinary as we were almost doing the same as Ford was at Dagenham. I thought it was a most gratifying and uplifting experience for us to finally emerge from the dark ages."

Vic Hammond opined that probably the best example of the flat sided styling concept was provided by the Triumph Herald.

To conclude, Vic made constant reference to 'Budds of Philadelphia.' Never having heard of Budds, I asked him if the company had influenced any other motor manufacturers in England on body construction - which also exemplified the American influence on European manufacturers.

"Yes they did and very much so, we had some very efficient body makers in England of course like Fisher and Ludlow etc. but Budds influenced all the European industry in one way or another on the technicalities of body construction and a good many process engineers involved with press tools and their application were sent to Budds for training like Henry Boyd was. You see a bloke who became a good pal of mine, Bob Robertson, latterly engineering director of Pressed Steel, Oxford, was trained at Budds and when I left Standard Triumph in the summer of 1960 to join the styling department of Volvo in Sweden, my boss Ed Lindburg who was Chief Styling Engineer at the Volvo Hisingen plant had also been trained at Budds."

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January 2011



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- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

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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	BARTON Aerodrome ECCLES.	1st Tues. 8pm.
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NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- Witton Gilbert	1st Sun. 8.30pm
	Andrew Dunning: 0191 5485188	off A691 Durham to Consett Rd	8.30pm
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 0772 999 7289	The Crown Inn, BARNBURGH DONCASTER. DNS 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	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580		
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
	Simon Oliver: 07841 450715		
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 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

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
	Bob Whiting: 01492 516479		
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	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 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 SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Mike Goodling: 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 - WHERWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
DORSET SOUTH	Steve Sherlock: 01305 267408	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 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	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 0045 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
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		krishn_sk1981@yahoo.com	
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		lucabellinello@tiscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépinés 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.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
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.	



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

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Register!!!! Register!!!! Register!!!!

Thank You to all those Areas that have already registered we have had a fantastic response in November BEST EVER? But there are still Areas that need to register so please keep them coming (including myself) note to myself get my registration in now!!!! Remember

you are not insured without it??

Any new Area Organisers that think they may like a visit from the Area Liaison Officers (us) just give us a bell and we will try and get to visit you.

We hope we have got to see you at the Xmas open weekend unfortunately it will be too late to go to press so a full report will appear in the February edition of the Courier.

The AGM – Area Organiser Road Show will be **10th April 2011** we welcome all questions, ideas and opinions just email them or give us a call. You can't make it? No problem you can ask a member to attend in your place.

All the A/O Surveys will be posted to you by December it would be appreciated if you could get them back to us by the end of **February**, and this will allow us to discuss our finding at the A/O Road Show.

May Frank and I take this opportunity to Thank You all for all the loyalty and enthusiasm you have shown throughout 2010 it's you and our members that make this Club what it is today - Simply The Best!!!!

Congratulations **Suffolk Area** you have won £50 Club Shop Voucher, **Surrey** £25. Please get in touch with Angie Hill at Club Headquarters to claim your prize. Happy New Year

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Sad news at the November meeting as we heard from Peter that he has a new job in Cambridge and that he, Rosie and Anja would be moving in just a couple of weeks in order to take up the new post before Christmas.

We will miss them at our regular meets and sadly they will not even be able to join us for our Christmas Dinner. Sad for us but our loss will be Cambridge's gain. We wish them all the very best and hope everything goes well for them with their new home and life in the eastern counties.

By the time you read this in January we hope that the Christmas present that the other regulars from the area got for Anja will have arrived and been enjoyed and so I can include a photo of it here (space and Bernie permitting). We got a small teddy for a small girl but with a very pertinent message on his t-shirt: "I love my dad's Triumph GT6!" We hope Teddy will encourage Peter to complete his GT6 restoration and look for-



ward to seeing it at South of England Meet this year!!

As I'm writing this before our Christmas meal this year I'll tell you all about it next month and hope that we all have a good evening (weather permitting!) and I'd like to wish everyone a very Happy New Year and look forward to seeing you all at our White Lion meetings at Wherwell

and at various shows throughout the year.

Our next meeting will be at the White Lion on **Thursday 13th January 2011**.

Guy & Suzie

AVON

Tel. 01454 327059

Due to an early deadline, I am writing this before the Christmas meal, but I am sure it was a good one! Hope you got all you wanted from Father Christmas, but if not we will be holding a raffle/auction at the March meeting.

At **January's** meeting we will elect the AO and also take names for Coleford as the booking has to be in by the end of **January**. We can display up to 8 cars. The dates for the Bristol classic car show have moved to **16 and 17 April**, so a lot going on that month. It does mean that the car show now clashes with drive it day, which is a bit of a shame. We have a provisional idea for the stand that we are very excited about if it happens. We will still meet on **3 January** even though it is a bank holiday. Hope to see you there.

Jane

BERKS EAST

Tel. 0775 3333500

www.freewebs.com/eastberkstssc/index.htm
e-mail: eastberks@tssc.org.uk

Dear All. Hope you are all having a great festive time. I hope to get the herald out on New Year's Day to a local meet. Not sure where at present! We are planning lots of events for the coming year, please do come along & support your local area.

Pie Night, Reading has been arranged for the **26th February**. Our **January** meeting will be held at the Shire Horse, Maidenhead on **11th Jan**.

Wishing you and yours a happy New Year
With kind regards

Helen

BUCKS SOUTH

Tel. 07818 052276

www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

Seasons greetings all. Carl and I went to the N.E.C. show in Birmingham with our respective fathers and my little brother. As ever the show was amazing, it's good to see it's not losing its popularity, as the modern car show unfortunately did. There were, of course, a whole host of beautifully presented cars to look around but it's the rarities that I'm most interested by including a Herald van on the revamped, and eye catching TSSC stand and some never-before seen (by me, anyway) Tatra's. These included a wonderful air-cooled V8 powered

CAMBRIDGE . . . CHESHIRE CORNWALL



TSSC AREA NEWS

T87 and the streamlined 'Tatraplan'. The show was huge and with the classic motorbike show and modern sports car show adjoining everyone found plenty to do.

Carl's father and I also took advantage of the 'sporting bears' club. For a modest donation to charity you can have a ride in a car of your choice. The selection goes from modern sports cars through classic cars (including a Stag) to older Bentley's to supercars such as Ferrari's and a Jaguar XJ220. My ride in an E-type Jaguar was fabulous, especially since we got to share the road with so many other interesting cars. This event was a superb end to a very enjoyable season of shows.

The **January** meeting will be our annual general meeting. If you would like to bring anything up about the area, or any ideas for events or anything else relating to the club and area this is the time to raise them. We also need to formally decide on the area organiser.

I wish you all a Merry Christmas, and if I'm too late for that then a happy new year! Regards

Daniel.

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

The usual gang of stalwarts battled through the freezing fog for the Christmas meal at the Navigator - including Tom, who appears to have a problem with the roof on his Vitesse convertible - he drove there and back with the roof down, and left it with the roof down in the car park, and had to scrape the ice off the seats and inside of the windscreen before driving home - mad or what.

Back to the normal venue for the January meeting - **3rd Jan**, to commiserate with each other about having to go back to work the following day.

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

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

This report should be out in early January, so I hope you've had a good Christmas, and I wish all a Happy New Year. This month's report is prepared in a hotel room in Vilnius, where it seems to be just a tad colder out than back home.

Once again I have accepted the post of organiser, so another similar year is in prospect. We will have runs out in June, July and August. Attempts will be made to avoid roads that the mending elves have shut for various reasons, but the supply of narrow roads with interesting junctions is still good, so there will be entertainment all round. Tatton Park is on **the 4th and 5th of June** (for those bored with cars there's also sheep shearing on those days!) plus the **20th and 21st of August** - once again at the same time as Stafford. There's a possibility of doing something in conjunction with North Wales here. And talking of North Wales, a repeat of last year's meeting (at Liverpool in 2010) is also a possibility, but at a different venue to last year - North Wales meet at Wrexham, which is only 53 miles from Macclesfield via the M56.

The Triumph bash at Stoneleigh is on **6 March in 2011**, but I can't see a restoration show listed for 2011.

And we had a cosy meeting at the Cock and Doodah. If the door to the outside world continues to stick like it has done the past two meetings, I can see us turning up with woodworking tools to make it shut properly.

I don't think there has been great progress on the two Spitfires in Appleton Thorn, but I feel sure we'll see one of them by next year (is that 2011 or 2012?). One member also observed the need to bring a Herald to rest in order to engage first gear, to which there was a response of no, you don't have to do that, just double declutch and in it goes with no fuss at all. But no-one taught me to double declutch came the reply. I don't think anyone taught me either, it was just a simple matter of necessity driving early Minis (proper Minis) which came out of the factory with no synchromesh on first and not much on the rest of the box by the time I could afford one. Wikipedia isn't very helpful on the subject, it only describes going up the box, whereas you need to blip the throttle when going down the box. Pistonheads has a better description. Mix in braking at the same time and you have heeling and toeing. Alternatively a box with working synchromesh!

Hark the Herald has not progressed a great deal since the last report. The weather seems to have become rather cold and the garage is consequently also rather cold. Any excuse, I hear you say. Well, a recent visit to DIY emporia resulted in several pieces of chipboard and lots of shelf brackets. So the mess of bits on the workbench is now on the shelves and it's possible to see the workbench once again. Another visit to the DIY emporia may result in a radiator, some valves, pipes and T-pieces, but it's best not to take the heating system to bits when it's this cold, in case it doesn't go back together quite right. There's also an unwanted bicycle in the way.

Our next meeting is on **Thursday 6th January** at the Cock and Pheasant. Around 8:45 pm.

Henry

CORNWALL Tel. 01726 851687

By the time this reaches you we will have had our Christmas Dinner Dance, in fact, we will have had Christmas! Hope yours was a good one. As I sit here in November the first snows of winter have fallen - **NOVEMBER!** Eeeks!

We continue to get good turn outs at meetings with our usual hardy bunch, which has increased slightly this year and that is good to see. Planning started in November for this year; Skittles at Country Skittles, Townshend in **January**, evening meal at The Hawkins Arms in **February**, Drive It Day and Lands End Trial Dinner, in **April**, Isle of Wight Camping Weekend in **May**, Cornwall Camping Weekend in **June** and a trip to Dorset Steam Fair in **September**. I'm sure that there will be loads of other events added as the year goes on. There is also an idea being worked on for a Round Cornwall Charity Drive this year as well, so if you're interested get in touch, we now have a good team organising lots of things to do. If shows are your thing, there's plenty through the year and someone will probably be going to a show that you're going to.

Country Skittles, Townshend (nr Hayle), Sunday **30th January** 12:30 pm for lunch and skittles. Contact Helen & Tony if you want to come.



CORNWALL . . . COVENTRY DERWENT VALLEY

TSSC AREA NEWS

Cornwall Continues

Evening Meal at The Hawkins Arms, Zelah, date TBA, to say Thank You to the owners for looking after us. They have agreed to do a menu of our choice and they have some really nice menus to choose from. Contact Sally-Ann if you want to come.

Drive It Day to Morwellham Quay (to meet Devon Area) more details to follow, **Sunday 17th April**. Contact Mike if you want to come.

Lands End Trial Dinner, **Easter Saturday** venue TBA. Contact Sally-Ann, or Mike if you want to come. This is becoming more and more popular and is an opportunity for those of you who didn't come on the trial to find out what it was like from those of us who did! This year there will be 4 Teams to support; Mike & Anthony, John & Jane and Simon and Vanessa in TR7s, plus Ian (Cyclops) and Iain (Two Eyes) in Ian's Sixpence.

More details of the other events through the year, but you get the gist, I hope.

If there's something you'd like to do and we're not doing it, then please let us know. You can either organise it and we'll support you, let us help you organise it, or if you can persuade one of us to organise it for you, that can be done too. All we want is an excuse to enjoy our Triumphs.

Dates:

January;

Thursday 13th Meeting at The Hawkins Arms, Zelah
8pm onwards

Sunday 30th Lunch at Country Skittles,
Townshend 12:30pm

February

Thursday 10th Meeting at The Hawkins Arms,
Zelah 8pm onwards

Date TBA Evening meal at The Hawkins Arms –
special menu

Happy New Year

Mike

COVENTRY Tel. 02476 410180
e-mail: kevin.n.murray@googlemail.com

Happy New Year to you all, as we enter the second decade of the century! We had an enjoyable Christmas Meal early December at The Bull and Butcher, with 13 folks at the table. I'm sorry Mary and I were a bit late, but I needed to collect kit for my son's football team that evening. The 3-course meal was excellent value for money, and we were well looked after by the staff. We are lucky to have one of the best pubs in the area for our monthly meetings. Paul Cheshire has taken photos over the years at our Christmas meal, including when we met at The Weaver's Arms near Fillongley. Paul brought along a display board with these photos, showing our get-together over the past decade. We have been meeting at The Bull and Butcher since 2004, I was surprised it was this long ago! Nigel and Steve were wearing the same shirts as last year! - The camera never lies!

I will list the main events for next year when they become available, but the Stoneleigh Spares Day in **March** is usually the first one on the calendar. we must also get along to the Jaguar Heritage Museum one Sunday. Until then, I look for-

ward to seeing you all at The Bull and Butcher on **Tuesday 4th January**, around the log-fire. Many thanks for your continued support throughout the year,

Regards,

Kevin

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

Hi all. By the time you read this, you could be looking at that box under the Christmas tree, hoping that box with your name on it is a chrome rocker cover for your beloved Triumph and not a gift set of smellies or socks. If you're reading this after Christmas then we hope you were not disappointed.

Yes, it's that time of goodwill to all, so we would like to wish all our members a Happy Christmas and the very best for the New Year.

One long time Derwent Valley member will be leaving a hole in our hearts (and in the trophy cabinet) in the New Year as Mike Mayfield is moving to Leicester. He will be missed by all. We know that we will see him at various future events but still hope that he could still attend the odd Derwent Valley meeting. We trust you will enjoy the bottle of whisky we bought you as a thank you for your help and assistance over years, Mike - don't be a stranger.

For those who couldn't make it to the December meet and Christmas party, we had a great time. Laughing and joking, getting drunk on beer and wine, some more than others but as it was Julie's birthday she had a good excuse - So Kim what was your excuse?

We played silly games like "who am I", putting sticky labels on our foreheads with the name of someone famous on it. Then asking questions to which you could only receive yes or no answers to find out the famous person that is on your head without looking at it, This took quite some time but was very funny.

As the night went on we stopped the game, had a sit down and tucked into the lovely buffet. This was followed by Santa (Mike dressed in a red Santa suit sporting a fantastic white beard he had been growing especially for months) giving gifts to all those who had been good boys and girls...that didn't take long. Roger always says "it's the thought that counts, not the rubbish presents you receive" and yes there was a lot of rubbish presents.

Whilst we were in the giving mood we also presented Richard Malin with a small gift as a thank you for acting as AO during 2010.

Weather permitting on the **9th January 2011** we will be holding our annual New Year's Run, meeting in Sainsbury's car park at Ripley Derbyshire. Be there from 10am onwards. We will head off at around 10:30am. This years chosen charity is the Kidney Patients Association so dress up and decorate your cars in red. There will be a prize for the silliest hat and the best dressed. Entry fee is only £3 and everyone is welcome including modern cars. See our website or advert for more details.

We are already planning lots of events and activities for 2011. We certainly hope that you are up for a good time and will join us for as many as you can. Details of these will be published here in the Courier and on the Derwent Valley website.

Here are a few to be going on with -

4th January - Monthly meeting at Smalley Common
starting at 7:30pm.



9th January – Annual New Year Run starting from Ripley.

1st February – Monthly meeting at Smalley Common starting at 7:30pm.

23rd to 26th June – Peak Run Weekend.

Keep on running

Roger and Colin

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

TSSC AREA NEWS

run around East Devon on Sunday 6 February which Brian & Anita have volunteered to organise, so get your diaries out now. We are already talking about our trip to the Isle of Wight weekend, especially as Prince William & Kate Middleton are making it easier for us to get time off by getting married on 29 April, making an additional public holiday. If you are thinking of joining us, let us know asap.

A big thank you to everyone who has organised an outing in the last 12 months, taking us all over the county, and also to Rob & Helen for continuing to maintain the Devon TSSC website, and Steve W for doing the same for the North Devon sub group. Check them out for forthcoming events on www.northcotts.clara.net/tsscdevon and www.northdevon-tssc.org.uk. In addition to the regular Courier Area News, we keep in touch with a lot of Devon members by e-mail, and if you would like to be added to the list, please contact us through devon2005@tssc.org.uk.

That's all for this month, but we look forward to meeting members old and new throughout 2011.

DEVON DIARY

Sunday 2 January 2011 Meet at the Smugglers Inn, Holcombe 12 noon

Thursday 13 January North Devon meeting

Wednesday 19 January Club Night at the Star Inn

Sunday 6 February East Devon run with Brian & Anita

Sue & John

Hope you and your cars had a good Christmas and enjoyed the New Year celebrations – not too much though! We have an early meeting coming up this month – **Sunday January 2nd** – hopefully with the hangovers in the past – we will meet up at the Smugglers Inn, on the Teignmouth / Dawlish road, at 12 noon, for their usual good carvery. We do need numbers beforehand please as it is a very busy place. Afterwards Allan and Jackie have a short run planned. North Devon have their first meeting of the New Year on **Thursday 13th**, whilst our Club Night at the Star Inn, Liverton will be **Wednesday 19th**. Looking back to November, Club Night at the Star was another good one, despite the appalling weather leading to few cars on display. We welcomed as a new member, Richard from Ivybridge with his Dad Paul. Richard joins our increasing 'young members' and has a 13/60 convertible which we look forward to seeing soon.

We started planning this year's events, and already have quite a few in the diary. We will continue to have our monthly meetings at the Star Inn, where we are made very welcome, and also will have a run out on the **first Sunday** of most months. If you have not joined us before on an outing, don't be shy, we are a friendly lot and you will be made very welcome. We look forward to meeting new member Peter from Bradworthy, who is presently constructing a 'Salvatori Sports' from an irrevocable Vitesse and is hoping to join up with the North Devon sub group.

Our Christmas meal was held at the Highwaymans Haunt, Chudleigh. An all time best total of 37 members enjoyed a first class meal and company. An excellent £63 was raised for Area funds from our raffle, and our thanks to all the many members who brought along prizes, there was something for almost everyone. Furthest travellers were the Partridge family, followed by the Watsons. We were wondering even the day before if we would all make it due to the early cold weather, but it relented just in time and everyone got there. We think we will return to the venue for next year! The following day seven Triumphs and 2 moderns turned out for a Turkey & Tinsel run from Exeter. Ian led us through the lanes of East Devon, icy in places, and through a biggish ford (how does he manage to find a ford each time he does a run?), ending up at their new home in East Budleigh, where Karen had an unexpected buffet awaiting us, substituting pork for turkey. Around a brazier in the garden we decorated our ducks for a surprise duck race which was held on the nearby stream, with young Sam retrieving all the ducks at the end complete with wellies and net. Karen W's duck was the winner, and Sarah's was a 'DNF' getting stuck in the weeds. Most of the cars out were decorated in festive mode, ranging from Christmas lights to revolving Santa's, but the winner was Richard & Emma's Dolomite, well decorated including young Holly!

COMING UP Apart from the **January** meeting on the **2nd**, and the Noggins & Natters mentioned above, we will have a

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As I sit here writing this everything out side is white and my garden looks as good as every one else's not good weather for classic cars, after the first day the novelty wears off (bar humbug)

Car port - No work on the cars this month but I started on the car office over Theodore, the cost of timber has amazed me, I need 3m length, I think that is 12 feet in old money this should give me room to put the car in and work down the side of it but the white stuff has stopped me and I don't mean milk. John has been busy on the route for our run out on drive it day, after club he came over today and we drove the route using the notes and we got to where we were supposed to get to. Out and about - A fairly full report on the NEC as we haven't had any shows this month

NEC Birmingham 13th & 14th November. On a very cold November morning at quarter to 7am Janet Joe and I set off in the trusty plastic Honda to pick up Ian and Cheryl, it was all too early but we were excited. Soon the five of us were on our way. We were the only Essex members going on this occasion are we mad? probably. Joe was in the back between two ladies who soon started to mother him, and nick his Haribo sweets.

We arrived at the NEC at about 10.30am after the sat nav took us on a detour of Birmingham, we don't know how that happened as NEC was programmed in from previous trips, but it took us to the bull ring and out again, which it turned out was rather good as we missed all the queuing traffic for the NEC and seemed to go in a back way. We caught the bus after missing the first one, it was full, there were so many people there waiting, oh well never mind the next one will do, and soon we



TSSC AREA NEWS

Essex Continues

were on our way.

The show was buzzing and we headed straight for the auto jumble. Where Ian and I seemed to spend vast amount of money related to Spitfire 1500's, for Ian and I and I needed stuff for the TR7 too. The auto jumble this year was the best we have ever seen, lots and lots, more of it too. The quality was excellent and there didn't seem to be too much too.

We decided to have a break and I needed to speak to a couple of people on the TSSC stand, so we stopped there to have our sandwiches, they had been moved into hall 3 this year, and were up the opposite end to the auto jumble, don't know if that was a good thing or bad but that made a nice break, after chatting at the TSSC stand for ages the auto jumble called me back for a short time. At 2.15pm we had Stirling Moss on the stand signing autographs; Stirling was doing the rounds on the club stands. It was very nice to see him and to say he had made time to come to the TSSC stand.

Joe then decided he needed to spend some money and back to the auto jumble for us, where he bought two Ferraris one in a box for £10 and another he beat the lady down from £7.50 to £6 as it had no box and no spare wheel in the boot. (they are both now on the dining room table undergoing a refit) so after that with our worn out feet it was off to get the bus back to the car park and then off to the Premier inn at Shirley Solihull.

After a nice rest, a bath and showers etc, we headed down for dinner. We had a lovely evening chatting and discussing what we had bought and making plans for the next day.

Next morning eat all you can breakfast, (and Joe did) and another leisure chat about the day ahead, we then went off to the show, we got there early enough this time to get into car park 3, no need for a bus today only a short walk down to the entrance at the front of the building. We made our way to hall one and were quickly drooling over the classic cars. Joe was running off here and there with his camera, taking many pictures of Ferraris nice and red and shiny ones. We did hall 4, then onto 3 back to the auto jumble to where Ian had said he wanted to revisit to get a few things he considered the day before and now had decided to get. So we also then had to stop at the TSSC stand again for a sit down, and I again chatted for ages.

Then it was a bit more of a walk round and into the MPH it was very noisy in there, we didn't see Clarkson, May or Hammond this year, never mind and after that it was decided to head home. We had a walk back to the car, loaded up and put the sat nav on home. After a short coffee stop we got to Ian and Cheryl's place at about 7pm. We were so tired and set off for home once we had said our goodbyes. We got home just after 7 and unpacked we had a quick beans on toast for tea and we were all in bed by 9pm. The following morning up and about as usual, very tired and the living room looked like a bomb has hit it with all the unpacking which had just been left for Monday. Never mind, we are looking forward to next year! Club day - Good meeting this month we had 35 people I would like to give you a long list of Triumphs in the car park but there were none, even I wimp out, I can't blame starting problems as I had the car running but it started to rain and it was cold rain that's my excuse, the large number of people was helped by it being Alan's birthday, no not me, but Alan Davis (Jinxys Nerkin) and he is just a youngster at 30. John had version 15 of the

route map for our Drive it Day event April 17th, he had spent a lot of time on Saturday re checking the route I think he was re living the rallying he saw last week.

We had our first 50/50 bingo and Jackie won £10 and the club got £10, this will probably become a regular feature at club event. The Christmas meal was booked for 12:30 on 19th Dec. We had to vacate our usual spot in the pub as there was a private function in that part of the pub

Up and coming

2nd Jan Whitewebs auto jumble and dinner afterwards

16th Club day, the halfway house

22nd Donna's dogs night out at Romford dogs

30th Pollhill garden centre and lunch

25th 26th Feb. Bournemouth rallying

5th 6th March Stoneleigh week end away - Triumph auto jumble on the Sunday

17th April our run out for drive it day £2 per car entry Birthdays - Malcolm Wing 18th Jan, he is catching me up!

Alan

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

Happy New Year everyone we hope you all had a lovely Christmas break.

Well November was darker, cooler and a little bit quieter but still had a few things to report on.

The NEC classic motor show was a great day out Jane offered seats in her car and David Turner and I took full advantage. The show was brilliant and huge, we walked our socks off to ensure nothing was missed, I think we succeeded but with so much it's difficult to know. But a great day out.

The area meeting was poorly attended which was a surprise as normally if you don't turn up at the AGM you get allocated a job. So for those of you that weren't there please come along soon to take up your appointed posts. (Nervous yet)?

This morning (Sun Dec 5th) was our rock cakes on tour and Don & Bj were kind enough to play host and Barry, Nora, Paul and myself were treated to all manner of fabulous home made treats. Thanks to them for their warm hospitality.

2011 has now begun and we look forward to enjoying all that the coming year has to offer. Keep your eye on the events list and we'll see you all soon.

Andy

Events.

Saturday January 1st The Cotswold Classic car club New Year's Day meeting at the Frogmill hotel, Shipton Oliffe, Andoversford.

Sunday January 2nd The Malvern Classic car & bike auto jumble at the three counties showground, Malvern.

Monday January 17th Area meeting at the Swan inn, Coombe Hill.

Sunday January 23rd A run out with lunch at The seven Tuns, Chedworth.

Sunday February 6th Jane's for Bacon butties and a rummage through her bits. 10 am onwards.

Saturday February 12th The area annual dinner at The Swan inn, Coombe hill.

IMPORTANT NOTE

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

HANTS & BERKS . . . HERTS & BEDS WEST KENT . . . LANCASHIRE



HANTS & BERKS

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e-mail: hantsandberks@tssc.org.uk

Happy New Year everyone, hope Santa delivered all the bits and pieces you need for your Triumph at Christmas!

A short area news this month as it needed to be in early before Christmas, in fact the deadline was the day before our Christmas bash so a report on that next month. Let's hope we have more luck than last year with the weather as it got snowed off on the 1st attempt last year. Anyway, take up has been good and to date I have 20 people booked in for the meal at the Crooked Billet.

One good bit of news that has come up this month is regarding the **May Day Bank Holiday** weekend when the area normally attend the Isle of Wight Camping Weekend. The Good news is that some important bloke's getting married and the government are giving us an extra bank holiday on the **Friday**. So no problems going over to the island for a 4 day break this year as the Kids will be off school and we'll all be off work, marvellous!

That's all for this month.

Andy

HERTS & BEDS Tel. 01582 750943

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Hi folks, short and sweet as I'm off the get the Reindeer ready, for you all to use..

The Pub was busy for our AGM with 23 Triumphers present, the committee was accepted as Peter Lewis AO, Alan Gower Treasurer, with Pete, Stuart (Twins) and Barry as committee members.

We all gave Dave Fern a vote of thanks for being Treasurer for the last 2 years. A balance sheet was passed around and we asked /had some clear ideas of what to do with the funds, we will discuss some options in the new year. The additional admission fee from Duxford has topped us up nicely and reimbursed the expenditure.

Have to say we did well with the dreaded raffle, Jim and Chris donated some goodies together with the residual left overs from the year, (not the fuel additive this time) and Martin had spotted Jim's two long reach screwdrivers, I want them he says, and guess what he won both, jammy or what !!

Next years meeting dates are available on the forum, the area blogs and local emails all available as a business card for your wallet or purse.

A variety of extra alternative pub meets are being considered, the Chalk Drawers Arms in Colney Heath is **cancelled** due to lack of attendance.

We have 29 paid up places for the Christmas dinner Dec 3rd which has been well supported. Thanks to those who made the effort and braved the cold weather. Writing this in advance, I'm sure it all went well, any activity worthy of mention will appear next month

An events calendar is being produced again we are hoping to shrink it to pocket size so you are never without.

It would be great to see a few more of the 75 members that we circulate e mail diatribe to, but there again if you all turned up the pub would have a capacity problem, average attendance through the year is 22 each month, that's pretty good.

TSSC AREA NEWS

So have a Safe and Happy Christmas and New Year
All the best from

Peter, Alan, Barry, Pete & Stuart.

(your triumph nuts for 2011)

WEST KENT

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www.freewebs.com/tssc-west-kent/

Well, what can I say? - November's meet was a bit of a white-out, the heavy snow that fell during the day meant that I had to put a message on the TSSC Local Areas board that I and probably others wouldn't make it to the meet. In the event, only Del managed it, well, he does live more or less around the corner!

This also meant that I couldn't hand out details of the New Year meal, so I emailed it to all those people I had addresses for, and posted information to that effect also on the TSSC forum board. It was a pity about the weather as I had made sure the Stag was ready to take up there.

The details of the meal on the **14th January** are also on the West Kent website.

Fresh from our success on the Round Britain Reliability Run, Andy Copas and I have successfully gained places on next years Ten Countries Run. Andy plans to take his Toledo, and I have entered the Stag. This is getting personal for me, I have entered twice before in the Spitfire and both times have had to be recovered home, so next years attempt rests on the Stags shoulders!

I am in the process of putting next years calendar of events together, so if anyone has any particular events they feel we should support, please let me know. In the meantime, I hope you all had a great Christmas and New Year

Regards

LANCASHIRE

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Well, another year and a new AO for Lancashire, that'll be me, Kevin Makin. First things first and I would like to express the areas many many thanks to Kevin Ollerton for his enthusiastic efforts of the past four years as AO, a tough act to follow me thinks!

Novembers meeting (our last of the year) was quite a surprising turnout given the weather conditions with twelve of us braving the snow and sub zero conditions. Was it because of the annual raffle, Glenn's games evening or the sale of Lancashire calendars and shirts, either way a busy night.

First up the games, pitting wit against wit at jenga, dominoes, darts, pool, table football oh and snap!!, the winner was..... . Many thanks to the games-meister Glen for arrange them.

Next, the Christmas raffle, with a plethora of prizes to be won from wine to watches (guess which left the table first!!). Stuart got his usual bountiful of goodies (that guy should really do the lottery) and Pam indirectly left with the handbag that she had her eye on.

The night was closed off with Kev giving his AO farewell speech, and was almost turned to tears when we presented him with a trophy and a bottle of his favourite tippie, and box of choc's and flowers for Dawn. Many thanks to the members for the whip round and Pam for organising it.



LANCASHIRE . . . LEICESTERSHIRE & RUTLAND MANCHESTER . . . NEWBURY

TSSC AREA NEWS

Lancashire Continues

So, The Christmas dinner/dance on Saturday the 4th, again well attended at the Canberra club with fourteen of us booted and suited. And as I sit here writing this with my thick head I think I'm right in saying that we all had a really good time!! The evening began with the table magician making money disappear before our eye's. The meal was spot on albeit a delay between our tables 1 and 2 being served which I don't think bothered anyone. With two spots from the boy, boy girl band Madison, and DJ music in between, meant it was a full on evening with dancing, chatting and merriment. I have to mention the TSSC dance team (Stuart and Lisa) who in our opinion beat off all competition from other tables. Although Stuart you have now given several wives ammunition to fire at us mere mortal men on taking dance lessons, but we will resist...won't we Dennis. A final pass from the magician who's trick went wrong the first time oopps, but this only added to the fun and Tommy Cooper did ok out of tricks not working. All in all a damn good evening.

Looking forward to our **January** meeting (That's **Tuesday 25th** for those members who haven't been before) I'd like to start putting a list together of proposed outing's and events for the year ahead. So if know of an event and the date come along and suggest it, or failing that email me. And there will be a 'something' theme music quiz.

Well that's me done, All the very Best to everyone for the New Year and hope to see all (new and regulars) at the meetings. Cheers

Kevin

LEICS & RUTLAND Tel. 07774 276564

May I wish my reader a Happy New Year and trust that Christmas lived up to your expectations. With the winter truly upon us, the area activities are in hibernation.

The annual A G M and skittles evening was fully subscribed. The supper was superb and my report to the members, very short. The area has had a very successful year, membership remains high, many events and shows were attended and finances are healthy. Members discussed ideas for 2011 and these will be developed over the winter months. With the room rather full with members we chose Table Skittles this year and I split those present into pairs. After three closely contested rounds the eventual winners were Liz and Bernard.

With most of our club cars tucked up warm and safe over the winter I have looked at things to do as an area. As we have been invited to Force India Formula 1 headquarters near Silverstone for a day out, I will try and arrange without delay. Keep warm and dry.

Dave

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

With the Area News having to be in to our editor early in December (Xmas) there will be no report on the Manchester Area Meeting in December, so a full report will go out in **February**.

Remember Barton Aerodrome will not be open for our **January**

meeting so we were looking for an alternative venue in the Manchester/Cheshire Area for Sunday lunch (optional) **9th January** that will accommodate up to 25 to 30 members. Thanks to Jez and Debs We have been invited to have our **January** meeting at their barn/home on **Sunday 9th January** in Kettleshulme they have also offered to make a large pan of Chilli for those that are hungry details of time will appear on the Area Website or phone for details if you cannot make the December Area Meeting.

I hope you can make it and I would like to thank Jez and Debs for their kind and generous offer.

Please can you bring £20 per person deposit for the Cider Press by the **February** meeting and the balance is to be paid 6 weeks before we go (**13th August**)

Thanks goes to Janet for organising a fantastic Xmas Do again as it must have been difficult organising for the area and worrying about all the treatments Louise is facing at the moment.

Frank and me would like to say thanks for voting us in as Area Organisers for another year?????

Thanks for all your help and support throughout 2010.

We have a Fantastic Area with Fantastic members, and some Fantastic events to look forward to. All the Best for 2011

Dates to remember in **January** Area Meeting **Sunday 9th January** at Jez & Debs Kettleshulme time TBA

Pip n Frank

NEWBURY Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

December was a quiet month for the area now that the season has ended.

This year's calendar turned out well again and thanks must go to Bernie for producing it. I have a couple available for anyone who hasn't yet bought one, or who wants more.

As I write this we are sorting out our costumes for the Country-themed Christmas meal and will give a full report next time. So far there has not been a rush (or even anyone meandering) to stand for AO so I guess Dave and I will still be here by the time you read this!

We are in discussion with the Kennet Valley TR Register Organiser about our annual event in the Spring. It will probably be **mid-March** and could be a quiz. Will let you know when we have more ideas to put to you. If you have any suggestions about this or any other activities we could try, do let us know.

If you are in the TSSC and live locally and have not been to one of our meetings, do come along. You will be most welcome and the pub serves good food!

Hope you had a good Christmas and Happy New Year to one and all.

Next meetings
12th and 26th January Starting about 7.30 at the Spotted Dog, Cold Ash
Keep 'em flying

Mary and Dave R

IMPORTANT NOTE

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

NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND



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

TSSC AREA NEWS

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

Happy New Year all, as by the time you get this we will already be in 2011. Sorry I missed the November Report, somehow got my dates muddled, but to review it, there was not much to report as the turn out was low. Indeed we were unable to vote the committee back in as there were not enough members for a quorum, so this was put off to Dec. We did have a treasures report and this can be viewed on our web site, but suffice it to say we are still in the black to the tune of £125.29.

Another important matter for discussion was our Christmas Dinner, where we will be joining with the Wensum Tr mob at the Maids Head on the **29th January**, 7 for 7.30. Price £25 per person. Please note if you are interested please phone me urgently on 07825 994 927.

We also discussed our new venue as our current facility has been withdrawn, unless we would like to pay £50.00 per meeting! Several places were offered, but watch this space.

This month we picked up on the voting, but unfortunately still not enough voting members for a quorum, so yes I am still AO and Laurie Treasurer and web master, subject to ratification from yourselves, when we have enough members to vote! As you can see if the membership does not turn out to support the club on simple matters such as an AGM, then the local group is going to struggle.

Please come to our next meet which will be on the **10th January** at the Worlds End Pub in Mulbarton, where we can discuss our future as a club. We do need your support to function, even if its just to vote us back in.

Merry Christmas and a Happy New Year.

Bye for now

Mark

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

Hi all. Brief report this month, many thanks to those who attended our dinner at the pub in December. Big thanks to Joe for another devious quiz, some good scores this year, congratulations to Barb for helping me win, Geoff and Yvonne got second and James and Claire achieving third. Unsurprisingly, no Triumphs outside, seeing as the temperatures were well below zero when we all left the pub. Surprisingly, Joes Subaru had no ice on the outside of the windows, though all the insides were covered, bit bizarre.

A reminder that I'll need your photo submissions for the next calendar by **mid January** so that we can choose 13 for the next edition. Send them to the area email address please. If the photo file is over 3Mb in size please email me first and I'll give a different address to send them to.

Steve told me the camping trip organising is coming on well for next year, we'll also be doing the old favourites again. Watch the reports and your email for information.

If you aren't already on the list, send an email to the area address asking to be included.

We're probably having a curry night in **January** or early **February**, date to be advised probably on email except for the diehards who come along to the **January** meeting, **Jan 2nd**.

No car news to report this month either.

That's all I've got for you, best wishes for the coming year to you all.

Mark

Happy New Year! I hope you had an enjoyable Christmas and are now looking forward to a new year of Triumph fun.

It is the time of the year when we need to register our area and it's the ideal time to have a mini AGM. At our **January** meeting we will give over a few minutes to appoint the area organiser for **2011**. I hope that I will continue to represent our area but if any one would like to run for the role of area organiser then let me know before our next area meeting. (Funny nobody ever takes me up on that?) It's a little like that bit at wedding when the vicar says..... You know what I mean! If you have not been to an area meeting before now is a good time to come along and find out about your area. It's in these dark cold winter nights that the cozy Elwes Arms is at its best, good food, good drink and good company. So do come along. We can chat, have fun and plan our summer outings in our cars.

I would like to start putting the plans together for our **2011** event, TSSC Northants Standard & Triumph Rally, which will be on **3rd 4th & 5th June**. We have a great venue at Wicksteed Park, Kettering and I have had lots of positive feedback about the event, not least the fact that our members are so friendly and fun to be with so well done to you all. If you would like to see some photos of last year event visit: www.standard-triumphrally.co.uk

As part of our tool loan service we have recently acquired an oil gun to ensure your trunions are well lubricated. We do have a range of tools you can hire to maintain and repair your car and all for a very small fee.

TSSC-Northants area calendar is now on sale. A beautifully presented calendar which has twelve stunning photographs of our cars and plenty of space to plan next year's events. The Area Calendar will be available at our area meeting for just £6.00 or email me at: tsscnorthants@aol.co.uk and I will be pleased to send you a copy.

Next up: **Monday 1st January**. 11.00am New Years Day Run. We are meeting at Brixworth Country Park for a walk, short drive and lunch at the Windover pub. Please call 01933 229992 for more information.

Our next area meeting will be at the Elwes Arms, Great Billing on **Wednesday 12th January**. Here's to a great 2011.

Adam

NORTHERN IRELAND
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As has been a feature of my reports this last year I have talked about the weather. This month will be no different! Whilst I don't know what it is like throughout Northern Ireland it has certainly



Northern Ireland Continues

ly been bad in the general area of Ballymena. At the moment there is a foot of snow in the garden and it isn't much better in the drive way with the Spitfire looking a sorry sight covered in the stuff. Now back to matters Triumph.

In November we had our annual visit to the Excelsior Cinema at Comber, kindly arranged by Richard (R), with a number of films shown by Roy with the customary supply of ice cream thrown in for good measure. Our ice cream lady (Heather) wasn't there this year, we were for Krakow in the early morning, so I was accompanied by my youngest son Simon who certainly wasn't going to be used as substitute seller. It was a good evening, as usual, but could have been better supported. Perhaps we might change the format/content a bit for next year to make it more popular but I will leave that for others to decide! We all enjoyed the films and it's a credit to Roy as he goes about the country making them along with a long list of volunteer actors from various groups. One of them was made just about a 100 yards from my former home in Londonderry so it was good to see it all again. Roy seems to make quite a few in the Maiden City area - they have the "gift of the gab" as they say - so now you know where I get it from!

Our monthly meeting was well attended, especially when you consider the weather, and it was good to see Alan (H) and Stephan (A) there. Stephan in particular has had a terrible year - I think it was all the excitement of hitting 40 a while back and having all his German friends over to stay. His year reminded me of the expression used by the Queen on 24th November 1992 and her "Annus horribilis" speech talking about her year of upsets.

Now back to the contents of the meeting, which was also the AGM. A 2011 Northern Ireland Area coloured calendar was distributed to all present that had been kindly produced by Paul (R). I must say that it looks very professional and contains all the dates of the proposed runs/events that TSSC Northern Ireland hope to attend throughout next year. Coloured photographs have been added referring to each event with our new club logo taking pride of place on the front cover. If you want one please contact Paul and he will get one to you before the beginning of the year - there will be a small cost to defray his costs.

Events for the year were firmed up with our first one being our Annual Dinner on **Sat 19th February** at the TT Bistro, Comber. This is being jointly organised by Alan (H) and Paul (R) with more details to follow in the new year as to bookings and meal selection so, get it into your diary now or, better still, order a calendar from Paul to keep up to date.

The next event for the year will be our "trunnion oiling" at Carrickfergus Castle grounds on **Sat 26th March** - always a popular event with members as we start to bring our cars out for the Classic Car season.

In an attempt to revamp our monthly meetings, (remember them for 2011 on the **1st Wed**), it was decided to look into the purchase of a data projector so that members could show their photographs of runs/events or technical presentations that had been a feature of some of our meetings in these last few years. John (G) believed that he might have a demo model about his work and so a local purchase was put on hold to see what John could come up with in the near future - anything to keep the costs down!

The last part of the meeting covered the selection of an Area Organiser and a Treasurer for 2011. Thankfully it was quickly dealt with and Mark Raine has been elected as A.O. along with Michael (K) as the Treasurer.

So there you have it I'm on my way out after a number of years as A.O. I would like to take this opportunity to thank everyone for their support throughout the years along with their kindness and understanding. I've really enjoyed it but do feel that it was time to go and give someone else the opportunity to lead the club for the next few years. I wish Mark and Michael all the best for 2011 and beyond.



I couldn't finish my term of office as A.O. (Northern Ireland) without a final update on the GT6 Mk II - could I? Matters are progressing well and we are still on track for it's return to Ballymena in late Feb/early Mar just in time to get the trunnions oiled. I know, I know Chic will have that done anyway but it will be an excuse to get her out on the road again.

Douglas.

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

May I start by wishing you all a happy new year!! Some of us will have been at work for the night shift which in my line of work (Police) is THE busiest night of the year, my only Triumph will be making it through. The consolation is that I do get to spend time with the family on Christmas day to unwrap those Triumph items that I asked Santa for.

So, since my last update at the end of August (where I was replacing a rear UJ on the back axle of my 1500 Spitfire) I have had the car on display at Stafford, replaced the inner and outer rear wing on the nearside (but still need to paint) and re-bushed the front lower wish bones and anti roll bars on my car (thanks again to Nigel for his help in pressing the bushes in). Both seats have been refurbished, new webbing, foam and material fitted on a repaired and repainted frame. Looking good, but just need the snow to go so I can fit the drivers seat now I have had the new headrests to match for my birthday (thanks Lisa). I still have a few bits to tidy up, especially as I have relined my W&P Sebring GT hard top with a nice gray carpet (Oh and Hi to Stuart who has recently bought a yellow one for his car look forward to us both parking up at Stafford)

So, September saw another Churnet Valley Railway gathering at Froghall station for our Triumphs and Trains day. Thanks to all the other areas who supported us here. Due to a date clash with Mile Of Triumph, Lisa and I were the only Notts members to make a Notts event, but with other areas making the long trek to Staffordshire, we had an enjoyable day with a very red LMS 8F steam locomotive! Sadly, the day was cold and overcast and no where near the previous years high attendance



SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

numbers. None the less, it was so warming to see repeat visitors and I hope you will join us again (now we have added another 8 miles to the line in November making us one of the longest preservation railways in the UK!!)

Thanks to the new company Moorland and City Railway I also have some diesels to work on when I find time so the class 47 is ready for her 45th birthday.

Elsewhere, I have been having a steep learning curve with my father in Laws TR7. We have removed the engine only to find the front sub frame was beyond a refurb. (new one arrived from rimmers!) to then find the off side suspension turret had been bodged by the previous owner(s) with filler. Guess what... Another new panel to weld in. Now we have a much larger shed to store everything in, maybe we can get around to painting the engine bay when this cold and white stuff melts away. The car will be going from Polar White to Inca Yellow.

Looking forward to yet another New Years Run and then maybe starting my stored Spitfire (Katie J) this year.

Oh, and new years resolution??? Make sure we get an entry to Bernie on time!

All the best now.

Andy Sollis

Hopefully by the time you read this, the hangers will have worn off and you are ready to dust off the cobwebs...from yourself and your cars. I hope Santa bought everything on your wish list and your New Year resolutions include the one to finally make a trip to one of our area meetings if you have never done so before. If you have been before and for some reason or another, you stopped coming, why not pop along to the Sandhills one Monday night and see some old (and some even older!!) faces.

We are planning quite a few different activities for the early part of the year, a prime example of this is an evening at a karting track. If this proves successful there is a very good chance that we may include it in the Robin Hood Rally later in June (see events calendar). We are currently in negotiations for a very exciting destination on the Sunday of our ever more popular event.

Don't forget the New Year Run on **Sunday 9th January**. This years charity has been chosen by Derwent Valley and is in support of kidney transplants. The colour to decorate your cars and yourself in is RED. Meeting at Sainsburys in Ripley (near McDonalds) at 10am for a 10.30 departure. There is a carvery lunch available at the tend of the run for a very reasonable price. This is the 6th joint New Year Run that Notts and Derwent Valley have run and it is proving to be a favourite with many TSSC areas. More details and contact information are elsewhere in your mag.

The diaries are filling up fast already with Triumph related events. Here are a few that we have confirmed so far:

Jan - 9th NEW YEAR RUN

Mar- 6th STONELEIGH TRIUMPH SHOW

Apr -10th TSSC AGM & AO's SEMINAR

17th CRICH STANDARD TRIUMPH DAY

29th - 2nd May Isle of Wight Weekend

Jun - 17th-19th ROBIN HOOD RALLY

24th-26th PEAK RUN

Aug - 19th-21st INTERNATIONAL FAMILY WEEKEND
(Stafford)

Sep - 23rd-25th - Mile of Triumphs

Hope to see lots of you on the **9th** at Sainsburys

Claire

The AGM was arranged with the best intentions but severe weather played a part. The country was grinding to a halt but three very hardy souls turned out at Lochinch, which was shut and had about 10 inches of snow. The main roads were ok though. Would you believe 2 mountain bikers were out on the woodland track too? We went to the rugby club at the entrance to the park instead to go over the agenda and forms for 2011. John narrowly missed out on AO, by txt, but is now deputised accordingly, should I run away at some point. We will go to the shows as usual this year (2011) with some added in, details soon as I have them.

Dates so far are **Thursday 27th January**, at the Former RAC HQ; Blythwood Square, Glasgow is the Start of the Historic Monte Carlo Rally. This is the first time in 50 years it will start here in Glasgow, one of the four points leading to Monte Carlo, as in the past. Due to leave at 17.30, Blythwood Square. No details, but supposed to be a good send off.

Sunday 17th April is Drive It Day, earlier to avoid Easter and two former St Andrews students getting married, more details later, where would you like to go? There have been a couple of suggestions. The rest will be published when I get the info from the SVVF (usually **February/ March**).

The Area is going to be permanently recognised at the New Riverside Transport Museum in Glasgow, as a brick is going to be purchased and dedicated to the Area, I am also hoping for a TSSC presence at the opening, no word back yet. I will try to see if we can get the cars there.

We managed to go over most of the 2010 agenda and there was nothing major to report. It was all just basic housekeeping and not for this report, I can go over any points at the meetings if really really needed, but any new ideas can be brought up at the meetings too.(remember within reason : dancers Stafford and pole have been suggested but not necessarily in that order, along with others.) There may be dodgers and lawnmowers again, but I think that will be it? (Organisers ??).

We can only look forward to the warmer weather as this is being written during heavy snow, as always everything will be weather dependant. The run for Drive It Day especially.

We are going to continue to meet at Lochinch meantime. Circumstances were a bit against us in recent times but I am told it will be ok. We also have the option of the Rugby Club at the Park gate as a second venue but it has a small car park and will be busy some evenings. In the summer??

The Lochinch car park is ideal even if shut, we will see how things progress.

The **first Wednesday** is also staying as a meeting evening as it suits most and is established, I know you can't please everyone. We were suggesting a **Sunday** run when the show calendar has a slow month, again details to come, probably for a lunch.

Next Meeting is **Wednesday 5th January** 2011 at Lochinch, the first day back at work after the New Year. We have registered the Area for 2011 and are insured.

Martin not only made the meeting but brought the side panel material too. Just got to wait for the snow to go and I can size up.



SCOTLAND CENTRAL WEST . . SHROPSHIRE SOUTHERN . . . SURREY . . . THAMES

TSSC AREA NEWS

Scot Cent West Continues

The Spitfire is in storage until 27th as it only has 4 inches ground clearance and there has been 10 inches of snow, I have been told that it disturbs anything it goes over at speed and chucks it out underneath the back of the car, such is the down-draft, or is it ground effect?

I will continue to do my best for the Area and its members, and I am aware that there are lots of you further afield that we only see occasionally, as I have said to many, look for the big Scottish flag at Stafford, in the tented village? And come and say hello. Same if you see the red Spitfire. Hope the white stuff is on the melt now?.

Remember Next Meeting is **Wednesday 5th January 2011**at Lochinch. If you can make it, it would be good to see you.

Gregor G

SHROPSHIRE Tel. 07701 049881
www.tssc-shropshire.co.uk

Well things just keep going from strength to strength here in Shropshire. The Shropshire Spitfire project is something that hopefully you will have read about earlier in this issue. It is something that we are getting the entire Shropshire Community involved with and the appeal fund has been launched! Hopefully by the time you read this we'll have found a home for the Spitfire and started on its restoration. More updates to come soon.

We have started to agree our calendar of events for 2011. We start in **February** with a drive out and **Sunday** lunch somewhere for all members/non members and their spouses/friends and family! The more the merrier is our motto! We'll be looking to organise a trip to the TSSC Headquarters so members can have their cars valued for insurance purposes (very important!). Then the rest of the year we'll be looking for every opportunity we can to drive our Triumphs! More details for those who want to join us on our web-site

<http://www.tssc-shropshire.co.uk/tssc-shropshire/index.htm>

We'll have more to report next time but all that remains for me to do on this occasion is, on behalf of the TSSC Shropshire, to wish all TSSC members a very happy and prosperous New Year!

David

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

Hi All, I hope you have all had a good Christmas, unfortunately the report on the Christmas dinner will have to wait until February as this report had to be in before we ate it. Our Sunday lunch for November was held at the Hunters Inn in Swanmore. Mike and Barbara brought their friends along in the PI, Neil and Maxeen in GT6, Paul and Carol in TR5, Lee and daughter Grace, Jackie and myself in the Vitesse and it was good to see Alan and Wendy.

Some of you may not have known that a few days after the November regular meet Alan was taken into St. Richards Hospital, Chichester and was diagnosed with a brain tumor, but after a few weeks of uncertainty he has had a successful oper-

ation to remove it. We wish him well and a speedy recovery.

The Goodwood breakfast Club meet on the 5th of December was cancelled due to the adverse weather conditions on the Thursday and Friday the previous week but as sods law goes the Sunday for the meet we had sunshine.

Dates for 2011

January 4th Regular meet Seven Stars, Stroud GU32 3PG

January 16th Sunday Lunch The Churchillian,
Portsdown Hill Road Portsmouth PO6 3LS

February 1st Regular meet, Seven Stars
Stroud GU32 3PG

February 20th Sunday lunch, The Percy Hobbs,
Alresford road, Winchester, SO21 1HL

I will start off the new year as I mean to go on, nagging you for photos for next years calendar. Please send me any pics you have of your cars no matter where or what state they are in. For those who have given and sent me photos for the 2011 calendar, many thanks.

I will end by wishing you all good luck for 2011
Take care

Mark

SURREY Tel. 0208 8733022

Just a reminder that we are organising 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 meat 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. However if you do not have a willing co-pilot then we can ensure that you can follow someone else on the route. If you are interested please let me know by phoning on 0208 8733022 but you can decide on the day and just turn up at the start.

The meeting this month is **Wednesday 26th January** at the Well House Inn, Chipstead Lane from 8pm.

Karen

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

HAPPY NEW YEAR to you all. Hope you had time to enjoy the festive weather! It stopped us getting to our first meeting in December at the Fox & Castle. The Vitesse is still tucked up in the garage with no MoT yet. Just can't find the time or decent weather to wash and check it over. The Bowling evening was great fun and enjoyed by all. We have opted to have a Sunday New Year Meal this will be on the 9th of January at the FOX & CASTLE get in touch as soon as possible if you wish to join us. Social meetings start again on the 6th of January at 8pm; we are usually there by 7.30pm to enjoy a meal first so you are welcome to join us. Julie and I would like to thank all our Thames regulars for their help and support for the past year. Social meeting at the Fox & Castle - 4th November It's a love-



ly clear evening at the pub. In side in the warm Julie and I are greeted by Tony & Penny, John C, Andy & Paul, David H, George B, Mike H, Mark M, Oliver & Nikki, Peter R. Triumph's in the car park are Tony's TR8 coupe, Oliver's Mk1 2000, and Peter's new GT6 2.5 Mk3. This evening there was the monthly pub quiz, which Tony & Penny entered. While the rest us had a good look around Peter's latest purchase and very nice it is too! Afterwards we rounded up the loose bodies into the beer garden to set off the annual fireworks. They were paraded onto a table and we had a selection of five medium rockets and five large mortar type displays that clearly marked that they needed to be buried before lighting. So as you do we try out one first and although it didn't jump around to much, it was decided to secure the remaining four to the ground before lighting them. Not wanting to dig to up the grass this was done by nailing them into the ground which work really well. So after a slow start the rest of the display was enjoyed by those watching (I hope). A big thank you to those that supplied a firework or two and we have another go next year. Back in the warm talk was of the bowling coming up soon and Triumph's. A big HAPPY BIRTHDAY (it was a while ago now but) to Paul. Work on our Triumph's has been: - John had new window rubbers fitted to his Mk1. Mike H Heralds passed its MoT. A busy night.

18th November Another cosy evening at the Fox & Castle. With Julie and me, we have the pleasure of Chris C, Bob, George B, Mike H, Peter R & visiting from Southern Area Mike & Mark G, for company. Peter was in the only Triumph (GT6 Mk3) this evening. Talk was of our New Years Meal, which will be on the 9th January, also of the Bowling (see below). We had a very pleasant evening with wonderful company.

25th November Bowling at Maidenhead. We all met up at the centre for an 8pm start. To help boost numbers and because they enjoy it, Julies, Son (Shane), Daughter (Ali) & Partner (Dan) joined in so we had fourteen players. From E.Berks we had Helen (AO), Duncan, Jeff & Mark. From Thames we had Mike, Andy, Paul, Tony, Penny. We where in three lanes next to each other until the middle team broke their lane and were moved to the far side. But this did not stop the fun time we all were having. Over the two games we each played these are the end results:-

EAST BERKS	THAMES	JULIES MOB
Duncan 71 /132 =203	Mike 98 /54 =152	Shane 95 /75=170
Jeff 99/ 137=236	Andy 105 /99=204	Julie 46 /59=105
Helen 81/ 84=165	Paul 113 /106=219	Mickey 83/65=148
Mark 87/ 85=172	Penny 110/110=220	Ali 67/71=138
	Tony 104/ 96=200	Dan 102/89=191

At the end of the games the results & top scoring players were announced. So well done to Jeff in first place, Penny second & Paul in third.

Our next meetings at the FOX & CASTLE are from 8 pm in the New Year we start back up on the **6th & 20th of January** and in **February** on the **3rd & 17th**. Please come & join us for a warm welcome or call me on 07773 623807.

Up coming events:-

- 1st January Brooklands New Year's Day Meet
- 9th January Thames New Years Meal

Mickey & Julie

IMPORTANT NOTE

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

It was only in September that I wrote in the Courier of how our group had grown in strength over the past year, with deep friendships being formed. Much of that advance could be attributed to the efforts of those I dubbed as our very own WAGs, the Wine Appreciation Girls.

They do, indeed, enjoy their wine. I should know. My late wife was a founder member!

Over the year they've also become known, with occasional accuracy, as the Wobbly Club. They even have their own, beautifully crafted sign, which goes up whenever they decide to have a party.

And they can call a party any time, anywhere.....

They have now, with the help of Sam Jerrett's expertise behind the lens, become our own version of the W.I. Calendar Girls (W.I. as in Women Imbibers). And a superb publication the calendar is, each lass appearing with the appropriate car.

But we mustn't get confused that the girls are interested only in the contents of the bottles. They are, in fact, engaged in vital work on behalf of the planet. They are seriously into the business of glass recycling. And everyone knows it would be foolish to attempt the recycling of a bottle until it is empty. Clearly a national service of heroic proportion.

So it is not surprising that the group elders (as in chapel deacons) decided that there should be some recognition of these noble efforts. By the time you read this, the secret will be out – when it came to selecting the groups Enthusiast of the Year, there was only one nomination – the WAGs, aka the Wobbly Club. So our awards night became the Ladies' Night! Well deserved it is, too, as anyone who saw their efforts at the Llangollen Railways Sixties Revival will agree. They were the stars of the whole event.

On a more mundane note, our own club scene, the Triumph over Adversity trophy went to our old friend Brian Preston for his still ongoing work on the GT6, involving the far from simple installation of a 5-speed gearbox. That had to be a new trophy. When I took a good look at the original I realised I couldn't inflict that on a mate. It would have looked scruffy in Brian's garage, let alone on his mantelpiece.

For the moment I'll gloss over the destination of the Mick Cohen Shield. I've got a red face... Seriously, thank you. But this is very much a two man operation and I could not have managed it without Derrick Binning. It does help that we are good friends.

We have enjoyed the double act – our latest escapade being the three days away for the Classic Motor Show at the NEC. As we travelled together in Deggs' Rover there were some suggestions within the club that we had been unable to resist the A470 and had gone to Birmingham via the Severn Bridge. That was a scandalous slander. We went down M6 with all the other lemmings.

We met up with Roger, Sam and Mike the Bike, but somehow managed to miss Geoff and Mags. Then Derrick said "That looks like Paul from Wirral". That was because it was Paul from Wirral. There I was, in the company of two Master Class winners. We enjoyed chats with Nigel, Bernard, Gary, Angie and others on the Club's newly revamped stand, and then came the highlight of the year – meeting everyone's hero, Sir Stirling.

He was totally charming, happily signing my copy of his autho-



NORTH WALES . . . WESSEX . . . WIRRAL WORCESTER . . . NORTH YORKS

TSSC AREA NEWS

North Wales Continues

vised biography and, in our brief conversation, addressed me as 'Mate'. Me, Stirling's mate? That's real fame.

We needed the three days to make the most of a splendid show. So much to see... nine million quids worth on the Maserati stand... Simon Taylor's gorgeous Bentley Sedanca...

Such a small world, too. Derrick found his rare indicator switch – and the salesman came from Connah's Quay. We talked with the Wolseley 6/80 club organiser – and he had gone to Derrick's old school... these Buckley boys get everywhere.

Possibly against his wishes I even advanced Derrick's knowledge of matters MG. He can now tell, at a glance, the difference between a '38 TA and a '47 TC. Not a lot of MGOC people know that. Derrick does.

It's been a great year and we hope you've enjoyed it as much as we have. As it's that time of year, I'll leave you with a little question for your quiz with the Christmas pudding...

What do you call a Fire Prevention expert who starts a fire in a pub? It's quite simple. Starts with a D.....

Happy Christmas. As they say in this neck of the woods NADOLIG LLANWEN

Bob

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

As you are reading this you will hopefully either be enjoying or will have put behind you the excesses of the festive season and will be looking forward to a new year.

Whilst we have not yet fixed on an events calendar for 2011 there are a couple of events which spring to mind to start the season off. Firstly, the Triumph Show and Spares Day at Stoneleigh on 6th March which is always a good start to the season. Secondly is our Area's Wessex and New Forest Run which is always very well supported by the local Triumph Clubs – see our website www.triumphnewforestrun.co.uk for more details.

This event is held in support of the Federation of British Historic Vehicle Clubs "Drive it Day" which encourages all Classic Car Owners to "take to the roads". This years event will be held on **Sunday 17th April**. If you would like to join in, either as an entrant, or to help out on the day please do not hesitate to let me know – or come along to the monthly meeting on the **third Thursday** of the month at the St Leonards Hotel..

That's about it for now, except to wish you all well for the New Year. Hope to see you in 2011.

Trevor

WIRRAL

Tel. 0151 339 4150

Hi everyone, I'll start by wishing everybody a very happy new year, I hope you all had a good Christmas. Very little to report for the end of 2010, at the time of writing the Christmas dinner is still a couple of weeks away. However, we did have a run out into the lanes of Cheshire on November 21st, culminating in a very good lunch at the Bickerton Poacher. A grand total of three cars were on the run, those being Dave in his TR5, Andy & Christine in his 2.5 saloon and myself in my GT6. Alison joined

us for lunch at the pub after the run due to having to finish some college work.

A couple of ideas for events for this summer were mentioned, and a decision made to discuss them further when we have a meeting to plan the summer calendar. Any ideas anyone may have for runs out or events are always welcome. That's about it for this month, take care and see you soon.

Andy

WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

If you are reading this in the January issue of The Courier then it will be thanks to Bern for getting it in by the skin of its teeth, as our December meeting fell on the Area News cut off date.

I also hope that everyone will have had a good Christmas at the time of reading and are about to enjoy a great New Year.

I'm writing this after having returned from our meeting which was attended by about 16 members; a good turnout considering the fog, frost or snow - depending from where you'd travelled. Apologies were received however, from Richard and Di, Mel, Nick, Peter and Vicky.

Not a lot to report this month. However, I did mention, as in previous months, that I would appreciate any help or suggestions regarding events we might attend or organise in 2011.

This includes the location and timing of our annual WAC event. We do have an offer from John B. who is willing to organise a run in the Herefordshire area. More details will be given nearer the time.

The Annual Dinner is also looming large on the horizon and I have provisionally booked **Saturday, 26th March** at The Berkeley Arms. I hope to arrange a suitable menu as in 2010 and will finalise details and let you all know as soon as I can. So put the date in your diaries or mark it on your new 2011 Worcester Area calendar as we'd like to welcome as many members as possible.

Dates for your Diary:

- 10th January - Monthly meeting
- 26th March - Annual Dinner (Provisional)

Stef

NORTH YORKS

Tel. 07766 354449

Hi everybody. Back to usual doing a write up before the meeting! I am sure some members will have dragged their weary selves through the snow to the meeting! As I wrote this we've still a couple of feet of it in the farmyard. I do think the snow may have been my fault as I had planned to visit the area of our camping weekend to finalise the campsite and have a first recce run. As the Pickering to Whitby area was the first area hit by it I escaped getting stuck up there by reading a last minute weather forecast!

The advert in the mag will get updated in due course!

Time to get back to tinkering in the workshop now!

Events / club nights

Monday 10th January 2011 - Club night

Tuesday 15th February - Club night

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

SOUTH YORKS . . . WEST YORKS



Bear Inn, Main Street, Stillington, York YO61 1JU. Booking required in advance!

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

Richard

SOUTH YORKS Tel. 07980 010741
www.southyorkshire-tssc.org.uk

Last night saw the last of the SY TSSC events for 2010, the Christmas meal. Many thanks to Alice and Ian's son Neil for driving the minibus through hill and dale in somewhat difficult conditions, due to the adverse weather conditions we've all been experiencing. Thanks also to landlady Jackie who very kindly provided the wine to compliment the hearty Christmas fayre, and Maggie whose handmade Santa's boot favours were a thoughtful surprise. The Secret Santa also went down a storm with some last minute swapping of pressies, whilst the free prize draw saw Al win the Triumph T-shirt, Alice win the £10 M&S voucher and Sheila the Pink Fizz.

By the time you read this, we will have decided on our new AO for the 2011 season. Whoever takes on the role will be assured of the continued support of the whole crew.

After all, as 2010 demonstrated, we all reap the benefits of working together.

So on to early **2011**- we look forward to Maggie and John's Spice night in **February**, the ladies spa day in **March** and the rescheduled Donnington track day in early spring (which was unfortunately canceled due to the snow). Watch this space and the e-Tribune for further events as they unfold!

Why don't you make 2011 the year you come along to join in the fun with your local TSSC? Our meetings are informal and friendly, we have quizzes, raffles and discuss everything and anything! You'll find a wealth of knowledge on all the Triumph range and we're always looking out for fresh input. We also have lots of ideas for getting out n about and enjoying our cars. (we're also not precious about whether it's modern or classic!) But remember, if you just want to sit in a corner and take it all in, there's no pressure to join in. So why not come along on the **first and third Tuesdays** from 8.00pm onwards at the Crown Inn, Ludwell Close, Barnburgh, Doncaster, DN5 7JQ. Tel 01709 89345, where you will be assured of a very warm welcome.

Wishing you all a very prosperous New Year.

Keep smiling

Paula x

TSSC AREA NEWS

WEST YORKS Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi all, happy new year to all TSSC members where ever you may be.

Novembers meeting was the AGM where I was voted back in as AO for 2011, other officers are Bob Waddington as finance / raffles. Brenda Kemp as register secretary and George Kemp as tools manager. Martin, Richard and myself as event Organisers. Lets hope we have better weather for the coming year. I would like to take this opportunity's to thank you all for your support for the year in any way you did with out this we can not function as a group I know I have made one or two mis-judgements in the past but I have taken them on board for the future.

We had 18 members present on the night but if I think back it was a bad night? We did welcome two members to the meeting John Adams and Lawrence Shepard a past member from a few years ago.

The trip out to the RNLI at Spurn point on the 14th Nov was an adventure as it was touch and go right up to the day before due to the very high seas and gale force winds we were having at the time, but we did it in the end. The last three miles is on a rough track over the sand dunes, prior to the last bit we all had lunch at Crown and Anchor. We were greeted by the coxswain David and taken to their mess room for a welcome cup and a long chat with the crew of the class 7 lifeboat and a lot of questions by our members and some answers and about some of their experiences at sea and life in general on the lifeboat station as this is the only crew in the UK that live on site, a very interesting and informative hour or so, it was then out side for a look around and to present them with their check for £1.050. It was a pity that we could not have a look around the lifeboat as it was anchored off the jetty at the time for safety. But we have been invited back in the summer for a BBQ and to meet the rest of the crew and their families, more info at a later date for when I can arrange it with them

Drive-it-day is **17th April 2011**

This is now arranged at the York National Railway Museum at a price of £5 for a full days parking this is a big discount but there his a twist to this I will want an extra £1 for our charity for this year the Yorkshire Air ambulance. I have made a provincial booking for a talk for our **February** meeting.

Keep your Triumph wheels running

Alan

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please

THE NEW YEAR RUN 2011

A HAPPY
NEW YEAR



**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.

Silly hats will be worn.

Everyone Welcome...

including those in modern cars



For more information contact:

Roger on 07970 619149

or

Colin on 01773 531580

or

Claire on 07971 017012

Looking for a Great Day Out?

We would like to invite you to come along to our 'Standard Triumph Day' on 17th April 2010 which is National Drive a Classic Day.

Crich Tramway village offers a unique venue for classic vehicle events with its vintage street with working trams, shops, tea rooms, and even a Red Lion pub offering bar meals and fast food. A highlight to the event is the street 'parade' where vehicles line up to drive in convoy down the cobbled street with headlights flashing and horns blowing!

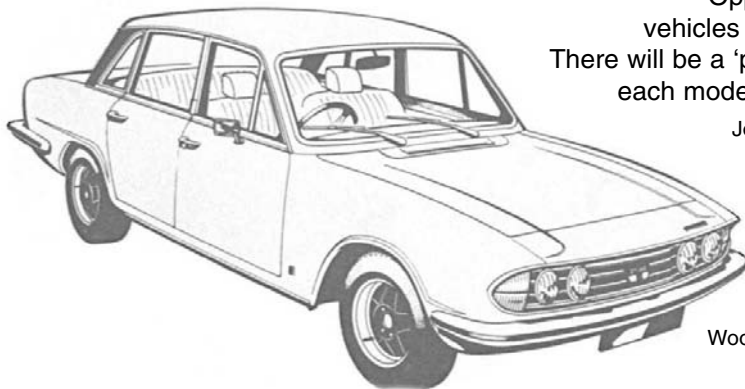
The event plays host to all Standard Triumph cars and derived vehicles.

So if this sounds like your ideal early season day out go to the Triumph Sports Six website at www.tssc.org.uk to download an event entry form and watch for the following event notification in Classic car and club magazines:

The 5th Standard Triumph Day

At Crich Tramway Village
near Matlock, Derbyshire

(On National Drive a Classic Day)
Sunday 17th April 9.30am to 5.30pm



Organised by Triumph Club's members
Opportunity to parade vehicles through the village
There will be a 'people's choice' for each model group with prizes

Join in the fun and make the day memorable

Entry includes all Tramway Village facilities including:
Tram museum
Tram restoration
Vintage tram rides
Woodland trails Picnic area
Children's play area
A Victorian pub
A restaurant and old fashioned street shops

Entry payment on the day:

Driver and Standard Triumph vehicle free. Adult passengers £9 seniors 60+ £8 Children 4-15yrs £5

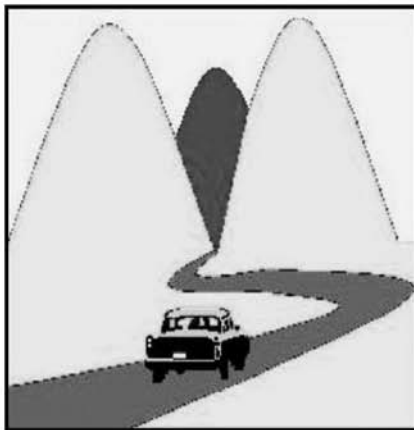
To download an entry form visit the TSSC website at www.tssc.org.uk

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

AREA ORGANISERS REGISTRATION FORM 2011

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

The term of office to be for one year from **1st January 2011 to 31st December 2011**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

I Membership Number:...../.....
wish to register..... Area Area Number:.....
with the Triumph Sports Six Club for **2011**.

My address is:

Postal code:..... Telephone Number

e-mail address:.....

Signed: Date:

Area Meeting Venue:

Meeting Day/Time:.....

Seconded by:

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

Second..... as.....

Area Organiser for **2011** Signed Date:.....

Any amendment to Area Registration details through the year

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

This form to **be RETURNED AS SOON AS POSSIBLE**

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

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

TRIUMPH



PARTS ACCESSORIES & REGALIA



**Prices Held!
VAT Increase
Absorbed**

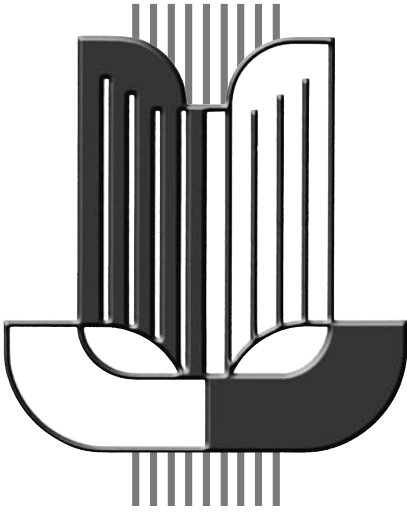


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- **Discount** – Club Shop prices include 20% discount for TSSC members.
- **Quality** – the Club Shop is run by enthusiasts who drive Triumphs. We don't sell anything that we wouldn't fit to our own cars.
- **Advice** – we know our product range because we use our products on our own cars.
- **New Ideas** – the Club Shop is always updating with exciting new products for your Triumph.
- **Prices** – for most items are highly competitive as we run regular price checks against major parts retailers.

Trust the TSSC Club Shop for the best quality and value in Triumph accessories, upgrades and regalia.



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