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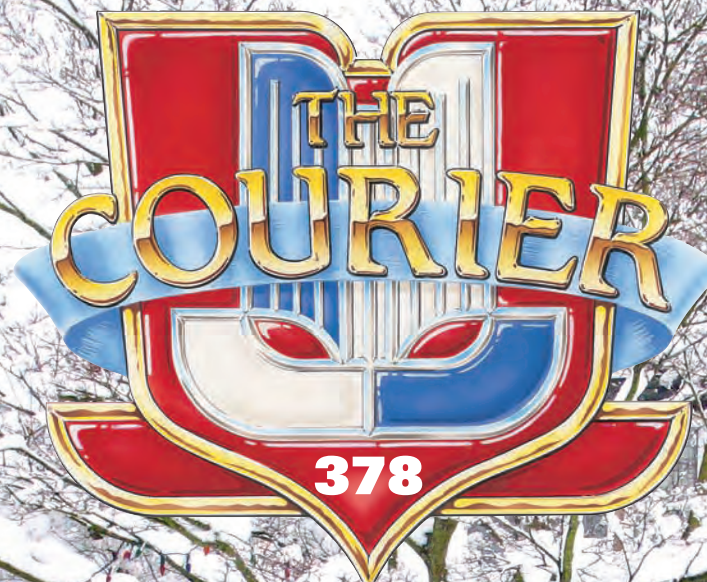
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Triumph Sports Six Club

The Courier 378

DECEMBER 2011



*SSSH! Triumphs Dreaming of a White Christmas*

**December 2011**





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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No. 378 Vol 33. DECEMBER 2011

Price £3.50 Free to Club Members.

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## COUNCIL MEMBERS 2011

Nigel Clark, Pip Flegel,  
Claire Hill, Nigel Hill, Derek Holman,  
Simon Oliver, Jane Rowley, David Smith,  
Frank Spencer, Victor Thompson,  
Vivien Thompson.

For a full list of TSSC officials see page 82.

## 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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COVER PIC FROM

KAREN CHIGNELL

TSSC SURREY AREA AO



Club Magazine  
of the Year

# Contents

## December 2011

Events Calendar	4
Comment	5
News Review	6
Herald 948/1200/1250 Register	8
TSSC HQ Opening Times	11
Herald 13/60 Register	12
Club Shop News	13
Big Saloon Register	14
New Members	17
GT6 Register	18
Spitfire MKIV/1500 Register	24
Spitfire I, II, III Register	28
TR 2/3/3a/4/4a/5/6 Register	32
Vitesse Register	36
Specials Register	40
Stag Register	44
Bond Equipe Register	48
Area Showtime	52
The Cultra Hillclimb	56
C.A.T.S Bargain Vitesse?	60
Classic Car Shows Report 2011	64
TSSC CLASSIFIEDS	70
TSSC Officers	74
Area News Review/ EVENT Adverts	75

# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2012 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.**  
e-mail: [trudiprettyjohns@tssc.org.uk](mailto:trudiprettyjohns@tssc.org.uk)

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### December 2011

**SAT/SUN 3/4 DECEMBER 2011**

**TSSC HQ  
CHRISTMAS OPEN WEEKEND**  
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**SAT 3 DECEMBER 2011**

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CONTACT  
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COLIN 01773 531580  
CLAIRE 07971 017012

### May 2012

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**FRI SAT SUN MON 4/5/6/7 MAY 2012**  
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CAMPINGWEEKEND**  
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0788 006237 OR 01983 281427

### June 2012

**FRI SAT SUN 22/23/24 JUNE 2012**  
**DERWENT VALLEY PEAKUN**  
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### July 2012

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### August 2012

**FRI SAT SUN 17/18/19 AUGUST 2012**  
**TSSC INTERNATIONAL FAMILY  
WEEKEND**  
SAFFORD COUNTY  
SHOWGROUND

## CLASSIC CAR SHOWS (CLUB INVITED)

### March 2012

**SUN 4 MARCH 2012**  
**INTERNATIONAL TRIUMPH SPARES DAY**  
STONELEIGH WARKS

### April 2012

**SUN 22ND 2012**  
**FBHVC NATIONAL DRIVE IT DAY**

### May 2012

**SUN 20TH 2012**  
**STANDARD TRIUMPH MARQUE DAY**  
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# “Comment

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

## *Looking forward to the New Year*

**D**ecember has come round again so rapidly. Now is the time to start looking ahead to the New Year and planning for some Triumph fun in the sun again, however unlikely that seems as we sit under the dark skies of winter.

2012 is going to be a great year for Triumph enthusiasts, so here goes with three of the biggest events brought to you by the TSSC.

### **Le Mans Classic**

Once again, the TSSC is taking over the exclusive camp site at Tertre Rouge, right beside the historic Le Mans circuit. With Club hospitality marquee, dedicated facilities and 24 hour security, this is the best place from which to enjoy the historic endurance racers from the 1950's, 60's and 70's. It's no Sunday afternoon parade on track, these drivers are really racing to win!

Le Mans Classic will be held on 6th – 8th July 2012. We are open for bookings at present, so don't wait too long as places on the Tertre Rouge site are limited. For more information please see our website [www.tssc.org.uk](http://www.tssc.org.uk) or phone the Club Office.

### **Spa Francorchamps Classic**

Last year we organised the very first trip to this brand new classic endurance event at the beautiful Spa circuit in Belgium's Ardennes Region, finding a very well-appointed camp site at Eau Rouge, conveniently close to the circuit. Everyone who went on this inaugural trip came back full of praise for the event, the location, in fact for the whole experience. No wonder so many top racing drivers claim that Spa is their favourite track. For 2012 we again have an exclusive field within the Eau Rouge camp site, a marquee, and we will also be able to offer a limited number of chalets at the site if you prefer not to live under canvass.



The Spa Francorchamps Classic is on 25th – 27th May and we are starting to take bookings around the time this magazine reaches you. Again for more information look at the website or phone the Club Office.

### **TSSC International Weekend**

The International will be at Stafford County Show Ground, from 17th – 19th August. With the 50th anniversaries of both the Spitfire and the Vitesse, this is set to be one of the best Triumph celebrations ever seen. We have some very, very special ideas for this biggest of birthday parties but at the moment I cannot say any more. Watch this space!

Before closing this month, may I remind you to look out for your new TSSC windscreen sticker in next month's Courier. A number of members have asked us if they could have the new sticker from the start of each year, rather than when they renew their membership which may be any time through the year. Last year, in response to requests from members, we sent out the new stickers in the January Courier. I will write another quick reminder in the Courier next month.

Finally, may I wish everyone an enjoyable holiday season and a happy New Year.



# NEWS REVIEW

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



### The TSSC Scoops Top Award!

Each year at the NEC Classic Motor Show, Classic & Sports Car Magazine presents awards to classic car clubs across a range of categories, from Best Club Stand at the NEC to Best Website. Classic & Sports Car is the largest circulation classic car magazine in the world, so you can imagine the competition among clubs for their awards is intense. These are the Oscars of the classic car scene!

I am therefore absolutely delighted to break the news that the TSSC has won the award for Club Magazine of the Year.

When we consider that the magazine is probably the biggest benefit of membership of a car club, this award is a huge accolade for our Club.

The Courier was chosen from literally hundreds of entries because following a survey

several years ago we responded to wishes expressed by members, to have more original technical features, more Triumph history and more colour. It is a wonderful achievement for the Courier and the TSSC to be recognised by such a prestigious organisation.

A big thank you goes to all who contribute to the Courier; when you write for the magazine, you are part of what makes it the great read we all enjoy every month. Particular thanks must go to the Register Secretaries who each month find fresh insight into their particular Triumph models. Thanks also go to the Area Organisers for their monthly news, to Paul Richardson for his fascinating features on Triumph history, to those who write accounts of the Club's major events.

But most of all, the biggest thank you goes to Bernard, our editor, who produces the Courier each month, and has never missed a print deadline in over 25 years. That's really some achievement.

So it is official, the magazine you are reading now is the best you can get. I hope you continue to enjoy the Courier for many years to come.

Here is what the Awards Compere Simon Taylor said at the awards presentation,

*"As always, the Club Magazine of the Year was*



*Lisa Joy, MD of Lancaster Insurance and Editor Bernard*



*the most keenly contested category, and this year we had a record number of entries. At one stage, the chairman of the judges had 20 finalist magazines strewn over his living-room floor, trying to decide between them.*

*The overall standard was remarkably high, with about a third of the entries in the running for the top prize. So we are giving honourable mentions to three of them: Jaguar Enthusiast, TR Action and last year's winner, the Land-Rover Series One Club's Legend."*

*"Classic & Sports Car's Club Magazine of the Year 2011 is the Triumph Sports Six Club's The Courier, edited by Bernard Robinson."*

Simon is Editor at Large of Classic & Sports Car, for which he writes the popular Full Throttle column, plus regular running reports on his classics including the HWM-Chevrolet, the Stovebolt Special.

The photo at the awards was taken by Alastair Clements, Magazine Editor of Classic & Sports Car, and the award was presented to Bernard by Lisa Joy, Managing Director of Lancaster Insurance.

**Nigel Clark**

## Turn left at the Pacific - Book Review

Many of us know, or know of John Macartney, formerly of Standard Triumph Export Sales, who is a TSSC Honorary Member and our past Register Secretary for the 2000/2500/2.5PI models. We may not all be so familiar with John's work for charity, which in recent years has focused on support for organisations that offer practical help for sufferers of Post Traumatic Stress Disorder. PTSD is a cruelly debilitating condition and sufferers may of course come the forces or emergency services, but civilians can also be struck down as John knows from personal experience.

You may remember seeing John raffling a Tahiti blue Spitfire 1500 at several car shows 2-3 years ago, as part of his fund-raising effort to help PTSD sufferers.

**Turn Left at the Pacific** is John's latest

book and is being published as this issue of the Courier goes to print. The book records John's epic journey of over 15,000 miles across North America in a Triumph Stag, to raise awareness and funds for PTSD charities in the UK, USA and Canada. He covers the preparation for the trip and the trip itself, which makes for a fascinating story, full of John's dry humour. But the book is far more than an account of a road trip. John also writes about being caught in the outbreak of the Iran-Iraq war, the personal impact of the horrific events he witnessed, his experience of PTSD and his long road to recovery when eventually he found the help he needed. It's a very moving account, guaranteed to increase understanding of PTSD.

Turn Left at the Pacific is available from John's website. All proceeds go to established charities that help PTSD sufferers, so a very worthy cause indeed. If you would like to order a copy, please visit [www.standard-triumph-books.co.uk](http://www.standard-triumph-books.co.uk).

**Nigel Clark**

## Volunteer A/Os for West Wales

We are looking for volunteer A/Os to start up a TSSC West Wales Area - any help, advice or support any one would like should contact Pip and Frank direct by e-mail:

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

## Errata to Winter Season Catalogue

You will have received this catalogue included with your November Courier.

Due to an error, the line of yellow text at the bottom of the front cover of the Winter Season Selection catalogue was left on from last year.

Please ignore this as all prices include VAT at the current rate of 20%.

Sorry for any confusion this may cause.

**Garth Jupp**  
Club Shop Manager



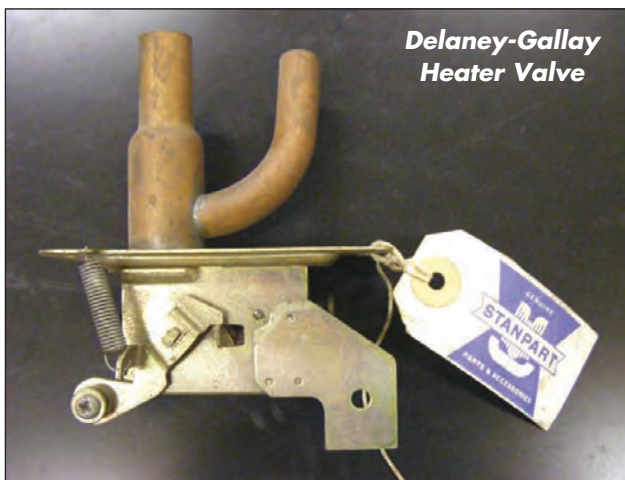
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e-mail. [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

**Colin Lindsay**



## Some Like it Lukewarm...

I started last month to write an article on servicing the Delaney-Gallay heater; and hopefully the reasons for being sidetracked were clear from the resulting article. Back on track now! I know the problem of blocked water flow through Herald heaters has been covered many times in the past, but what about blocked air flow? I'll concentrate on the Delaney-Gallay heater here (as I have four of them!) and you'll forgive me if I use text-speak and refer to them as D-G units. These are a perfectly rectangular heater box, unlike the Smiths version which slopes to one side and has visible clips securing the housing. The rectangular valve is held on with two bolts and is easily removed for inspection - easiest way to check for a working valve is to blow into one pipe whilst moving the lever - now you can, now you can't - hopefully! These D-G valves are expensive, much more so than Smiths valves, but unlike the latter which uses an angled slot to pull the plunger up and so allow water flow the D-G valve has a clever gearing arrangement which transforms the long pull of the dashboard heater control knob into a small valve movement. But - here I am sidetracked already...



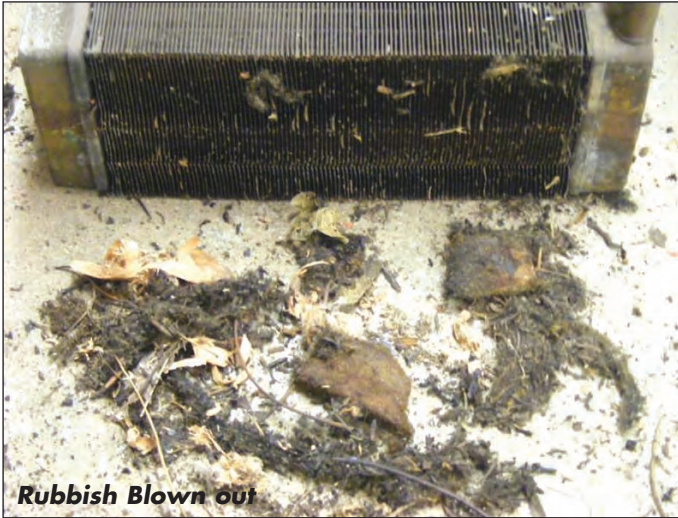
this is water flow, not air flow.

Just like my daughter's horse, the heater unit draws air in one end and forcibly blows it out the





other. In the case of the Herald, checking that the heater intake in front of the windscreen is clear is a good start. Debris also becomes trapped in the lower part of the intake, one of



**Rubbish Blown out**

the usual rust spots on our cars, but make sure the grille is clear and unobstructed for maximum air flow. The air is sucked in through the fan, then pushed through the heater core and out into the footwell or the screen vents.

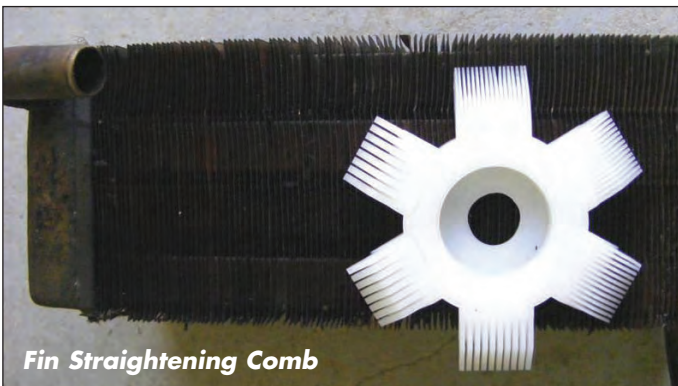
If the core is blocked then the air is going to circulate uselessly instead of going to where it's needed, and as we in the lowly Herald don't have the luxury of a two-speed blower we need all the help we can get.

The D-G heater can be easily dismantled by

removing all the small self-tappers securing the front face of the case, and the loosened panel just pulls off over the core pipes. Both the blower motor, and the blower housing, can be removed separately if required. Removing the fan unit can give you a quick look at the state of the internals, but for full access the front cover has to come off. However, unlike the Smiths unit which has clips securing the front face - if you want to examine your D-G heater core for leaks, damage or debris you'll have to remove the entire heater unit from the bulkhead, as the bottom row of three self-tappers in the photo is inaccessible in situ -

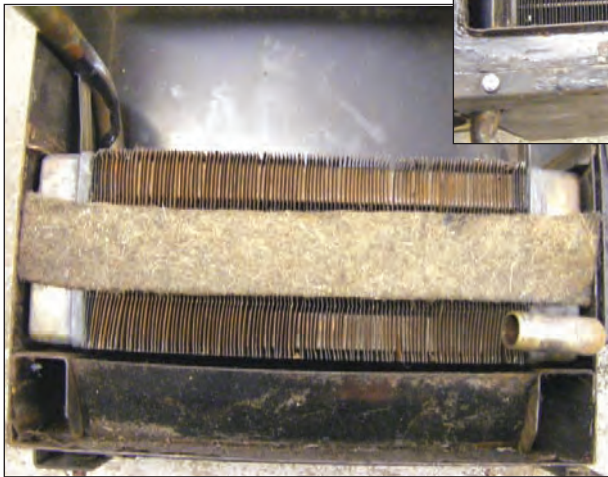
there are three securing points: a nut in the footwell on either side of the flap housing, and one self-tapper on top of the unit in the engine bay. Remove the hoses, remove the securing nuts and screw, twist out the heater unit and you can then remove the front panel ....and here you have the sort of selection of debris that typifies a 40 year old heater that has never been dismantled from the day and hour that it was first manufactured! Dust, dead leaves... there's even four inch long branches in that lot! How did all that get in??

Removing this debris will help the air pass through the core so much easier. I cleaned this one with compressed air to get the debris from way down inside the fins, and then straightened the fins themselves with one of the handy ready-made combs supplied for this purpose by companies like Draper. Damage to the fins is rare, as the assembly is usually



**Fin Straightening Comb**

untouched - in fact more damage was caused during the cleaning than in the forty years before. Once all was clean and straight I reinserted the core back into the casing using clean felt strips; any kind of water-resistant material will do to prevent



no seal at all, just a thick layer of silicone sealer around the base. I had to buy good second-hand ones at Stoneleigh a few years back and will refit using a quality sealant to assist the seal. Even the intake seal isn't a great fit, but it's better than the old one I found on this heater unit - the photo says it all.

We should lobby to have these remade - if I thought there was a serious demand I'd look into it.

vibration damage and to make sure the air passes through the core rather than around it.

Refitting to the car is easy enough, but the biggest problem is the lack of good quality

In the meantime make sure your heating system is up to scratch - the winter is coming, and if it's as cold as last year heat to the feet will be a godsend, never mind heat to a very frozen windscreen.

That guy with the beard is also coming - no, not Brian Blessed - so here's hoping he brings you whatever you want. Have a Happy one, and best wishes for 2012.

Isn't that when every things going to end? I may not insure for the full twelve months, just in case...

*Colin*



replacement seals - there are two, a round seal for the intake and a rectangular seal for the bulkhead. The round seals are - or at least were - available, but the rectangular ones have never been remade. That's strange because as this seal decays it's a major source of water leaks into the footwell. Many heaters I've seen have had







# HQ OPENING TIMES

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**DECEMBER - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**  
**HQ Open Weekend, Sunderland Court, Lubenham.**  
**SAT 3 December 2011 10.30am to 3.30pm**  
**SUN 4 December 2011 10.30am to 3.30pm**  
**HQ Closed for Christmas Break**  
**FRI 23 DEC to TUES 3rd JAN 2012**

**JANUARY - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**TSSC HQ Christmas**  
**Open Weekend 2011**

**TSSC HQ - Sunderland Court, Lubenham.**  
**SAT/SUN 3 - 4 December 2011**

The Club Shop will be Offering 10% Discount over the Counter and for Phone orders only - Free Postage (UK Only) Offer NOT applicable to Website orders or on Items already discounted in the Winter Season Selection Catalogue Members ordering Shop Products or Regalia over the phone on this weekend will receive Free Postage (UK only) on their order and Save Pounds on postage. To ensure we have the parts you need just ring the Club Shop. Telephone orders 01858 434424

## Council of Management Meetings

**JANUARY 15TH 2012**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Vivien Thompson**  
**TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster**  
**South Yorkshire. DN5 7LG. or email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)**  
Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

## TSSC INSURANCE PANEL

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**Peter James**

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## Derek Giles



## Something for the Christmas Quiz!

I am not sure how many of you read Practical Classics magazine, but it has been running a series called endangered species and in September it got round to the Herald and Vitesse. This particular report deals with the number of our cars that are on the DVLA data base and I found it very informative. (I have NO connections with the magazine).

According to the DVLA figures there are 2065 cars with a 1296cc engine, so most are probably 13/60's. PC's Neil Campbell was then able to break these down further into the taxed and SORN groups as follows: -

**Convertibles:** - 1068 (taxed) 318 (sorn) – (out of total built 15,467)

**Saloons:** - 431 (taxed) 165 (sorn) - (total built 40,433)

**Estates:** - 77 (taxed) 29 (sorn) - (total built 11,172)

**Coupe:** - 18 (taxed) 3 (sorn) – (total built, none to my knowledge)

**Unspecified:** - 1 (taxed) 1 (sorn)

Some anomalies will exist, and I am sure most of the 18 coupes' will have gone through an engine transplant at some time and been re-classified by the boffins.

I guess after 40+ years 2065 cars may not sound a lot especially as Triumph produced a total of 66,072 of our cars! But nearly 4% are still alive (if not kicking) and hopefully in the hands of owners who care about them.

One thing I would like to know is where are the (77) estates shown hiding???

I would have expected to see a few more at shows.

Perhaps they do in Vitesse (estate) guise; the jury though, is out still out on that one I guess.

A number of saloons, on the other hand, will have been sacrificed

to the soft top brigade to keep convertibles on the tarmac.

If you are the owner of a 13/60 that is neither taxed or sorn then please let the DVLA know, or even better, do something about getting it back in use if you possibly can, or pass it on to someone who will.

The more cars being resurrected/maintained and driven the better the spares situation will be.

If nothing else, I hope the above figures have made it a bit clearer about the cars that are still owned by somebody somewhere.

As I said I have no connection with the publication, but I would like to say thanks to all the staff at P.C. for letting me use some of their research.

Short this month but informative I hope???

All the best over the festive period!!

Cheers for now,

*Derek.*





# CLUB SHOP NEWS

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*Strut kits in development for Herald estates, TR4, 4a, 5 & 6*

# BIG SALOON Register



[www.tssc.org.uk/bigsaloon](http://www.tssc.org.uk/bigsaloon)  
e-mail: [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk)



**Mark Blease**

## Which Engine is better?

**T**his month I thought I'd take a look at the relative merits of the two Triumph straight-six engines, the 2000 and its larger sister the 2500. Before that, a little bit of DIY car maintenance advice. There is no problem removing the carburettors and inlet manifold leaving the fuel supply pipe disconnected - it's at the highest point in the fuel system so there won't be any fuel leakage. However, don't then raise the rear of the car high into the air to do some work on the rear suspension and leave it like that overnight, as I did. You tend to find that when the level of the fuel in the tank is higher than the supply line in the engine bay, the laws of physics will apply, equalising the levels by depositing a lot of very expensive petrol all over the garage floor. And on your car creeper. And under your wife's car. And under the garage door onto the driveway. Any other day this would be dangerous enough, but when this happens, as it did in my case, on Guy Fawke's night, it is doubly important to clean up quickly!

It's a question that gets asked many times on Internet forums and message boards - **which is better, the 2000 engine or the 2500?** It's a question asked not just by big saloon owners, who tend to be stuck with what Triumph gave

them, but by owners of other models contemplating an engine swap. And it's a question that sometime prompts fierce debate.

Many will argue that "there's no substitute for cubes" and that the larger capacity two-and-a-half litre engine wins on that basis alone.

The figures below would tend to bear that out - if it's power you're after go for the 2.5.

The early 2000 Mk2 was a victim of cost saving by Triumph - the rationalisation of



**2000 engine in a Mk2 saloon**

engine parts with the 2500 models meant that both power and torque were less than the Mk1. This was improved a little with the introduction of the TC in 1974, but even then the torque figure wasn't improved back to Mk1 levels.

Model	BHP	Torque lb/ft
2000 Mk1	90	117
2.5PI Mk1	132	153
2000 Mk2	84	100
2000 TC	91	110
2.5PI Mk2	124	153
2500 TC	99	133
2500 S	106	139

to tow a caravan.

However, the longer stroke 2500 engine utilises a crankshaft which is over six kilos heavier than a 2000, in turn spinning a heavier flywheel to keep the tickover smooth. The side-effect of this is that the 2500 engine has slower throttle response and is not as happy to rev as the 2000.

Many will say that the smaller capacity engine, with its shorter stroke, is the smoother of the two units. Not that many people would argue that any Triumph straight-six, regardless of size, is a beautifully smooth engine - it's just that the 2000 has the edge.

If there's one phrase that strikes fear into the heart of a Triumph big-six owners, it's "thrust

If it's torque you're after, then a 2500 is the one to go for, with a healthy 133 lb/ft on the 2500 TC and a whopping 153 lb/ft on the PI models. This gives the larger engine lots more low-down pulling power,



**Best towed with a 2500**



**2500 engine in a barn find Mk2 PI.**

washers". They are the well-publicised Achilles heel of our engines, the two tiny half-round thrust washers simply being too puny for the task in hand. If badly worn they become too thin to be correctly located by the main bearing cap, and drop out into the sump, leaving the crankshaft running against the engine block, effectively scrapping both.

Unfortunately, the longer stroke of the 2500 engine places additional stresses onto the crankshaft, meaning that thrust washers are much more

likely to wear on the larger capacity power plant. Drivers of automatics, though, will be pleased to know that they are much less likely to

meaning fewer gear changes and making for a more "lazy" power delivery. This extra torque is particularly important if you intend



suffer this fate.

The Triumph straight-six is a long-lived engine,

The bearing shells tend to lead a harder life in the 2500, but even so mileages of well over

100,000 should be attainable with regular oil and filter changes. To get maximum trouble-free life from either, it is important to scrap the original oil filter - with no anti-drain valve the bearings are starved for a few vital seconds while the filter refills on start-up. Change it for a spin-on adaptor (Photo 1), and fit a filter with anti-drain valve, and you will find the green oil pressure light extinguishes that little bit sooner.

So there isn't an easy answer to which engine is best - it depends on personal preference. The 2000 is a smooth, long-lived engine which enjoys being revved, whereas the 2500 is a more powerful engine with torque to spare

and a beautifully lazy power delivery.

## An Appeal

This article marks two years of my tenure as the TSSC's Big Saloon Register Secretary, and I hope over that time my articles have been informative, interesting.... or at least readable!

However I need some help - like all Reg Secs, I need some input from the members. It could be stories of rebuilds, problems solved, journeys undertaken, shows attended, the history of your car - in fact anything you'd like to share with others. I would love to receive these, which you can send by post to the address shown in The Courier, or by email to this address:

**[bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk).**

Best wishes to you all for Christmas and the New Year,

*Mark*



**Photo 1. Spin on adaptor fitted**

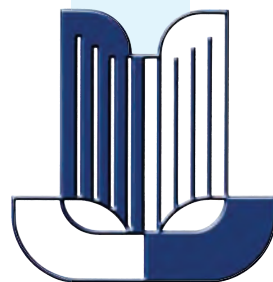
certainly for a time when manufacturers weren't even optimistic enough to provide six digits on the mileometer! The shorter stroke 2000 places lower stresses on its main and big end bearings, and some people report mileages of over 200,000 without major attention.



**2500 engine in a Stag**

# Welcome to NEW MEMBERS

*Welcome to all these new members,  
who joined the Club in October*



THE  
**TRIUMPH**  
SPORTS SIX  
**CLUB**

Craig Young	Bedfordshire
Alan Lane	Bristol
Peter Ding	Cheshire <i>Returning</i>
Mike Evans	Cleveland
David Burgess	Derbys
Ian Allsopp	Derbys
Rob Copson	Dorset
Rob Graham	Dumfriesshire
Ian Didcot	Duxford
Michael Titchen	Essex <i>Returning</i>
Philip Toner	Essex
Andrew Chapman	Essex <i>Returning</i>
Richard Turnbull	Essex
Keith Over	Gwynedd
Steven James	Hants
Ben Brown	Hants
Leigh Thornton	Hants
John Bentley	Hereford <i>Returning</i>
David Jones	Isle of Wight
Peter Turrell	Kent <i>Returning</i>
Nick Drees	Kent <i>Returning</i>
Keiran Stupple & Associate	Kent
Shaun Tooth	Kent <i>Returning</i>
Timothy Bingham	Kent <i>Returning</i>
Jim & Ann Black	Kent
Mick Moore	Lancs
Daniel Long	Lancs
Stuart Lees	Leics
Timothy Hodson	Lincs
Barrie Carman	Lincs
Robert Spence	London <i>Returning</i>
Josh Nathan	London
Will Caradoc-Hodgkins	London

Carole Rydeheard	Manchester
Sam Evans	Notts
David Scull	Notts
Greg Antcliff	Notts
Roger Alderton	Oxon
Donald Cameron	Rosshire <i>Returning</i>
Daniel Lurinsky	Scotland
John Ruderman	Somerset
John Neilson	Somerset
David Bailey	South Yorks <i>Returning</i>
Barry Ashman	Staffs
Ronalds Coles	Suffolk
Marcus Jarman	Suffolk
David Blenkinsip	Tyne & Wear
Martin Verity	Warks <i>Returning</i>
Andrew Balfour	West Lothian
Terry Grange	West Sussex
Duncan Asker	West Yorks
Martin Dyson	West Yorks
Daniel Russell	West Yorks
Steve Randall	Wilts
Allen Dixon	Worcs
Paul Barlow	Canada
Manuel Hernandez	Spain
Timothy Trask	USA

*We hope you enjoy  
your Triumph and everything  
the Club has to offer*



[www.tssc.org.uk/gt6](http://www.tssc.org.uk/gt6)  
e-mail. [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)



**Andy Wood**

## The Turin Charter

**T**he Turin Charter from FIVA with their mantra "yesterday's vehicles on tomorrow's roads" has hit the headlines recently.

When I first read about this I threw my arms up in horror but since then I've calmed down somewhat, I can now appreciate where these people at FIVA (Fédération Internationale des Véhicules Anciens) are coming from, but and it's a big BUT, we'll get back to that.

A lot of people have commented on the Charter and endeavoured to stir things up "restoring and repairing historic cars to be banned" I have read in the press.

I have repeated below a number of the articles below (in total there are 15 Articles) of the Turin Charter and given my comments which I believe we can use to take out the sting!

**Article 1** This Charter aims at preserving the history of vehicles and its tangible and intangible testimonials. We propose to utilise any and all scientific and technical knowledge available as well as the organisations and facilities working in this area to ensure the preservation and operation of historic vehicles, including on public roads.

**Article 2** Preservation and restoration as well as any related work processes are aimed at preserving historic vehicles both as significant technical and cultural artefacts and as milestones in the history of transport. As an integral part of this effort, the necessary traditional skills must

be passed on to future generations.

**Article 3** The permanent and sustainable care for the sum of a vehicle's components and regular operation are essential to the survival of historic vehicles. The active use of historically valuable vehicles, including on public roads, is essential to the preservation and passing along of the traditional knowledge of processes to future generations and an important factor in understanding them.

**Article 4** Socially acceptable and mutually beneficial forms of public use have always contributed towards the preservation of historic vehicles. Therefore it is important and desirable that they should be used. However, in order to use them, historic vehicles should not be modified more than strictly necessary. Such modifications should interfere as little as possible with the historic substance of the vehicles, they should not alter the vehicle's appearance and they should be completely reversible.

**Article 5** Historic vehicles should bear witness not only to their own role as means of transport but should also reflect their historic origins, the technical state of the art of their period and their impact on society.

*How historic is historic or how classic is classic I need to ask?*

Fiva defines a historic vehicle as one which is at least 30 years old. Which is preserved and maintained in a historical-



ly correct condition Which is not used as a means of daily transport and which if therefore part of our technical and cultural heritage

A vehicle of potential interest is a vehicle between 20 & 30 years old.

**Article 8.** For the purposes of restoring an historic vehicle or object it is not required to return it to the original condition from its year of manufacture. Many vehicles gained their special significance only later in the course of their use. A restoration should take into account the related historic changes.

A restoration that would return a vehicle to the condition of a certain period should not be attempted without a careful examination of historical records, artefacts and documents from the period and without a restoration plan based on that study.

The components and materials replaced in the process should be identified with simple and permanent markings, for instance alphabetic stampings, to distinguish them from the historic substance.

A marking system has been successfully used in the restoration of historic rail vehicles I.E.:

**NB** = for "newly built" (as accurate as possible a copy in terms of type and materials & reproduced directly from a documented original)

**FR** = for "free reconstruction" (free reconstruction without using any direct historic model in terms of form, material or work technique. The part technically fulfils the function of a historic component utilised earlier)

**CS** = for "conservational stabilisation" (a later structural reinforcement added for conservation purposes, e.g. necessary to allow the use of a structurally undermined vehicle body. No such component was ever part of the historic substance)

**Article 9** Any modern safety equipment whose installation is required by law should be integrated harmoniously and discreetly into the vehicle. On inspection,

such additions or changes to the original structure should be clearly recognisable as such. Again, appropriate permanent markings should be used for identification and such installations should, as ever possible, be completely reversible.

**Article 10** Any modifications required later for whatever reasons should respect the original's structure and appearance. Ideally, such modifications should always be reversible, and any important original parts removed in the processes should be kept with the vehicle to allow later re-utilisation and to serve as reference for the originally existing substance.

So back to the But, going on my maths all our cars (GT6's that is ) are historic, the last being sold in 1974 means that if the Turin Charter comes into effect it will an impact on us all. I have plucked out a few items that I believe will allow our modifications to meet the charter:

**Article 1** This Charter aims at preserving the history of vehicles

**Article 2** Preservation and restoration as well as any related work processes are aimed at preserving historic vehicles both as significant technical and cultural artefacts

**Article 3** is essential to the preservation and passing along of the traditional knowledge

**Article 4** historic vehicles should not be modified more than strictly necessary

**Article 5** the technical state of the art of their period and their impact on society Many vehicles gained their special significance only later in the course of their use

**Article 10** Any modifications required later for whatever reasons should respect the original's structure and appearance. Ideally, such modifications should always be reversible

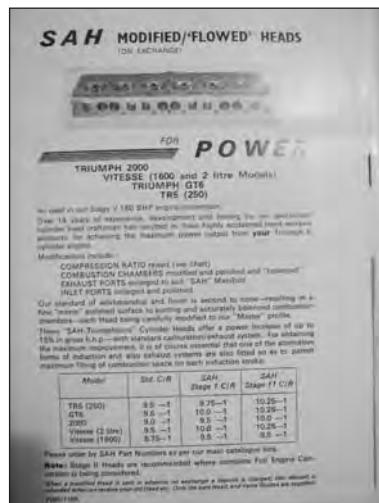
So what is factory finish, does this include dealer options?

**Sydney A. Hurrell - SAH.**

*"SAH, the Company was based in Leighton Buzzard. Customers wishing to tweak their cars could get them delivered straight from*

the factory to SAH who would then do the

My favourite has got to be the rocker cover because it looks so great –



modifications" (found on the TSSC Message Board).

and I have one! I understand that MOSS Europe Limited bought SAH many

SAH is period history so does that mean that using these parts or similar is not a modification?

Let's have a look what you could get and how they differ now.

I'm lucky enough to own a copy of a SAH Accessories Limited catalogue its dated 1983 but some of the information is dated in the 60's



- Modified / Flowed Heads
- Stage V engine conversion
- Aluminium Rocker Cover
- Extractor Exhaust Manifolds
- Triple Weber Conversion
- Oil Cooler Kits
- Special High Lift Camshafts
- Thermomatic cooling Fan
- Twin Big Bore Carb Kit
- Duel Silencer Kit
- Wide Rim Aluminium Wheels
- Adjustable Shock Absorbers
- Negative Camber Spring



The List goes on.....  
20

years ago under the Triumphtune name, many of the above are still available through them and others.

The world authority for historic vehicles



same period which made our cars so important, and don't forget they were made for the mass market.



need to have another look at the draft otherwise they stand to lose the ingenuity and attitude of the

## GT6 Mk I - II - III Register

So let's enhance FIVA and the Turin Charter and make it work for us and keep our "yesterday's vehicles on tomorrows roads" [www.fiva.org](http://www.fiva.org) they need to remember our Cars were built for the mass market.

Here are couple of good ideas they have on their web site, the ID card reflects our IVR, I feel, take a look at the web site it is quite good.

### Stolen Vehicles page Vehicle ID card

At least the likes of SAH provided a lot of accessories delivered on time (unlike someone I could mention) and were fun to use and made owning our cars much more enjoyable, I think there's a little bit of SAH in all of us who are interested in Classics

In my book modifying our cars is part of the culture of owning one - Conundrum or what! Mr FIVA - so on that bomb shell - Toodeloo.

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Tread plate repair panel	£8.50
Front Footwell	£62.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£22.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£62.50
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Rear quarter valences	£35.50
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Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
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Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
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Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
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Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
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### TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£285.00
Door skins YKC74/75	£48.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£305.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£175.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£85.00
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HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£265.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
Brake shoes 5 speed GBS813	£15.00 set
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Jackshaft 215207	£135.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
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Recon w/wiper motor (exchange)	£55.00
Clutch kit TR8 Q/H	£110.00

### STAG

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Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£290.00
Recon exchange J Type overdrive	£290.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£14.00
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£94.50

### 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
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunnion 142377/8	£22.50
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
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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Spitfire Mk III bonnet	£730.00
Nearside/offside front wings	£75.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£45.00
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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Sills non original. 903097/8 .....	£42.50
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Rear wing non O.E. ....	£120.00
Rear wing front repair panel .....	£21.50
Rear wing rear repair panel .....	£28.00
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Rear valance 908970 .....	£75.00
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Boot lid 911327 .....	£425.00
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H/I top seal roof/ door glass 716183/4 .....	£8.00
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# SPITFIRE MkIV/1500 Register

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## Derek Ford & Hugh Glossop



## Bearing this in mind!

**F**or those of you who have owned a Triumph for more than say 10 minutes you will be aware of the weakness that is the front wheel bearings, an annual inspection at the MOT is almost bound to comment “**excessive play or rough in rotation**” fortunately changing them is a fairly straightforward job.

Start by removing the hub/disc assembly from the vehicle taking both inner and outer bearings with you. The hub I’m using is an old loose item that’s been lying around for a while so please don’t think that I’d ever use these discs as they are. Turning the disc over you can see the rear felt oil seal and its

seating, if the felt seal is not there then there’s a good chance it’s still stuck on the stub axle on the car.



**Prise up Felt Seal Seating ring**



**Remains of Felt seal**

Using a screwdriver as a lever gently prise the seating out as shown, you can then remove the inner (larger) bearing by hand to reveal the inner bearing race. This needs to be drifted out.

Start off by removing any grease from inside the hub and the two cut outs to place your drift in should be visible. **They are a lot clearer in the photos with the races removed.** Once you can see the cut outs place a chisel or screwdriver onto the rear surfaces of the races and strike down working both cut outs one blow at a time, this keeps the races level and brings them out easily. When one side is finished turn the disc over and repeat on the



**Drift out Bearing Race**

next side, remember that you will need room under the disc for the race to fall out or you'll spend all day hitting your bench.

indicate a worn hub.

Assuming everything is okay place the inner bearing race on the hub as shown with a suitable bar across the top. Striking the bar smartly in the centre will start the race moving inwards and keep it level (if you have access to a hydraulic press you could use that) once the race is flush with the back of the hub you will need to drift it down until it bottoms out against the seat (when it's all the way home the sound of the drift against the hammer will change significantly, keep listening) I normally use the old race turned upside down as a drift but be careful not to hit it too far and get it stuck. Move the race down the last bit of the way using a blunt drift and working your way around the top surface hitting either side one blow at a time trying to rotate around the top edge of the race. Once home turn over and repeat on the other side.

When both races are firmly home, work some grease into the new bearings and put a layer of grease onto the race. Place the inner (larger) bearing into the rear of the hub and then place the felt seal and seating

**Races removed & Hub Cleaned**

With both races removed thoroughly clean the hub and the seats for the races, check for any signs of overheating in the hub which might

**New Felt Seal - oil this****Place suitable Bar across Race**

onto the back of the hub as shown.

I have found that these new seal seats are a very poor fit and have often resorted to reusing the old one with the new felt but this one seems to fit quite



well, Tap it in all the way round with a small hammer and then oil the felt seal this will keep the dirt out of the bearing.

(smaller) bearing onto the axle having greased it and work it into its seat. Next place the thrust washer on the front and tighten the nut up until it just pinches and then back it off 1/4 turn, spinning the disc should be nice and smooth with no excessive side play. The MOT will allow a small amount of play as these bearings are designed to work in that way so a little too loose is better than way over tight, lastly fit a new split pin supplied with kit and reassemble brake calliper etc.

Finally and to keep up Hugh's good work, I found this picture of what must be the most modified Spitfire in existence - room for a V12 under there I reckon!



Ensure that the stub axle is nice and clean and then slide the hub back on. Place the outer

Cheers.

*Derek*



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# SPITFIRE I - II - III Register



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**Suzie Singleton**



## Must Have & If Only!

# W

ell, this is the time of year we're thinking about Christmas and gifts for our family and friends so, as

I often do, I've been casting my eye around for those 'must have' and 'if only' items, on



commented that I could probably buy a Spitfire for the same.



ebay and elsewhere. Looking through the various pictures I have tucked away in my 'articles' folder I found a few things I would enjoy receiving - but know that these pictures are about as close as I will ever get.

The first item, the Dinky recovery truck in Triumph livery, when I first saw it on ebay I did think I might just be able to surprise Guy with it for Christmas this year - until I saw what it made at the end of the auction! Sorry Guy, just a little out of my price bracket.

Another item with a hefty price tag on it was this children's pedal car we saw when we visited the Morgan factory with the Standard Owners Club earlier this year. I don't remember the prices of the others in the room except that I seem to remember that I



## SPITFIRE I - II - III Register

As I seemed to have drifted into my ongoing 'pedal-car' theme, and have a lot of photos of them tucked away, I may as well continue in the same vein.

J40s often still come to my attention, these two



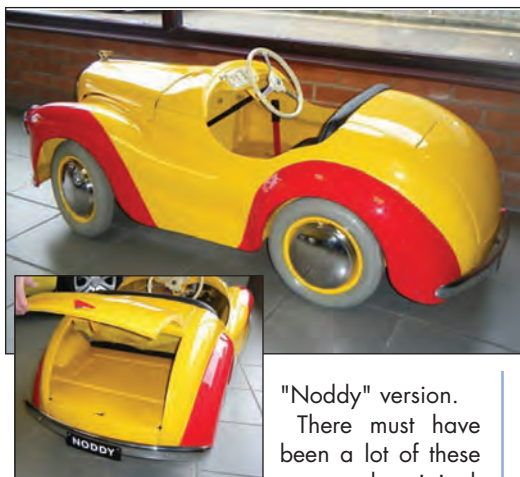
were both on ebay in 2011, one in traditional colours - the other a

still around - including many on fairground rides. The first of these shown are on a ride at Hollycombe Steam Fair near Liphook in Hampshire, and the others were on a ride with



Carters Steam fair which, although based near Maidenhead in Berkshire, visited Marlborough Common this year.

Still on the pedal car theme are some others we've seen this year, a Range Rover at a local



"Noddy" version.

There must have been a lot of these cars made original-

ly, or at least versions of them, as so many are



show and a Land Rover on ebay.



And, one child's toy with wings as well as



wheels is one we spotted on the telly recently - thanks to the Sky's pause feature I was able to get a snap of it.

And finally, if you have a rather smaller



budget, you can still probably find something unusual with a Triumph theme as a stocking filler as George Walker reminded me when he spotted this Royal Navy cap tally in ebay from HMS Triumph

And, just before I finish, for those of you who haven't yet booked to go to the Spa Francorchamps Classic or the Le Mans Classic in 2012, but who fancy a trip to France, can I suggest a destination for you?

John Curtis, who often sends me snippets for these articles from his home near Le Mans organises a special

event on the Friday before the annual 24 hour race at Le Mans called the Classic British Welcome at Saint Saturnin. Each year they spotlight one specific marque, in 2011, it was Jaguar celebrating the 50th anniversary of the e-type and they have also featured Aston Martin, Ferrari and Porsche in previous years.

In 2012 they will be honouring Triumph and celebrating the 50th anniversary of the Spitfire and TR4. There will be events and entertainment during the day, free parking for classics (and moderns), special guests from the motoring world, and bars, restaurants and picnic areas. They generally get at least 1000 classic cars and 5000 visitors to this event. Also They will have a very well known British Guest of Honour (coming for 2nd time!) but I can't say who just yet, but he is a super character and has won the Le Mans Race several times!

So, if you are thinking of going to the 24 Heures then do consider calling in to join in the fun on Friday 15th June 2012. For more information please contact John Curtis at [j.curtis@9online.fr](mailto:j.curtis@9online.fr) or keep an eye on the CBW website (which at the time of writing still has the details of the 2011 Jaguar event, but it will give you an idea of what to expect) [www.classicbw.org/](http://www.classicbw.org/).

It would be great if the TSSC could help to support this event but with Spa and LMC this may prove difficult for the club itself to do but the more support individual members can give to John and the CBW organisers the better.



We haven't yet made specific plans but Guy and I are definitely thinking of heading to France that weekend - even if we don't attend the actual 24 hour race.

It would be great to get at least 50 Spitfires there, particularly if a good number of them were from Britain! Hope to see you there.



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**Nigel Clark**



## Learning to Triumph

**T**his month we are indebted to TSSC member **Nick Hislam** for an article about his life with Triumphs, and his evolution into TR4A ownership. So thanks to Nick, we are going to spend a month with a 4-cylinder TR.

Here is how his story starts:

*I have always been fond of Triumphs. My first car after passing my test in 1967 was a 1952 Triumph Mayflower, leather seats, valve radio and elegant square lines – the poor man's Rolls Royce was how I'd heard it described. Acquired for the enormous sum of £35 it survived for around a year before being struck side on by a Lagonda. Such was the thickness of the bodywork that the impact bent the chassis and my pride and joy was written off! However, it had served as good practice for my emerging skills in car mechanics.*

*Undaunted, I took on my dad's cast off 1200 Herald which had frozen up during the harsh winter. Careful thawing out and coaxing brought it back to life and it served me through the first couple of years of university and for travelling to and from gigs with drum kit on board. (The cavernous boot came into its own here.) There followed a brief flirtation with a red 1600 Vitesse convertible until I was beaten by the cost of overhauling the smoke belching engine and the high insurance and succumbed to a £70 Mini Van.*

*What I really fancied though was a TR. A friend had a TR2 which was great fun until the engine blew up at 80mph on the M2 (pre 70 limit) and another family friend had a fantastic TR3a. But this became an ever-fading dream as the realities of career, mortgage, family and the need to run sensible cars which could also accommodate the drums took precedence.*

*But last year Sue, my partner, and I were looking at the Triumph pages in a book of classic cars and conversation turned to the possibility of owning a TR. We spent some hours on the internet getting a feel for prices, availability and spares and decided that a TR4a would be just the thing (TR3a prices just too high!). And then I saw the right one on the TRBitz website..... MLB100D, red (though later we found it had been white originally), wire wheels, overdrive, servo and just the right condition to be very useable without worrying too much about stone chips, mud etc.. A 100 mile drive and we were in Warrington. Craig really looked after us sending us out on a 'familiarity drive' in another more accessible car while the red TR4a was extracted from the back of the store. We didn't like the first one too much... no servo and it really didn't feel like it wanted to stop! MLB100D was much better in this respect, in fact on the test drive it got better and better at stopping until it just wouldn't go any more. We were rescued and towed back to TRBitz but decided we'd buy it any-*

way. Craig promised it would be working when we came to collect it three weeks later. Indeed it was, with a new electric fuel pump

final backfire then nothing! At least I'd joined TSSC and got good insurance with



### On Way to Pembrokeshire - May 2011

plus new hood, four new tyres and various necessities like wheel hammer, jack, spare plugs, points, rotor arm, a length of hose and a large bottle of water. Jon Sykes reminded us to turn our motoring brains back 50 years before I drove off down the M6 with Sue close behind in her Punto. How we ever made it back home to Leicester that day I'll never know because a week later the gremlins set in.

The first week of ownership was spent doing a few simple but necessary jobs like tightening all suspension bolts, adjusting the rear brakes, refitting silencer brackets to give more than 2 inches of ground clearance. Then it was off with the hood down to a village pub near Uppingham to meet friends for a meal. Several misfires and restarts later we made it, had our meal and decided to nurse it home. Not to be! One

breakdown cover. After a couple of hours in a dark lay by, help arrived.

But there was no getting the engine restarted and we arrived home ignominiously at 2am with the car on the back of the truck.

Over several days I tried everything I could think of. Craig of TRBitz sent me a new coil. Plugs and points were changed and the fuel pump wiring was replaced. She started only to give up again after a short distance, anything between 400 yards and 10 miles. No touring yet then! Plenty of advice was forthcoming from both TSSC and TR Register meetings. I am still not sure what I did but suddenly it was running again.

So time to get on with lots of other little jobs such as wiper blades, paint chips and making the seat move forward far enough for Sue's shortish legs to reach the pedals. The problem here is that the seat eventually can't go any further forward because it is impeded by the transmission tunnel. Time for lateral





### **Pembrokeshire - May 2011**

thinking (literally). Being a drummer means that I have lots of old metal stands ready for cannibalisation. From a suitable tube from a cymbal stand, two 'spacers' were cut. This enabled the seat to be moved a little to the right and we gained an extra couple of inches of forward movement. Sue is now fully in control of all three pedals!

I met Nigel of TSSC on a trip to Lubenham HQ for a few spare parts and he had some sound advice. The car is by no means 'concours' and Nigel's suggestion was to do as much or as little to it as I felt necessary but most of all to drive it and enjoy it. My sentiments entirely!

On the first trip out in the rain, the windscreen wipers gradually ground to a halt. The motor did not respond to dismantling and cleaning but, after a call to TRBitz, a replacement arrived the next day (no charge – great service again from Craig).

OK! One month into ownership it was time for a challenge. So what better than a 380 mile round trip to Sue's parents in

Middlesbrough? A perfect journey apart from a few suspension rattles. With renewed confidence I set out again the next day to Uppingham to take a friend out for a run on the quiet country lanes. Suddenly there was no throttle. Inspection revealed a broken split pin.

Now I know you should always carry some spares but the difficulty is knowing which spares. No split pins on board. As luck would have it some friends came round the bend, stopped and produced a set of tiny screwdrivers, one of which fitted exactly and got me back to Leicester.

The second half of Nick's fascinating Triumph story will be published next month, with more trials and tribulations plus a TRip to France.

I would like to close by wishing you all a happy Christmas and New Year holiday. Why not make the festive break a time to get in the garage and improve your TR?

*Nigel*



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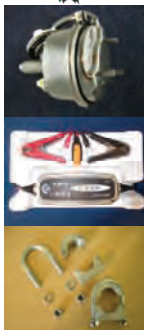
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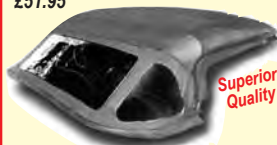


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**Dave Rumens**



## Seasons Greetings!

**H**ello everybody, Merry Christmas and Season Greetings to all. Well that's 2011 nearly over and with the Winter Season upon us it's good to look back at the last season.

Nigel Thorley got around to a lot of car events in a past year and he has sent in a few photographs of the Triumph Vitesse he has seen around. So over to our roving reporter Nigel:-

*I did visit the Paris Retro Car Show earlier on and was pleasantly surprised to find The Triumph Club of France had a display with a*



**Picture 1.**

*solitary car, a 2 litre Vitesse convertible (see picture 1). A French registered left hand drive model, it was in quite good condition,*



**Picture 2.**

*After getting back into the Triumph Vitesse quite late on, I now want to see them everywhere but have been surprised at how few appear at many of the classic car shows around. For example I was at the prestigious Classica Essen show in Germany in May and what an incredible show that is but not a single Vitesse to be seen anywhere around!*



**Picture 3.**

*looking smart in dark blue with the white flash and, wire wheels. (see picture 2) Internally it*



was mostly original except for the centre console to house a modern sound system. (see picture 3)

Next was Tatton Park in Cheshire for their annual classic car show which is large and well worth a visit if the weather is kind to you. A lot of Triumphs were to be found including this regular visitor with the Coventry registered 2 litre Mark 2 convertible, a really nice



Picture 4.



Picture 6.

came across this Mark 2 in Valencia blue (see picture 5) and this very straight 1600 in white (see picture 6).

Then the Rotary Club of Chesterfield held an annual evening classic car event at Renishaw Hall between Chesterfield and Sheffield in June. Always well attended and a great atmosphere because it starts in the late

example. (see picture 4) At the same show I also | afternoon and goes on till about 9pm. Just



Picture 5.



**Picture 7.**

one Vitesse there this year, and it appeared to be recently restored, a Mark 2 convertible. (see picture 7)



**Picture 8.**

Next it was the Trentham Gardens Transport Festival in Stoke on Trent and excellent weather brought out a lot of classics but alas only two Vitesse's, this very nice 2 litre Mark 2 convertible (see picture 8) and a very respectable 2 litre convertible (see picture 9).

If you are wondering where my Vitesse was, I do have other classics and unfortunately on this occasion they were in use but the

*Vitesse has been on the road extensively this year - more on that on some other occasion.*

Thanks Nigel, don't worry about not using the Vitesse as you're just balancing the miles between your classics which to me makes good sense. I guess I am biased as I do the same thing.

Next year's International will celebrate the 50th anniversary of both the

Spitfire and the Vitesse. As a result we are looking for as many Vitesse and Spits as we can get into the hall on the Saturday. So please

bring your Vitesse to the International next year and put it in the hall. If you are interested in going then please get in touch with me **ASAP**.

Now on with that turkey and Christmas pudding. Whose New Years resolution will be to go on a diet then?

See you all in the New Year, have a good break and as ever....

Keep Running On All Six

**Dave.**



**Picture 9.**



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## Trevor Collett

# Continual Improvement

**R**estoring an old car at home involves a myriad of decisions. Cars are made of several bits, well, a few more than several, several hundred is closer. When you've got all the constituent bits dissembled you've got to decide for each one whether it is fit to go straight back in its place in the rebuilt vehicle, or whether it needs some degree of restoration, or whether it has to be replaced.

For bits you've earmarked for replacement you then start down the well-trodden path, a metaphorical path, but well-trodden nonetheless. The first step is get it clear to yourself the precise description of the part; an example might be: a new nearside rear chrome bumper overrider for a 1968 Triumph Herald 1200.

Armed with this little bit of prose you can phone your favourite car bits supplier or type into your favourite internet search engine (yes, there is more than one) and, eventually, there's a pretty good chance you will find just the bit you actually wanted.

For those putting their engineering effort into building a special or a kit car getting the "right" part will be a different experience. What

response do think you'd get to, "*Have you got a rear bumper for a Moss Malvern, registered in 1969, built in 1984?*"

We know that the Moss company never actually made a rear bumper for their Malvern, or any of their other models. What this rather convoluted start to this month's piece is leading to is a story about a couple of jobs I've carried out on my Moss Malvern over the last few months; one being changing the rear bumper.



Original rear bumper

I built my Moss Malvern in 1983/84 and the build instructions recommended, as I recall, using bumpers from a Ford Escort Mk2. Back in those days I had no Internet, not even a computer – hard to imagine isn't it – so tracking down obsolete car parts was not the desk top exercise it invariably is today.

My first port of call in such circumstances was

my local breakers yard. No early Escorts were to be seen on the day of my visit, but the proprietor pointed me to a rack of chrome bumpers that his boys had removed from cars, each one with a car name written in yellow crayon. I could find just two bumpers that looked roughly as they might do the job. One that I thought would look alright on the front was from a Hillman Avenger. The other that might do for the rear was marked with "Zephyr". Neither was quite what I envisaged for my Moss; the cross-section of each was quite different, the Avenger being quite "pointy" with the Zephyr being more semi-circle. Also, the Zephyr one had a scrape on one end.

Since at that time the car was almost finished, in fact I had had it MOT'd without any bumpers at all, I decided to buy them both, telling myself they would be temporary until I could find a better pair. You know what's coming next; those two bumpers remained in place unaltered for the next 27 years. Once in place I sort of got used to them. The Avenger item on the front actually worked quite well and over the years I've heard of these being the front bumper of choice on Moss Malverns and the two-seater Moss Roadsters.

I never got quite so accepting of the rear bumper though, the scrape always caught my eye and it was a bit overly wide for the car. Over the years the extra width contributed to the occasional incidence of catching the end of the bumper on various immovable objects, and each time it was less willing to be bent back to its original shape. So, a few months ago I said to myself, quoting the walrus, *"The time has*

*come..."* Thanks to the marvel that is the Internet search engine my computer screen was quickly awash with pictures of Ford Escort chrome bumpers available for purchase.

I was stuck for choice, from "as new" to rather rough, with prices commensurate. The other problem I had was that there seemed to be variations on shape and size – what one would best fit my car? Of course that's the downside of on-line shopping, you can't pick up the object and try it for size.

One contender caught my eye, it was described as never having been fitted, it had a cut out for a number plate light and I won it for the starting price – result.



**New Bumper Mounted - note number plate light**

When it arrived it looked as good as described, and the first chance I got I took outside to hold up against the rear of the Moss – again, result, it was just the ticket. A fair few fun-filled hours of bracket designing and manufacturing later, the new blade was well and truly mounted. There's one little wrinkle to tell you about. When I came to fit the number plate light I was hoping that the cut out in the new bumper would take one of the two number plate lights from the Zephyr - it didn't.

Rather than start hacking my nice new bit of chrome about I thought I'd just buy a number



**New Light Mounts**

plate light for a Ford Escort. I could turn this bit into a shaggy dog story (do you know the original shaggy dog story? It's good for an office Christmas dinner, look it up - "...My dog wasn't that shaggy". It's the way you tell it) but it turned out that early Escorts didn't have the number plate light mounted on the bumper. Well then, what was the cut out for in my Ford Escort bumper? If you really, really know your early Ford Escorts you probably know the answer – turns out the early Escort vans could be started by a starting handle. The bumper I had just fitted to the back of my Herald kit car was intended for the front of one of the first Ford Escort vans. Quite a rare piece I suppose – not that that stopped me drilling two little holes in it.

Then one of my old number plate lights did fit, splendidly.

That's not the end of my recent fiddling with my rear end. Another temporary arrangement that lasted 27 years was the four rear lights. Many of you will recognise them; they're Lucas L594s, as used on early Spitfires and dozens of other British cars. Whatever production car they are used on they are always mounted vertically, so that they point straight out. As I originally attached them to the rear wings of the Moss they were pointing 45

degrees up.

Over the years I've looked out for suitable plinths and run various self-build design options through my brain, but never actually come up with anything. Then, during one of my EBay trawls, a few weeks ago I came across rubber plinths specially made to mount L594 lights. I was surprised I'd never seen them before, considering the number of parts catalogues and traders' stalls I've looked through over my car owning years. I thought thrice about ordering them as rubber wasn't a material I'd imagined for this purpose, I was worried they might not look very smart. As they weren't hugely expensive I decided to take the chance and ordered four. When they arrived I was pleased that the rubber surface looked quite smooth and shiny and a few days later they were attached to my rear wings.

After 27 years on the road my Moss now has a revamped rear end, which makes me a fraction of a percent happier than I was before – simple pleasures. In the next few months I



hope to implement another long held want to improve the car's appearance, and unless you lot send me something more interesting about your cars I will write that up as well, you have been warned.



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## Ben Broadbent

### G'day Mate! from Down Under

**D**ecember already, cars in storage. Christmas just a few weeks away, where did the season go? As we prepare for the cold, cold British winter, here's a story to help warm up the Christmas season, a trip Down-Under. Graeme Oxley from Australia has written in with his story of his Magenta Stag and many other Triumphs that he has owned over the years. So it's over to Graeme!



Some months ago there was an article in the *Courier* about the Magenta Stag. (pic1). I have a 1974 Magenta manual/od Stag, well my partner Annette and I just love it. (pic 2) I believe that we have the only registered Magenta Stag in Victoria, Australia. We also have a 1975 facelift manual/od 2.5PI. (Pic 3) I am a Life Member of the Triumph Car Club of Victoria (TCCV). My Dad was a Standard Triumph Massey Ferguson Dealer back in the



50's and 60's. I have had a Standard or Triumph car for nearly everyday of my working life. Starting off as an Apprentice Aircraft Electrical Fitter in the Air Force in 1965, I bought a 1956 Standard 10. A year later I bought a signal red 1960 Triumph Herald Coupe. My next Triumph was a manual 1971 2.5PI, a 1966 MK1 2000

in Malaysia, a 1978 2500S which I fuel injected, a 1976 air conditioned TR6 in St Louis USA, posted there for 2 1/2 years on F/A-18 Hornet programme, a 1971 auto PI, a 1978 2500S. I was discharged from the Air Force in 1990. I had the two Triumphs, the PI and the 2500S.

Since 1990 I have had a variety of Triumph 2500 sedans. My main work car was a 1986 Rover 3500 Vanden Plas. I have since had a



1990 Rover 827 Vitesse and for the last 6 years I have had a Rover 75 Connoisseur as

biliser bar, machined Datsun axle kits, Sprint front spoiler, polished S mag wheels, vinyl sliding roof, TR6 boot rack, new carpet including boot, seats rebuilt, 440 W amplifier connected to a radio/cd with CD stacker in boot.

At the beginning of this year (2011) we purchased a previously restored 1974 man/od Stag. (pic 2, again) Engine is



3.

our daily drive, which has now covered 220000 kms.

Top car.

In 1996 I purchased an auto fireball red 1975 2.5PI. (Pic 4) Very rare here in Australia. Plenty of pre-75 cars but very few post-75 cars. I have only



5.



4.

ever seen one other. This car, which has now got 605000 kms on the speedo, has had heaps done to it over the years. The engine was rebuilt to better than TR6 spec with the TR6 exhaust headers, which were ceramic coated. A manual/od gear box was fitted, power steering, 2500S stabiliser bar, rear sta-

a real gem. Engine is 40 thou oversize and fully balanced, heads flowed and hi lift cam. Stainless steel ceramic coated extractor exhaust system. I can understand why guys here in Australia love these cars. We road tested a couple of automatics but was really looking for the manual. Rear end has had the Datsun axle conversion. Car looks

great and because of its colour creates a lot of interest. We recently added the gold stripes along the side of the car. (Pic 5) We have been on three long trips and car averages just on 30 mpg. When it is a nice day I drive it the 15 kms to work.

In 1982 I fuel injected a 2500 S which had



*integrated air and was a man/od car. I added a sliding vinyl roof. Colour was Iridium (Toyota colour, dark green with a gold flex) Toyotas in Australia were assembled in the same factory as Triumph cars. A Triumph service centre in Dandenong said the best Triumph would have to be an S with fuel injection. One day I bought a donor 2.5PI and did a transplant. Started the Easter Saturday and had the car running with injection on the Monday. Because I kept the S cam-shaft, all I had to do was get the distributor re-graphed and all was well. Guys in the Club would call it the PI S. This car was sold when I was posted to St Louis. My 2500 S would have to be one of the best 2500 S's in the country at the time.*

*In Australia we don't have the rust problems that you guys do. Stags are very popular in the TCCV as well as the TSOA. Don't know the count of Stags but there are always more Stags at Club outings than any other model. In the TCCV we have Stags with Rover and Leyland P76 V8's, a couple with the 2500 six including a fuel injected PI engine. We also have one Stag owned by Roger McCowan that is a fully dedicated LPG gas powered Stag. He also has a dedicated LPG 2500S saloon. A gas bottle sits where the fuel tank once was.*

*Triumphs Rule*

**Graeme Oxley,**  
TCCV, 2.5PI & Stag

Well, thanks Graeme, the club scene for Triumph is certainly alive and kicking Down-Under. The warm dry weather would be so good for our cars.

I've been out and about at the shows this past season and I've seen very few Magenta



Stags. What did catch my attention though were a beautiful Black Stag and an amazing Java Green Stag, both at Gawsworth Hall. (pic 6 and 7)



Well, I'm off to write my Christmas list for Santa. I'm going to check out the parts list that the TSSC shop can provide for those stocking fillers.

So it's a Merry Christmas to all, join you again in the New Year, so remember

*Keep those V8's purring*

**Ben**



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**Guy Singleton**



## Good things come to those who wait & wait & wait

I met I mentioned last month that Amanda Croft-Pearman was planning to write an update on her last article about her car, James the Bond, just a few years after her last write-up on the subject.

Well, Amanda has come up trumps and, before you read the update, I thought I'd re-run what she wrote for this magazine which was published in the February 2002 issue – and my comments at the time.

### JAMES 'THE BOND' EQUIPE

*In Easter 1981 I was travelling back from my second term at University – and had spent a most enjoyable 8 hours on a train having had to change about every half hour or so - er not!*

*I was greeted by my parents driving up in this rather strange grey ish car which sounded fabulous and I assumed it was the car that my father had been threatening to buy for my mother to replace our fiendish Lotus Cortina. Upon being asked what I thought of the strange creature, I replied "It's great" whereupon my Father threw me the keys and said... "It's yours!"*

*This, was the start of the love affair with my beloved 'James' dull I know, but very appropriate. He bravely kept going through all the worst weather Stoke on Trent can throw at a*

*motorcar, and in 11 years of constant motoring all around the UK even up to Cumbria from London one freezing November day he only ever let me down 3 times. In 1992 I got a company car and James was put out to grass with the intention of keeping him as a spare car. However, this never really happened, and so he basically stayed in the back garden gradually rotting.*

*Last year after some discussion, some tears, and some cajoling, I managed to get my father to agree to attempt the insanity of doing James up to his former glory. I have been saving up and have the money in the building society with which to pay for it, and my Dad has been great in organising the work.*

*So on 1st August 1998 a madman called Andy came round to help reduce the large rusting wreck to an even smaller rusting wreck and work began. To the sounds of Andy bashing my wonderful car with an enormous mallet and quite a bit of foul language from both him and Dad the peeling hulk was taken right back to the chassis.*

*To date we've accomplished: completely re treated chassis, re bored and rebuilt engine, converted to lead free petrol, new doors courtesy of Dad's foresight, new floor pans, newly welded windscreen area, new bonnet (very attractive shade of white?), new running plates.*

*As James currently stands, he now looks a bit*



more like a car. The doors are on and Andy is currently bolting the body shell on to the chassis. The floors are in and Dad's about to paint the bulkhead with my chosen shade of Ferrari Red (OK I know it's not standard but I'm a girl in a sports car it HAS to be red!)

The next stage is rewiring, painting, retrim Has anyone out there got info on the Webasto Sliding Roof and the fitting of badges, trim, bumpers etc?!"

At the time I wrote:

"In answer to some of her queries:

1. Webasto sun roof: I don't know much about these although I did read an article about the firm who took on the rights but when looking for it I could not find it. I believe that a good upholsterer can recover them for you if necessary.

2. Badges fit into small plastic sockets which push into holes in the car - I try to save the old ones as I have not found suitable replacements. Peter Jacklin used to stock the Equipe and Bonnet badges he may still have some. [Guy's update, I have had some of the badges made and still have a few in stock]. The side trim fixings are the same as Volvo fixings and can be obtained from a Volvo dealer they are quite expensive.

3. Bumpers - rear bumpers are Triumph 1300 Front wheel drive, and can sometimes be found at autojumbles etc. The Front bumper is in fact a shortened version of the Triumph 1300 one being about 1" narrower. You can use one of these and cut a small section out of the middle covering the joint with a chrome strip or re-chrome the original which costs about £60."

And now, from 2002 to 2011...

"There's no rushing a Croft-Pearman you know, roll on 2011 and 13 years after we started the ball rolling as it were, I've finally taken (re)possession of my beloved **James, The Bond Equipe**.

To be fair to the Intrepid Gang, we have had a fair load of rubbish thrown at us in the intervening years.

Two years after the rebuild started we had the

2000 winter storm which kindly hurled a large tree over the gradually emerging car and smashed the entire front windscreen frame. Ohhh we did laugh (NOT).



### 'Storm Damage'

Anyway – we carried on regardless and things were going fairly well really. I've got loads of pictures of proud Father holding new



### 'I'm sure it had wheels when I parked it!'

crank shafts, fly wheels, conrods and cylinder blocks, as well as loads of a rapidly emerging

butterfly from the cocoon.

rightly was put on the back burner.



Cancer is such a dreadful disease and I know it affects so many people in the world, but it is always horrible when it comes to someone who was so genuinely loved as my Mum. Anyway it finally got her in the end and she passed away 5 years ago.

Missing her hugely, but having a project

### **'You're only supposed to blow the bleedin' doors off'**

All these pictures were taken by my wonderful mother who was wholeheartedly behind the Project, and who kept meticulous notes of every piece of expenditure and income from the rapidly dwindling coffers of her beloved daughter! Where I kept finding these £100s of pounds from I simply don't know!

Bad news came along just after I'd moved to East Sussex, having finally found a house that

suited me that also came with a garage to house beloved car (honestly what a sad soul am I ?!?). Mummy was diagnosed with breast cancer and of course this was a tremendous blow and so the whole family came together to look after her and James, quite

to keep us occupied, meant that we began to think about the 'Heap in the Garage' as James had become affectionately known and so we gradually got our act together and things began to get moving with the tremendous support of Mike, our local mechanic and genuine 'good egg'.

2010 saw the Project nearing completion and so earlier this year, with a huge sense of trepidation, Daddy took the shiny, gleamy, beast for its MOT, expecting huge amounts of niggles

### **'Isn't he lovely'**



to come our way that would take time to iron out.

So, imagine our total shock when ..... he passed! First time, after 20 or so years off the road!

What a little belter!

So, we waited for the good weather to come along, I went down to have a couple of local runs around in him, just to get the feel of

the car, not having been in one for so many years and then the DAY FINALLY CAME.

The drive from Winchester to Heathfield in East Sussex on a perfect summer day all the way along the A272 and it was wonderful. One of the great pleasures of driving such old cars is that, particularly with the Bonds, they are so rare that you get that wonderful moment when heads turn to see

- a) what is making that fantastic noise and
- b) what on earth is that car!?!

Since taking possession I've been taking him out and about for short runs to get the engine loosened up, we're still having slight issues with re-starting after a decent journey, but it's getting better and now I've got to take him out in the rain to see how well the windscreen wipers work!

I've had one short visit from the AA man who



### On the Road again after 20 years

had to rescue me from the A27 near Arundel when the rotor arm went, but other than that – I'M HAVING A BALL!

And so, to finish, good things do come to those who wait. I'm as proud as punch and although it really was the most daft undertaking the Pearman Family have ever done, we're all so very, very pleased we did.

**Amanda Croft-Pearman**

Thanks Amanda for your article – a great Christmas present for me as it saved me disturbing my remaining grey cells too much by writing an article myself. Seriously - congratulations to all concerned and it's good to have James back on the road where he belongs. Look forward to seeing him – and Amanda – at some of the shows next year.

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# Area Showtime



**e-mail.**

**pip1272frank@homecall.co.uk**

# Pip Flegel



# Robin Hood Rally

Organisers Claire & Nigel Hill

A fantastic Weekend packed with fun and games and no time to get bored. We didn't even have to cook as thanks to Julie, Claire, Angie and the team full English was served up all weekend. Thanks Guys!

What a fun packed weekend,  
Friday night Free pie and peas, quizzes  
and a very warm welcome.

Saturday morning a Treasure Hunt through some lovely scenery (rubbish if you are map readingly challenged though), Saturday afternoon Archery and Saturday night was jam packed with fun and games from playing a

black & white bin bags to all the many action packed games.

Sunday was a run around some stunning countryside and displaying our beautiful



Triumphs in the square for the friendly people of Nottingham (and the odd traffic warden) to drool over and vote for their favourite Triumph (the people's choice)

Next year if you want a weekend of fun and games and a warm Nottinghamshire welcome get along to the Robin Hood Weekend!!!

Our Thanks go to Claire & Nigel and the team for

rounders' match (and that wasn't for the faint hearted), making fancy dress outfits out of

making our weekend at the Robin Hood Rally a Top Weekend.

## ROBIN HOOD RALLY



**Kit Gunby, Spit Boy and a Banana?**



**Winners - Introducing Triumph Super Heroes!! From left to right Spit Boy, Stagarella, Dolly Girl, & Captain 2000.**



**Runners up - The Royal Wedding**



**The Town Square People's Choice  
Best Triumph?? All three are Winners!!!**



**Area Showtime Continues  
Over the Page!**



# Northants New Forest Tour



by Adam Easton

**D**riving our Triumphs in some of the most picturesque landscapes this country has to offer is always appealing so when it was suggested that the Northants Area should visit the New Forest there was no shortage of members keen to take up the opportunity.

When Robert and Kevin Hall suggested we visit the New forest during the autumn in a hotel that could accommodate us as a group the idea was greeted with a great deal of excitement. Robert made enquires and put a package together that included bed, breakfast and evening meal for three nights at the Burley Manor Hotel. Located in the heart of the New Forest it seemed ideally placed for our visit.

a Royal Manor. It stood in its own grounds and was surrounded by a deer park. During World War Two it was requisitioned and used as a military headquarters by Lord Montgomery and his chiefs of staff. The hotel was appointed with



Palace House

large stone fire places and a grand staircase. It was the ideal place for us to enjoy our weekend. We gathered in the Bar ready for

our evening meal. Our tables were set out in the conservatory so we could all sit together.

We were served a delightful three course meal and afterwards we relaxed in the lounge with a cup of tea or a coffee.

Saturday morning we awoke to a wonderfully warm day with a deep blue sky and bright sunshine. Robert and Kevin provided us with a tulip route that guided us around the

New Forest taking in all the different landscapes of the area. The route included a stop at the National Motor Museum at Beaulieu, where



Triumph Parking

We arrived on the Friday and spent the afternoon settling into our rooms. The hotel building was built in 1852 and was previously



## Northants New Forest Tour

we spent the afternoon looking around the Museum, Gardens, Abbey and the Palace House. As a Herald owner I was delighted to



**National Motor Museum**

find an early 1200 representing Triumph in the Museum. The route continued to lead us back to the hotel where the main car park was desig-



**Gardens**



**Bucklers Hard**

nated a Triumph only parking area.

The cars looked splendid and soon attracted a crowd and lots of photographs were taken.

The Sunday morning mist cleared to reveal another wonderful day. After breakfast there were the usual car checks and the tulip route was handed out. This time the route included the northern area of the Forest and included a stop at

Bucklers Hard, famous for being the birthplace



**Boat Trip**

of many British naval vessels, including many of Admiral Nelson's fleet.

A boat trip on the Beaulieu River was arranged for us all and after the trip some headed to the "Master Builder's pub" while others headed to the Maritime Museum and coffee shop. The final leg

of the route gave us one last opportunity to enjoy the area with the ponies roaming freely and the sun streaming through the trees.

I would like to thank Robert and Kevin for their care and precision in preparing what was a truly unforgettable weekend.



**TSSC Northants Area**

# CULTRA HILL CLIMB

## MY START IN MOTORSPORT PART 2

by Paul Robinson



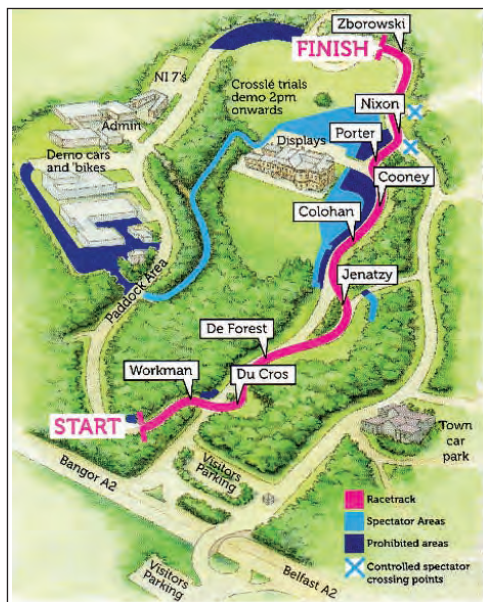
**D**rumhorc Hill Climb in May 2011 was the first time my faithful MkIV Spitfire and I took part in a formal motor sport event (see Courier July 2011). I managed not to kill myself or damage the car with the added bonus of picking up 3 points in the Northern Ireland 2011 championship (Class 16-roadgoing historic). Encouraged by wife Jacqui and my fellow competitors, I entered my next event – Cultra Hill Climb on 4th June 2011.

The event is not part of the hill climbing championship but was still a good chance to hone my very basic hill climb driving skills. Held in the grounds of the Ulster Folk and Transport Museum at Cultra, Holywood, County Down, it is organised by a local club, the Thoroughbred Sports Car Club. Entry forms could be downloaded from the organisers' web site and the entrance fee was £80. It is fairly short hill (around 640 metres) and includes ten bends in that short distance!

All the bends are named and the event programme explains the reason behind each name.

Scrutineering took place on the Friday night before the event and went very smoothly. The Spitfire attracted quite a bit of interest, mostly as no one could remember the last time they saw one competing but also due to the Mk1 cosmic alloy wheels which are unusual these days. I had a couple of Ginetta owners wander over for a chat about the wheels.

The Saturday itself was a gloriously sunny day and there was large turn out of competition cars, vintage cars doing demonstration runs, a



### Cultra Hill Climb

static Jaguar display featuring e-Types and various other attractions. The public also turned up in big numbers.

The event was really well organised and each competitor was allocated a numbered space in the paddock with a space on the other side of the road for a support vehicle (our faithful 1200 Herald). The running order was in paddock number sequence so all you had to do was follow the car in front down to the start line. The finish line was on the road leading back to the top of the paddock so at the end of each run you were back where you started.

All very civilised with proper toilets and a decent restaurant serving breakfast. I can definitely

recommend this event.

Wandering up and down the paddock revealed a fascinating range of historic competition cars including a full race e-type, a pair of Sunbeam tigers, numerous Lotus seven type cars and even a GT40. My paddock number was 16 so 15 cars had already gone by the time it was my turn for the first practice run. This proved helpful as,

although the day was very warm, the start line was in an area surrounded by very tall trees - I could clearly see the lines on the damp road left by the 15 cars before me.

All clear from the marshals on the start line,



### Competitors in the Paddock area

sunshine. Next is the sharp left Du Cros bend immediately followed by the sweeping right De Forest bend. Jenatzy is next, a sweeping left hander hidden behind a small copse, then its right into Colohan.

At this point you are in full view of most of the spectators.

Various cameras are flashing. Then it's a sweeping left (Cooney) and down to a tight right (Porter) and almost instantly into a sharp left (Nixon). With most of your speed scrubbed off by these tight bends you find yourself facing



### Getting Ready to go

wait for the timing lights to turn green, let the engine revs build and then – the timing lights change from red to green – and its time to go, go, go.

The first bend (workman) is a right-hander and as you come out of it the dense tree coverage disappears and you are in bright

the steepest part of the course.

One last left hander (Zborowski) and its across the finish line – the digital sign flashes 50.69 seconds. The first practice is over, the adrenaline is still pumping, the Spitfires Kenlowe fan kicks in as I thread my way slowly back through the paddock.

All the time thinking about how to shave off precious fractions of seconds the next time.



With over 80 cars entered plus demonstration runs by special guests, there was a large time gap between runs, often over an hour. However the sun was shining, there were plenty of spectators wanting a chat and there



**Tiger**

were no shortage of things to look at. My second practice run saw my time down to 49.03 seconds, less than 2 seconds behind one of the Sunbeam Tigers. By the third run (first official timed run) I was increasingly confident about the lower part of the course but still trying to find a way to negotiate the two sharp bends, Porter and Nixon, fast enough to allow a decent run at the sharp climb leading to the last corner. The key, I was sure, was getting the gear change from 2nd to 3rd right. My time at the end of the third run was 48.34 seconds – still improving.

At this point everything stopped for lunch. No doubt due to nerves, I have little appetite on the mornings when I am competing but after two or three runs I'm ready for something to eat. Most people were sitting around relaxing, some bonnets were up and frantic repairs were being carried out. Even more spectators arrived. The Spitfire attracted comparatively little attention compared to cars covered in sponsorship, go faster stripes etc, so Jacqui and I head up to the restaurant and get some lunch.

My fourth (and second official) came after lunch and saw my time come down to 47.85 seconds – still improving. By the time the fifth (3rd official run) took place it was after 4.00 pm and most competitors expected this to be the last run. My time continued to improve but only slightly (47.54 seconds) and when I got back to the paddock some competitors had 58

already packed up. However, much to our surprise, the organisers announced there would be 6th (fourth official) run- however drivers had to head for the start line immediately.

Helmet back on, the Spitfire headed down to the start line. Things were reasonably chaotic as one car had broken down right at the start line and the marshals had to push it to one side. Eventually I reached the start and prepared myself for the final run. The lights turned green and off I went. The first corners went smoothly and I was confident that my time was improving when, as I came out of Jenatzy, I was red flagged. Slowing quickly to a near stop I was able to hear the instructions from the marshal to proceed slowly. I was also, for the first time, able to hear the commentator, who was saying something about some people thinking Spitfires were



**Spitfire coming out of Cooney**

hairdresser's cars. Note to self, find commentator and, politely, ask him to explain himself. Being red flagged meant my time was rubbish and the organisers offered me the chance to run again. However the paddock was increasingly chaotic and I decided to call it a day. Jacqui and I helped the organisers clean up and then I found the Clerk of Course to sign my competition licence upgrade card. Didn't manage to track down the radio commentator. We then packed up the Herald and Spitfire and headed for home.

I came 78th (out of 81) but was reasonably happy with this.

**Report on Cairncastle Hillclimb  
Next Month**

# Standard Triumph Marque Day at Prescott

## Sunday 20 May 2012



**The Standard Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2012 will be held on Sunday 20th May 2012 at the Prescott Hill Climb, Gotherington, Cheltenham, Glos. GL52 9RD.**

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

Standard Triumph Marque Day is the annual gathering of clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous Marque Days have been held at this venue and we are returning at popular request of the membership.

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

The 2012 event will be organised once again, by the Stag Owners Club, the TR Register and the Triumph Sports Six Club. The organisers are planning a varied programme of activities which will span both Saturday 19th May as well as Marque Day on Sunday 20th May 2012. This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday, it is hoped that all the clubs will have a club display to show prime examples of their cars and to promote their individual clubs. The hill will be fully marshalled and will open for participants to make non competitive, un-timed, hill climbs. This can be either a leisurely climb just to take in the views, or for those of a sporting nature, to attack the hill. The event will provide an opportunity to see the cars of the Marque on the move as well as in static displays in a superb Cotswold setting.

**There will be camping and a BBQ - look for further details, entry fees and booking arrangements on club sites and magazines early in the New Year or email [shop@tr-register.co.uk](mailto:shop@tr-register.co.uk) to register your interest.**



Images courtesy of Richard Dredge; [www.richarddredge.com](http://www.richarddredge.com)



e-mail.

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

## ***Pip Flegel***



## A 'Bargain' of a Vitesse

### ***By Sarah Mumford***

**M**y name is Sarah Mumford and I am a CAT. As I've finally got a Triumph of my own on the road, I thought I'd introduce myself. All this Triumph stuff started when I met my other half, Simon Oliver, five years ago. He seemed (almost) normal at first, but I soon

In June 2008, he then 'accidentally' bought a Triumph Vitesse unseen from the other side of the country for £600 and showed me pictures of a rusty heap. He claimed that he hadn't meant to buy it – but had put forward a silly offer that had been accepted. You can imagine the number of pairs of shoes he owed me for that one!

Simon rejoined the TSSC the day he bought the car and took me to the local Lincolnshire Area meet, where it became apparent that he

knew absolutely nothing about classic cars, and the 'be on the road in two years' was wildly optimistic.

The local area made us very welcome. Their help in keeping Simon in something like the right direction, coupled with their practical help, and most importantly of all, sense of humour has kept me going. I expected the club to be full of balding old men talking about the most arcane points of

reference – but instead there's only a few balding men, and they're great friends linked by a desire to drive old cars that break down all the time. They're also a family friendly group so there's lots of other Triumph widows to chat to.



***The 'Bargain' arrives***

realised that he had a secret. He had been a previous Triumph owner, and seemed keen to start again. He regaled me with stories of open top motoring, the glamour of sweeping around country lanes and cross-European jaunts to châteaux.





### ***The neighbours 'loved' the Vitesse***

Unfortunately, Triumph ownership failed to meet the initial expectations. Memorable events such as a rear body tub sitting on a picnic table in the back garden for a year, drives to Brighton to collect bodywork and the years of random parcels which contain 'bargains' arriving weren't getting us nearer to the utopia of classic ownership I was promised. Simon even made us move from a house with a huge kitchen and tiny garage to one with a tiny kitchen and a garage the size of a small bungalow!

At Stafford in 2008 I realised that, I too, had a secret; I coveted a TR7. I did try and keep this quiet, but people started to notice – well they ridiculed me.

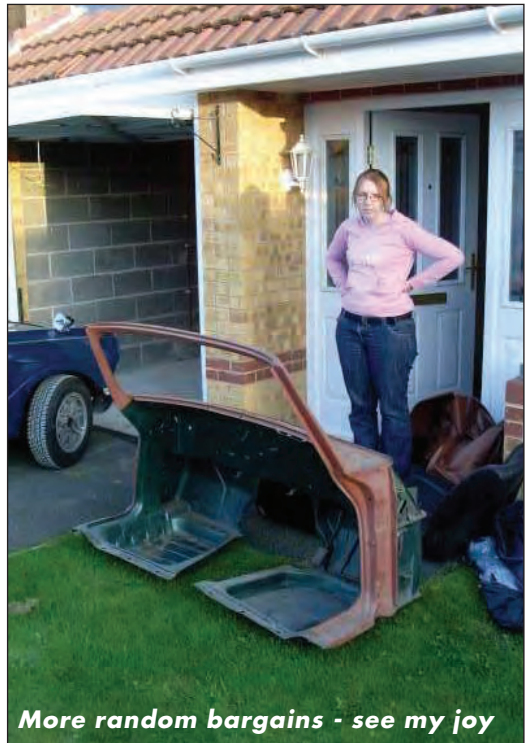
I managed to have a sit in a very nice silver TR7 at the show (Thank-you whoever you were) and I was hooked. Simon was horrified and tried to point me towards a round-tail Spitfire – but I wasn't having any of it.

At the beginning of 2009, several Lincolnshire members went to the Isle of Wight camping weekend. Since Lincolnshire Area Organisers, Garth and Ellie, were taking their modern and caravan, they asked if we'd like to take 'Jenny' their Herald.

This was the first Triumph I'd ever been in whilst it was moving!

sit on the sidelines.

After the camping weekend, we 'borrowed' the car for the next year – getting involved in local events and realising how much fun it could be. Unfortunately, after a year, Garth decided he might like to drive his own car again and we had to hand it back! We're eternally grateful for this generosity as it allowed us to get involved rather than



### ***More random bargains - see my joy***

So at the beginning of 2010, we were back to just having the Vitesse 'project' and no car to use any more. For my birthday in June 2010, I



### ***Our favourite loan - Jenny the Herald***

was surprised to open a present to find a TR7 owners handbook. It transpired that I was now the owner of a 1980 TR7 drop-head in Persian Aqua – and that it was waiting to be prepared

for collection. I now had my own Triumph – I was a CAT!

Even better it was my own piece of 70s wedge retro-ness!

It was collected the day before the Stafford show in 2010 and this was its first outing in many years.

In September 2010, it was given the People's Choice award at the Lincolnshire Camping Weekend.

So I am now the proud owner of a Triumph TR7, whilst the Vitesse is in the garage still waiting for the first part to be re-attached to the chassis. If you see Simon driving my car (which he pretends not to like) please remind him that it's my car and I'll take the keys back if he says anything bad about it - and remember that he might be on CoM and be on the webteam and all that, but he doesn't have a Triumph he can drive!



Since it was bought, we have been slowly bringing the car up to standard. We've had to sort out all sorts of electrical gremlins and fix bits of trim – but it's now proving itself to be reliable and I'm really looking forward to driving to the other TSSC events and getting involved ; especially now that I've got the confidence to drive it 'solo' (with the breakdown card handy).

I hope you'll say 'Hello' when you see me or my car at the various Triumph events – it'd be great to meet more CATs out there!

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## **Come & Join in a Weekend of Celebrations at TSSC Headquarters!**

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

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

**Saturday 3rd December 10.30 am to 3.30 pm**

**Sunday 4th December 10.30 am to 3.30 pm**

*Don't miss it this year!*

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**Paul Richardson©**

# Car Shows Report - 2011



**T**he local classic cars shows in the area of Stamford, Lincolnshire this summer were, as usual I'm delighted to say, well supported by Triumph enthusiasts and attendance at local classic cars shows seemed to me to have increased this year despite the unpredictable summer weather.

The Bourne show, in June, was my first port of call and one of the first sports cars I saw was the spotless TR3A a photo of which appears in this article. Other Triumphs at the show included a Renown, several Spitfires and the TR 250 owned by the redoubtable Dennis Patrick – more about him later. As usual at the Bourne show, there's usually a surprise of some sort there as the town was the home of the ERA and BRM racing teams. This year as I walked round



**The immaculate TR3A pictured at the Bourne show - before the heavens opened**

the showground I noticed the priceless P28 BRM grand prix car owned and raced in historical events by Garry Pearson. This car won the BRM team's first grand Prix at Zandvoort in 1958 driven by Jo Bonnier and it was transported to the Bourne show from Silverstone and displayed by Garry's father, John, a delightful man who is also a keen Triumph enthusiast and loves his 1959 British Racing Green TR3A which he uses regularly. John has also owned two long door TR2's and a TR3. By lunchtime a grey day began to turn to spitting rain, and about an hour later, as I was taking a coffee in the catering area, the heavens opened and the show was subsequently abandoned.



**John Pearson, a confirmed Triumph enthusiast, beside his son Garry's ex Jo Bonnier BRM at the Bourne Show.**

The next show I visited was the

## Classic Car Shows 2011

inaugural Classic car show at Baston on 3rd July and the day was blessed with sunshine



**A group of superb Triumphs on display by members of the Triumph Sports Six Club at the inaugural Baston Classic Car Show.**

and warm weather. A plethora of Triumphs turned up for the day and the vast majority of the two dozen or so assorted Triumphs on show were driven to the event by members of the Triumph Sports Six Club including the immaculate 1965 Spitfire Mk 2 owned by Graham Bellamy and the 1972 GT6 Mk 3 owned by Steve Abbot. Show stopper of the day, which I can't fail to highlight, was the exquisite Testa Rosa Ferrari (fitted with a 3 litre engine) owned by internationally recognised collector and expert on classic grand prix and sports cars Colin Crabbe. Now retired, Colin



**Colin Crabbe's exquisite Testa Rosa Ferrari at the inaugural Baston Classic car show.**

owned 'Antique Automobiles' based in Baston where his priceless grand prix and sports racing cars were renovated. I lived in Baston in days of yore, and I remember ex BRM mechanic, and great pal of mine the late Ken Spencer, who worked at Antique Automobiles, testing an Auto Union Grand prix car down Baston main street and the fen road after he's rebuilt it!

Stamford Classic car show on August 28th (Bank holiday Sunday) proved yet another major success for the organisers -The Stamford Round Table - and there were plenty of Standards and Triumphs on display that had been driven from near and far to attend the show. The display area on the scenic Stamford Meadows became full to the brim and this year the show had a record attendance with four hundred and seventy cars on display and the Round Table collected £5000. at the event – also a record which will be distributed to local charities.

I bumped into Roy Woodhouse at the Stamford show standing by his immaculate 1967 Herald 1200 which I first set eyes on about four years ago. Roy has owned his Herald since 1995. A keen Herald enthusiast, Roy came across the car in the premises of the garage that obtained it from its lady owner who, after deciding to pack up driving, had parked it in her garden and grass and weeds had grown up round it causing the sill and door bottom areas and rear chassis outriggers to deteriorate. The Herald, which was a one owner car with only 23,000 miles on the clock, had been partially stripped when Roy first saw it and after deciding that the car's condition was far from that of a basket case, and was best described as very tatty he bought it. However, he wanted the Herald to be renovated to showroom condition and had the car



**Roy Woodhouse pictured standing beside his showroom condition Triumph Herald 1200 at the Stamford car show.**

was needed there was a thorough cleaning - as the car was produced in 1967 the copious water leaks on the first Heralds had been put right by then.

I decided to go into a little more detail on Roy's Herald than usual in my show reports because Roy has owned several Triumphs. His first was a Herald 12/50 he bought in 1965 followed by a 1200 Estate, Herald 13/60, two Dolomites 1850's, and a Dolomite Sprint and he also had

completely stripped down, checked over, and rebuilt. All the main body structures were O.K. but the sills were replaced and the doors had small dents and rusty areas in them and rather than having these areas repaired, Roy decided to have new door skins fitted. This is always a wise decision where door repairs are concerned in my opinion because it alleviates the possibility of any remnants of the dreaded metal weevil chewing its way through panels again and, when all said and done, this is the most cost effective way of repairing dented or badly rusted doors. The chassis on the car was in good condition, but again although the corrosion on the rear outriggers was not serious Roy had them replaced.

On the mechanical side Roy had everything checked over and any faults put right and on the engine side it was discovered that at some stage the cylinder head gasket had failed and water had scoured the bores so Roy had the bores honed out and new piston rings fitted. The pistons, crankshaft and camshaft were in good serviceable condition so with new bearing shells fitted the engine was rebuilt and the cylinder head overhauled. The only problem Roy experienced just after the restoration was the development of noisy first and second gears so he had a new gearbox fitted. The interior trim, seats and carpets, although very dirty, were in good condition so all that

Triumphs as works cars before he retired. Roy's enthusiasm with Triumphs has an interesting side to it because after an accident in a cycling race when he hit black ice in 1957 he suffered a spinal injury which left him with serious back pain when driving thereafter - until he bought his first Herald 12/50 in 1965 that is! To his delight, the design of the Herald seat was such that Roy suffered no back pain at all when driving his 12/50 - or any of the Triumphs he bought since. Roy and his wife Miriam are such an affable couple who thoroughly enjoy trips in the Herald throughout summer and attending locals classic car shows. The Herald has performed faultlessly with no mechanical problems in the sixteen years he's owned it - which is doubtless due to the fact that Roy has the car fully serviced and checked over every year.

I regularly bump into old mates at local classic car shows including Reg Richardson - no relation but Reg is a well known local personality because he was a mechanic in the BRM F1 team and also built and maintained the BRM Can Am car raced in the Canadian American Challenge Cup series for 'big banger' sports racers. Reg loves looking round all the classic cars at the Stamford show, and I bumped into him when he was taking a look at a group of several Standard cars. Reg made the comment that what a pity it is that we no



## The Lucas Grape Vine



**Reg Richardson, ex BRM mechanic, at the Stamford Car show**

fact that until we start developing a motor industry of our own again, rather than just assembling foreign cars, Britain's industrial fortunes will probably remain stagnant. After all, the basic financial equation in my opinion dictates that nothing can happen unless someone makes something for someone to sell, and our motor industry at its height also employed literally hundreds of thousands of workers - probably millions if one counts support industries – moan over!

I seem to bump into Denis Patrick at most of the local car shows and, like myself, Dennis is usually one of the first to arrive in his immaculate 1967 TR 250 in which he's driven 150,000 miles – four thousand of which he's done in the car this year. As readers will remember from my show report last year, Dennis's TR won the best in show prize last year at Stamford. This year he won the prize for 'Best Convertible.' He also travelled up to

longer have a motor industry of our own – a sentiment that I share and I wonder when politicians and business leaders will wake up to the



**Dennis Patrick beside his prize winning TR 250 at the Stamford Show**

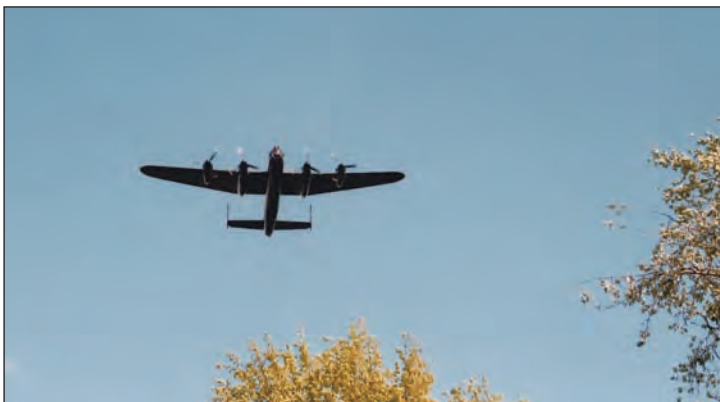


**A group of Standard cars on display at the Stamford car show**

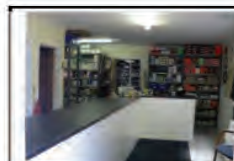
Harrogate for the TR Register show week end where his TR collected a Silver Award. Dennis has owned his 250 since 1991 and the car is left hand drive due to being imported from America in it's previous history and Denis has retained it's original spec. Like Roy Woodhouse's Herald, Denis's TR has run like a clock with no mechanical

problems at all since 1991 which is due the fact that Dennis does a full service and check over on the car himself every year – which always includes renewing distributor points, condenser and rotor arm and a detailed inspection of brakes and steering etc.

As it's almost time to give classic cars their winter's rest until next spring, may I wish all



show. There's something about the powerful, pulsing exhaust note of those Rolls Royce Merlin engines in Lancasters and Spitfires that always sends a shiver down my spine - and serve to remind me of how eternally grateful we are to the few who accomplished so much for the many, and the many who lost their lives in the attempt.



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**SPITFIRE 2L**. 1967 GT6 Convertible. Always garaged. Black leather seats, walnut dash board. Overdrive gearbox. New tyres. Super Slot wheels. Hardtop. Mot July 2012. Used in CT events. £3750 Andy (Sheffield) 01142876587 or 07885487148.



**1500** 1978. Yellow, Tax April MOT May 2012, Full S/S sports exhaust with extractor manifold, K&N air filters, Minilite alloys, GAZ shocks, roll bar, garaged, tidy car. £2,400. Gareth (Glasgow) 07712 896890.

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## GT6



**MKIII** 1972. Good runner, overdrive, 12months MOT, tax exempt. Paint work tired, all else good. £3,500 ONO, Michael 07974 017869.



**MKIII**. Thinking of selling my GT6 it has current mot and tax. does require some work for best. Ring for details will consider serious offers. Matthew. 07787 424007.

## CARS WANTED

**VITESSE SALOON** Swap. MK4 Spitfire, non overdrive. Rebuilt engine/carbs. Good bodywork (cherry red). Electronic ignition. Long MOT, tax exempt. SWAP for VITESSE of similar value. £2000 Adrian (Basingstoke) 01256 477450.

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**GT6 MKII** Front bumper, fair condition. Rear Hatch Glass £25. Brian (S.E. Kent) 01843 601910.

**SPITFIRE** powertrain spares. 1500 engine gearbox with new clutch and propshaft, with registration certificate, for sale, also 2x 4.11 diffs with side shafts. Rick (Stourbridge) 07748 097309.

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**GT6 Mk3** Doors. Both near side and off side doors, in very poor condition, very rusty, hence price. £10 Greg EMail: [gregives93@gmail.com](mailto:gregives93@gmail.com)

**SPITFIRE MK4/1500** Roll Bar Used but in good nick, a couple of marks in the covering but the frame is in excellent condition. £70. Tim. EMail: [timsj79@gmail.com](mailto:timsj79@gmail.com)

**MGF CALLIPERS** and stainless pipes. Used pair MGF rear callipers and new pair stainless custom flexi pipes to go between calliper and brake system £80 Hugh (Llangamarch Wells) 01591 610433 or email [hugh@hrgserv.plus.com](mailto:hugh@hrgserv.plus.com)

**STAG** engine V83L for rebuild. looks like very good heads, came from a MK1 decades ago and stored since. ask for pics e-mail [darren@checksfield.net](mailto:darren@checksfield.net) £250 Darren (Sevenoaks) 07746 698182.

**FREELANDER STUDS** New. Up for grabs the last three sets of freelanders clp90371 studs (16 a set) £20 inc postage a set. Hugh (Llangamarch Wells) 01591 610433 or email [hugh@hrgserv.plus.com](mailto:hugh@hrgserv.plus.com)

**HERALD** Tailgate £40 Spit 1500 Gearbox £20. Herald seats. Herald Propshaft new, many other parts. David (Blackpool) 01253 392499.

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# PARTS WANTED

**GT6 MkIII** Fuel Tank for 1972 car wanted. Must be clean and not rusty. Can collect in East Anglia or Midlands. Tony (Kings Lynn) 01485 541958.

**WANTED:** Gearbox and overdrive to fit a GT6 Mk2. Martin (Warwickshire) 07815 110157.

**WANTED -** Front O/S Turret for Herald/Vitesse/GT6. Part No. 305592. Preferably new or good secondhand. Please e-mail with price and particulars. Nev. eMail: glimmer-twins64@aol.com

**GT6 MkIII** parts wanted Speedo O/D Fuel & temp gauges Many facia controls/fixings One road wheel Hatch support Tinted windscreen. Andrew (Middlesbrough) 07904 368730 or 01642 282385

**EARLY SPITFIRE** wheels, Mk1/2. Early steel wheels needed for the restoration of a Mk1 Spitfire. Martin. 07760 384236.

**MK1 SPITFIRE/HERALD** steering wheel. for my 1964 Spitfire Darren. 07746 698182.

**MK3 SPITFIRE** steering wheel. Looking for the early type sprung steering wheel. Don't mind a bit of repairing. Darren. 07746 698182.

**BRAKE** master cylinder push rod. Anyone got a push rod for the brake master cylinder; needed for Herald 13/60. Matt (Bewdley) 07930 566813.

**STAG MK2** Bootlid. Looking for a decent steel bootlid Martin (West Yorks) 07775 856889.

**BOND EQUIPE** GT door glass. Looking for door glass (both doors) for an Equipe 2+2 for ongoing restoration project. Looking at GT4s, looks as though they may also fit. Paul (Epsom) eMail: Bowers.PS@Googlemail.com

**2500TC MkII** Wanted, rubbing strip for front bumper, face lift model. Either new or in good condition. Norman (Wigan) 01942 253868

**ANY LUCAS** Petrol Injection parts. Will collect or pay postage e-mail a-farr@sky.com Adrian (Farnham) 01252 715781.

**LUCAS** Square 8 Driving Lamps. After a working pair of these with good chrome, the freer the better! Richard (Bradford) 07821 695790.

**HERALD 13/60** Looking for a 4-2-1 or 4-1 tubular exhaust manifold and a sports exhaust system for my 1967 13/60. Anything considered. Graham (Greenock) eMail: gjohns9696@gmail.com.

**SPITFIRE MK1** front grille. My mk1 came without one when i got it 14 years ago..it's time to put that right! thank you. Darren 07746 698182.

**HERALD** Saloon - sun visor brackets. Does anyone have a pair of brackets that attach the ends of the sun visor arms to the car body? Robin 01635 820821.

**OVERDRIVE GEARBOX** Wanted Looking for a complete overdrive gearbox to fit a gt6. Can pick up. Please let me know if you have one for sale. email: martin.verity@callstream.com. Martin

(Warwickshire) 07815 110157.

**GT6 Mk3** Front 1/4 Valances wanted preferably in steel. many thanks, Greg. eMail address: gregives93@gmail.com

**GT6 DOOR GLASS** I am looking for a pair of door glasses for a GT6 in good condition. Thanks. Paul 01983 882125.

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Louisa and Victor Thompson, Ivy Cottage, 5 Rectory Mews,  
Sprotborough, Doncaster, South Yorkshire. DN5 7LG.

Tel: 01302 850740 e-mail: [concours@tssc.org.uk](mailto:concours@tssc.org.uk)

### AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,  
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### TSSC PUBLIC RELATIONS OFFICER

TBA

### CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

**December 2011**



## **CONTENTS**

- **AREA DIRECTORY**
- **AREA NEWS**
- **EVENT ADS**

**Derwent Valley's**

## **Peak Run 2012**

**An important date for your diary  
22nd to 24th June 2012**

Camping available from Thursday 21st until  
Monday 25th June at the Peak Gateway  
Campsite near Ashbourne.



More details will be  
available in the Courier  
and on our website  
([www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)) from  
December 2011.







# AREA DIRECTORY

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

Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

**DIRECTORY CHANGES TO  
AREA LIAISON OFFICERS**  
**PIP FIEGEL, FRANK SPENCER**  
**TEL: 01524 791607**

**E-MAIL:**  
**Pip1272frank@homecall.co.uk**

## SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a>	Last Thurs. Eves.

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 8pm
MANCHESTER	Frank Spencer: 01524 791607	Best Western Bolholt Country Park Hotel	1st Tues. 8pm.
	Pip Fiegel: 01524 791607	Walshaw Road BURY Gt Manchester BL8 1PU	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- Witton Gilbert	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
	Lisa Garland: 0151 5491267		
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

COVENTRY	Phil & Lyn Smith: 02476 457487	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 Red Lion - HUNCOTE - LE9 3AU	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	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embury: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
	William Bate Tel: 07887 605778		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 7.45pm.
WEST MIDLANDS	Roger Hayward: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
	From May to September	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
WORCESTER	Vicky Kitchen: 01527 894125	The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

## WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
	Bob Whiting: 01492 516479	The Plough at St Asaph	3rd Wed 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

## EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	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: 07825 994927	CHECK AREA NEWS FOR VENUE	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

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

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Andy Cook: 01252 810828	The Crooked Billet - (A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

## SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wighton: 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. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	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 421041	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Ring AO for Details	3rd Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

## OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LIMBERG.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76		R.R.I. Picton Ontario - KOK 2TO.
CANADA	David Stock:		Moselundvej No 8 8600 - SILKEBORG. DENMARK.
DENMARK	Jens Konrad: 00 45 86 85 19 98		Le Bourg 23800 Lafat - FRANCE
FRANCE	Ray Lomax: 0033 555 899 750		Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552		ATHENS
GREECE	Nassos Sarris: 00 30 6937095200.		ATHENS
	Soulis Papatthanasiou 00 30 6977280215		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
INDIA	Shyam.K.Chary(91) 40 7171173		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	lucabellinello@iscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47		53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797		Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118		A Archibald Rd., Kelston - AUCKLAND.
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	Philip Bellamy: 0041 79 347 1221		Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198		Switzerland
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408		Mount Road - RIDGLEY 7321.
			Revere Court Lacey, Olympia - WASHINGTON 98503.

# AREA ORGANISERS REGISTRATION FORM 2012

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 2012 to 31st December 2012**, 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 **2012**.

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 **2012** Signed ..... Date:.....

Any amendment to Area Registration details through the year

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

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

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

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



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



### AREA LIAISON OFFICERS

Tel. 01524 791607

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



Congratulations to **Devon Area £50, North Wales Area £25 and Shropshire Area £10 Club Shop Vouchers** please contact Angie Hill at Club H/Q to claim your prizes.

Area Registrations should have started to arrive on our mats as it is that time of the year again Frank and I will update the Area Directory,

and you can be assured you will be covered by the Club insurance for club events etc. Registration forms will be available in This Courier, On Line or on your disk found in A/O Tool Kit Pack. We have been to many events this year throughout the country and you have given us and our Areas a fantastic time.

May we take this opportunity to thank all Area Organisers for your commitment and enthusiasm that you have shown throughout the year it's you and your members that make our club so special. Roll on 2012!!!

Frank and I will be at Club H/Q **Friday 2nd December** to make up your Tool Kit Packs. If you have any ideas that we can include into our packs please don't hesitate to get in touch, Any Area Organiser requiring a Hints/Tips manual can request one by getting in touch in the usual way,

Hopefully we will see you at the 1st Xmas Dinner Dance at Barceló Hinckley Island Hotel!!!! Or at the Xmas open Weekend at Club H/Q Frank and I will be there on **Sunday 4th December** Don't forget to get your 2012 Calendars orders into Berni as soon as possible, he creates fantastic Area calendars with your Area photos.

May Frank and I wish you A Very Merry Xmas and All the very best for 2012.

*Pip n Frank*

### ANDOVER

Tel. 01672 514241

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

Arrived at the White Lion to discover the pub was very busy - good for them, but not so good for us - we had to sit outside! Fortunately it was a reasonably mild evening - considering it was October!

For most of us it was acceptable - although as we had let the side down by taking the Modern Suzie had forgotten to pick up a coat but I was able to get one of Molly's blankets out of the car for her. John was even ok in T-shirt and bare arms!!

Robin put us all to shame by coming in his Mk IV Spitfire - roof down - the 'proper' configuration for a Spitfire.

Discussions, as ever, ranged from the vagaries of Triumphs with a few problems discussed and solutions suggested, work and redundancies, and where we were going to have our Area Christmas dinner which will be on **Thursday 8 December**. Please also remember to bring a naff present each duly disguised for the 'Naff Raffle'.

On the latter subject, by the time you read this we will have chosen where we're going to have the meal, have booked and

### TSSC AREA NEWS

paid for it and be due to sit down to eat it a week or so after this issue comes out. Anyway, if you haven't booked and would like to join us, please contact us asap to see if we can add you in - otherwise we'll tell you all about it next month - or even, next year!

*Guy & Suzie*

### EARLY DEADLINE

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

### AVON

Tel. 01454 327059

First to clarify the meeting arrangements for **December / January**. There will be **no meeting in December** and the **January** meeting should be at the normal location on **Monday 2nd**. After that, we may have to move temporarily but will confirm this as soon as I know. Unfortunately the landlords have not received confirmation of the refurbishment. If in doubt, please call me or e-mail to [Junewrighton@tiscali.co.uk](mailto:Junewrighton@tiscali.co.uk) to check where we are.

Also tonight we were informed that Judy Wakeford, a long time associate with the club, was involved in a serious car accident and is in hospital. All your friends in the Avon area send their very best wishes to Judy and her family and wish her a speedy recovery.

*Jane*

### BUCKS SOUTH Tel. 07788 436167

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

email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi all. Well, here we are once again. I never used to believe my parents when they said 'the older you get, the faster time will go'. Well, as usual, my parents were right and now find telling my own children the same thing!

So, apologies from me. My life is somewhat busy at the moment, so trying to balance it all beat me last month so no report. The only plus point being as we are now in the winter season, the South Bucks area activities are somewhat limited. We did have a run down to the Ace on 11th October in my Vitesse ( Rover SD1) and met up with like minded people so a good evening as always.

Wed 19th Oct was the monthly meet with Robin taking Triumph honours with his Spitfire. Marcus also takes honours as he travelled with Rob in the Spit with the roof down. Great on a warm summers night. However, it was down to single digits on the temp gauge! Well done both. Phil also has the same honours as he also attended with the Vincent roof down too! Dan was nearly as cold as he was in his Land Rover!! The MX5 was reasonably warm and had headlights which was more than could be said for my 2000! Paul, Liz and the sheep were the warmest, but no honours as they were in the modern car!!

On a personal note, and by coincidence, we were talking about motor racing and motor bike racing. I'm a keen spectator of all forms of motorsport and did one season of motorbike racing. A few days later I saw Marco Simoncelli involved in his fatal



## BUCKS SOUTH . . . CAMBRIDGE CANTERBURY . . . CHESHIRE

### TSSC AREA NEWS

#### Bucks South Continues

crash in the Malaysian race. Such a shame as he had all the making of being a World Champion at the top level.

Motorsport is dangerous, so if you are involved at any level, please do take care.

Depending on when you read this, you may well have a very short time to attend the South Bucks Christmas dinner! We are finalising a date, and looks to be either **Saturday 3rd or Saturday 10th December** at The Squirrel. If you haven't attended a meet or on my text list and you want to attend, please do contact me and I will confirm the date.

**Tues 13th** is the Ace Cafe run if you are up for a run, please let me know.

The last monthly meet of **2011** is **December 21st** at The Squirrel, Penn Street.

Well, I hope you have written Santa a long list and he tries his level best to meet your challenges! On a serious note, may I take this opportunity to wish you and your family and friends a Very Merry Christmas and a healthy, happy and peaceful **2012**. Take care,

*Carl*

**CAMBRIDGE** Tel. 07764 324345  
e-mail: [kevin.rochfort@btinternet.com](mailto:kevin.rochfort@btinternet.com)

Apologies for the lack of Area reports for the last few months, I've been a bit busy helping the RAF with the Libyan war effort, now it's over I can get back to my Triumphs.

The usual bunch of suspects turned up for the November meeting. We spent a lot of the meeting discussing the repairs to Toby's Hurricane following his accident on the CT 10CR, apparently it needs a total respray, so he has a choice of colour, my vote is BRIGHT yellow, bright enough to out yellow Vinny.

Date of next meeting - Monday 5th December, 8pm onwards at the WOK 'N' GRILL in Trumpington, Cambridge. Large table booked for 8pm, bring your Wives, Girlfriends, Partners etc.

Dates for **2012**

Normally the **1st Monday** of the month, if it's a bank Holiday, then may be the 2nd Monday! 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP

Future meetings - **9th January, 6th February, 5th March, 2nd April, 7th May TBC, 4th June, 2nd July, 6th August, 3rd September, 1st October, 5th November and 3rd December.**

*Kevin*

**CANTERBURY** Tel. 07810 438074  
e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)  
[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

A cold Autumn evening saw a goodly turnout, but not many Triumphs; most being tucked away for the winter or laid up with assorted problems.

So it was that 13 of us sat down with friends and partners for a "proper" meeting in the Culloden room in "The Duke"

First, and most important, item on the agenda was our club response to the sad death of Dennis, long time club member

from Ramsgate. Some members remember Dennis from as long ago as the 80's and so he had become an integral part of our club scene. It was proposed that a donation from club funds to the charity selected by Dennis's family was in order and this was agreed in short order. Funeral dates and times were announced and I am sure there will have been a good turn out by the time you read this in The Courier. If you would like to make a personal donation, the charity is the MND association: tel. **01604 250505**

We were going to discuss our end of year charity donation, but under the circumstances, we decided to postpone that for another time.

Charles spoke briefly about the arrangements for our Christmas dinner / bash. As usual, we shall be holding this in **January** when the frantic round of family and work events have all been and gone. Venue will be the Clifton hotel in Folkestone on **14th. January 2012**. Cost is £15.50 per person and Charles is negotiating B&B rates for those who would like to partake of Kentish ales.

We moved on to talking about next year's events and calendar. Firstly, Steve agreed to investigate a joint "Drive it Day" event with the West Kent branch which met with general approval. Diane kindly volunteered to keep on top of all the events and liaise with Bob on keeping the web site up to date. It would be nice to highlight events which members are attending so that others can join in. Obviously, we can't attend them all as there are just so many, so some judicious sifting needs to be done. More later, as this is a work in progress.

I think that the club runs and events organised by the members have been fantastic this year and I would like to see one a month for 6 months during the season. Jerry floated the idea of a run to National Trust properties, and I will be investigating The Shuttleworth Collection as a potential destination. So if you have an idea for a run or an event, don't keep it to yourself!

Next up, Bob spoke about some possible web site improvements, including a forum for technical issues.

While all agreed the idea was sound, it was felt that this was covered by TSSC (and other) websites and that no action was necessary at this stage.

Finally, the thorny issue of AO for next year. A dreadful silence met this announcement! As there were no volunteers, I guess it's me again assisted by everyone else.

That's all for now. The contact details are the same if you need to get in touch.

*Phil R*

**CHESHIRE** Tel. 01625 425845  
[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

This issue of the Courier should reach you at the start of December, so it's the right place to wish you all a Happy Christmas. New Year wishes will follow in the next issue! If my memory serves me correctly (unlikely after all this time) when I was a young lad my Father used to do all his Christmas shopping on the afternoon of Christmas Eve.

A far cry from the current situation where we seem to start shopping in the middle of summer.

A small contingent wended its way down to Stoneleigh on the 23rd, in order to attend the Restoration Show. A route round to the other side of the entrance was prepared in case the organisers repeated their previous effort and had a queue half way round the county. On this occasion, we were waved past the

## CORNWALL . . . COVENTRY



### TSSC AREA NEWS

## EARLY DEADLINE

**FOR JAN AREA NEWS. COPY IN BY 6TH DECEMBER  
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normal entrance and parked in a large field a bit further down, followed by what seemed like a long walk to the entrance gate. It all seemed worthwhile after a fair pile of bits was purchased, including a fibreglass front valance for a Vitesse (or, a Herald with Vitesse bumpers) and a large heavy piece of Triumph 6 cylinder engine which included a water pump. If I mention that transport was by small Peugeot then it shouldn't be hard to guess the driver's identity. Roger was also at the show but our paths didn't cross.

While Paul's Vitesse and Hark the Herald haven't progressed much in the last month, Richard came in and showed us a photo or two of a Herald chassis with nice new outriggers painted in Valencia Blue Hammerite (a mixture of green and blue I think) and demonstrated the capabilities of beer spillage afforded by a rapidly rotating laptop. Included in this magic lantern show was a picture of the dexion frame constructed to allow the boot outriggers to be welded back on in the same place as the original rusty ones (the ones with the chalk marks left by the tinworms). I didn't have the luxury of old outriggers in the case of Hark the Herald, just the new ones welded on in the wrong place. OK, there's a spare chassis leaning against the garage wall, but there isn't any dexion.

Richard fulfilled my wildest dreams by bringing along the two front springs from his Herald Estate (and a tape measure!!). Also included in the package was a pair of disposable rubber/vinyl gloves so the ever so slightly oily and rusty springs could be handled without soiling the delicate paws (the pub table was protected by a plastic bag). These springs measured approximately the same as the one spring I have which is known to originate from a Herald, but were of different lengths (by ¼ of an inch).

Three members turned up in club cars this month (as the weather, specially ordered for meeting night, was somewhat more clement than last month). There was also talk of the demise of a supplier, but the web site was still operational (is operational as I type).

Our next meeting is on **Thursday 1st December** at the Cock and Pheasant. Usual start time. It's also time to think about activities for next year, and whether you want the current organiser again. I just looked at how long it is since Clare handed the reins over to me, and I ran out of fingers.

*Henry*

## CORNWALL

Tel. 01726 851687

Well we have put the clocks back the hour, we are now drawing in the darker nights and all our minds are now heading to the great family time of Christmas. So we have come up with a kind of review of the Cornwall year.

January - March. This is a fairly quiet time of the year and apart from our monthly meetings for the last few years we have all met up in January for a Sunday lunch and a game of Cornish skittles at Country Skittles. Great fun is had by all and we are already getting people asking for details of January 2012, it looks like a new Cornwall tradition has been born.

April - June. We started off with our combined Drive-it-day with the Devon Area, TR Register and Stag Club when we all headed off to Morwellham Quay, we had around 30 cars turn up, and we all received admiring glances when we were all parked up, and on the journeys to and fro. In May we had lots of activities including the Isle of Wight Camping Weekend, Meet & Greet at Route 38 and the beginning of all our local shows. Finally in July we had the well known Cornwall

Camping Weekend which took place in St Ives with started off with strong winds and heavy rain but as the weekend progressed the sun came out and the temperature started to rise.

July - September. During July most of our weekends were filled with the local shows which included Padstow Steam Show, Powderham Castle, Wadebridge Wheels, Boconnoc Steam Fair and many many more. In August while most were having their family holidays three of us joined in with the Devon area and the long convoy that headed up to the Stafford International Weekend. Finally again in September we all went back into our busy weekends with the shows and other events including Route 38 Meet & Greet, Beaulieu Auto-Jumble and Swanage Show.

October - December. Now we have come to the last three months of the year, in which life has quietened down again, the shows have stopped and we are starting to relax a little. Apart from our monthly meetings we are hoping that a new tradition is to start with the first this year being Mike & Claudia's firework party. Next we come to our annual Christmas party which this year is taking place on Saturday 3rd December at The Falmouth Hotel. On Thursday 8th December we are having our monthly meeting which is going to include a Christmas drink. Then finally on Sunday 11th December we are having a meet & greet at The Victoria Inn, Roche meeting 11am and all our welcome to come and join us for there wonderful Sunday roast afterwards.

Finally all of us down here in Cornwall wish all of you in the club a Very Merry Christmas and a Happy New Year. So lets hope during 2012 with all the events taking place that we may all meet up with other members of our big family, and share our stories.

Our first meeting with be **Thursday 12th January 2012** at The Hawkins Arms, Zelah and we hope to see lots of you there.

With Christmas Wishes to you and your families,

*Tony and Helen.*

## COVENTRY

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October was a bit of a quiet month, but we still managed a few trips out in the "Smiffy Spitty", starting with the Heart of England meet at the Griff on Sunday the 9th, which turned out to be nice and sunny lunch time, approximately 40 vehicles in attendance of which only 4 were Triumphs, which was unusual, never mind still a lovely couple of hours in good company.

Sunday 16th it was up to Donnington for the MG and Triumph day, nice to meet up with Roger and Helena and friends from North Wales, picked up a few bits and pieces and shared a couple of bottles of wine with them, next time we will remember to take some ourselves, we were joined later by Pete Martindale in his Tahiti Blue Spitfire after he had finished his marshalling duties for Jaguar at Stoneleigh, again the weather was lovely and dry with a fair few sunny spells, returned





## TSSC AREA NEWS

### Coventry Continues

home the scenic way across country with a little stop for refreshments.

Sunday 23rd saw our first "DALOS" day (Drive And Lunch On Sunday). What a glorious October day it was, we met at The Sparrow at Ansty at 12.30 and had a lovely drive through the leafy lanes of Warwickshire and Leicestershire arriving at Wood Farm Brewery for lunch at 1.15pm. There were 7 of us in total, the meal was excellent and at only £6.95 terrific value, nobody had a complaint about anything, the beer was superb as well, a great drive, great food, great beer in great company. Highly recommended for Sunday Lunch.

November 1st meeting at the Bull and Butcher Corley Moor a cold but dry night which saw 2 Spitfires and a Herald convertible with their tops down, there was 12 of us in total, again a very jovial meeting.

Great news we won a £25 voucher in the TSSC monthly draw. It was decided to put the vouchers (along with others we had already won in the past) totalling £60, towards the purchase of a feather flag and pole for the area.

Bookings were taken for our Christmas Party Dinner which will be on our next monthly meeting on the **6th of December**, anyone wanting to join us we must have your names and choice of menu by Monday the 28th November at the very latest. The cost being £15.95 per person. We can email the menu if required. Dress Festive.

The next "DALOS" day is on Sunday the 20th of November. Because due to prior commitments a number of members could not make the last one, so it was decided to repeat the same venue ie :- Wood Farm Brewery at Willey Nr Rugby. We will again meet at The Sparrow, Coombe Feilds Road, Ansty ready to leave for 12.30. Those interested we need your names by Sunday the 13th November which is the same day as the next Heart of England meet at the Griffin Inn, Bedworth. If the weather is bad the event will still go ahead, but you can come in your every day cars.

Just a reminder we have negotiated full trade discount with MVC (Motor Vehicle Components) Oban Road, Longford, Coventry, for all members of the TSSC and Heart of England on production of your membership card of either Club.

It was also decided we should go to the TSSC open day on **Sunday 4th December**, those interested should meet at the hotel by the Frank Whittle Island (the one with the jet plane) Lutterworth at 10.30am to drive in convoy the rest of the way. Pete Martindale informed the meeting of a petition on the web to extend the Road tax exemption to 30 years it would help if everybody went on line and signed, if they get enough then parliament has to discuss the matter. Just type in petition183.

If you want tickets for the dance at Bulkington Working Mens Club on the **3rd of December**, Roger Perkins will have them at the Heart of England meet at the Griff on the 13th November.

Well that's about all for now, keep them Triumphs running throughout the winter. Regards

*Phil & Lyn*

## EARLY DEADLINE

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

## COVENTRY CUMBRIA . . . DEVON

### CUMBRIA

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

Today Ray and I had a run out to find another suitable venue for us to meet in the South of the county and we found one at Spark Bridge. The owners are willing to give us a private room, food is very reasonable priced as well. Although it is now November we had better weather for the run out today than during most of the summer.

A warm welcome to the club to two new Area members this month, Paul Stubbs from Dalton-in-Furness and Andy Norris from Carlisle.

There are seven confirmed cars from Cumbria going to Le Mans in **July** next year. Anne and I, Alick and Jim, Mike and Ester, Trevor and Barbara, Dave and Sally, Ray and Des and Carol. Hope we get the same weather as last time.

At the last meeting the **December** meet was pencilled in for the **last Sunday in December** at the Ratty Arms. Looking at the calendar that day is Xmas day and the following Sunday is New Year's Day. At the time of writing this news, first week November, I am not sure that any of these dates are suitable. I will therefore email all those who regularly attend the meetings nearer the time when things are sorted. If you don't hear from me but would like to come along, please email me.

Safe motoring

*Ray*

### DEVON

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October Club Night at the Star saw quite a few Triumphs in the darkening car park – oh how I hate winter nights – and three of those had travelled from Cornwall. It was lovely to see Colin's 2000, Tony's Vitesse and Carol's Spitfire join the Devon cars there. New car on the block was a pretty tidy Vitesse which Steve & Lisa have just bought from Malvern. An interesting Wedgewood blue car, low mileage and first bought in Teignmouth from County Garage, and Devon registered. The car was inherited by Worcester Area TSSC member Mr Roberts in Malvern when his father died so, like my 13/60, it has been in the same family from new. Setting off down the M5, there were initially a few coughs and splutters but then she ran smoothly and the only problem was that Steve couldn't turn the heating off and had to drive all the way with the windows down! She is now back in Devon where she was first registered and is getting some TLC. The pub was heaving with TSSC members, and despite our numbers they always make us very welcome. I know it seemed premature, but we talked about some of the things we plan for next year, our annual trip to the Isle of Wight which gets more popular with Devon members each year, and some members were rash enough to volunteer to organise some of our monthly outings. Thanks, Allan & Jackie, Marc and Colin. With Jane & Peter with us from the TR Register we had some initial thoughts about our Drive It Day outing in **April** – more details later.

Dan and I took a trip up to North Devon on one of the few decent days in late October, to meet up with Geoff in Croyde. He has a 1965 Spitfire which he has owned since new, and has generously donated spare parts which we are grateful for.

We struck lucky again with the weather for Ray & Wendy Sweet's Treasure Hunt at the beginning of November. Nine Triumphs and four moderns met at Crediton Leisure Centre to take part in the 2nd Chris Glover memorial event. It was lovely to see Maurice and Mary each bring a Triumph, Mary with the 1500TC and Maurice driving the Spitfire which had belonged to Chris. Youngsters Robbie and Lucy made a good



attempt to take over the Spitfire and we hope will continue their interest after the age of three or so. The Sweets set a cracking set of clues, exercising our minds not only on the anagrams but some fiendish clue finding too. Finishing at the

Three Tuns at Silverton, we all somehow fitted into the pub and enjoyed a good meal. We held a small raffle for the British Heart Foundation, raising £37. Our scores varied widely from a lowly 25.5 for the Ka Girls, to Dan & Co's winning score of 56.5. In second place came Alice, assisted by Helen & Rob, John & I were third with the Treleavens fourth. A big thank you to Ray & Wendy, but we gather they enjoyed several meals out trying various venues – hard life!

#### Coming Up in December

By the time you read this, those who booked early enough will be enjoying our Christmas meal. We have however decided **NOT to meet on Sunday 4th**, our usual Sunday, but instead we will be supporting Cornwall Area's Meet & Greet at the Victoria Inn at Roche on **Sunday 11th**. The idea is to be at Roche for around 11am, so we will pick up members at Route 38 on the way, at around 10am. Hope some of you from the borders area will be able to join us.

We will meet as usual on **Wednesday 21st** for Club Night at the Star Inn, Liverton, and North Devon members may like to ring Steve Wilkinson (07968 702611) to see where the sub group will be meeting on Thursday 9th.

Looking ahead to **2012** – our **January Sunday** meeting will be on **Sunday 8th** – we thought there may be too many sore heads to have it on our usual first Sunday! So, on **Sunday 8th** – we will meet as usual at the Smugglers Inn, on the Dawlish to Teignmouth road for a carvery lunch, after which Allen & Jackie will have a short run for us. After that, we will revert to the **first Sunday of each month**. A plea please to all members coming to a **Sunday** outing PLEASE let us know at least a week before so we can make sure there are enough spaces booked at the various hosteleries we visit!

The shortest day is only weeks away, and that means the Christmas celebrations too! We wish all our Devon members a very happy Christmas and hope your Triumph(s) get everything they need from Santa – or failing Santa – the TSSC Shop!

#### DEVON DIARY

**Sat 3 December** Christmas Meal at the Dartmoor Lodge

**Thursday 8 December** North Devon meet Ring Steve (07968 702611)

**Sunday 11 December** rip to Victoria Inn Roche

**Wednesday 21 December** Pre Christmas Club Night at the Star

**Sunday 8 January** January Run and lunch (note date)

*Sue & John*

Hope you have all been good boys and girls this year and have your parts list ready to send to Santa. I have got my list ready, I am not sure about the good boy bit, but I can hope.

We had our AGM and I am afraid you are stuck with me writing these reports for another year as I was re-elected as Essex AO for the fifth year, you have been warned, there is more to come re my exploits with the Mk4 spit project (wreck) I have bought and on the club side the winter programme is now out for those brave enough to risk the weather, there will be a mix of classics and modern car on most of the winter runs depending on the weather and peoples repair schedules over the winter.

My Office - I now have the Spit project at the house and on close inspection the tin worm has got more than I thought so I have decided to break it for spares and turn the back end in to a trailer, any one looking for parts for a Mk 4 Spit give me a call, some of the bits are going to be cleaned up and put on my Spit and the rest will go to the scrap man. Has any one tried building a trailer from a Spit that can offer some advice?.

I will no doubt keep you all up to date on how it goes over the winter as next year with Joe now at work and college training to be HGV Technician, he may not come out so much, which means we can go down to one car and I am hoping to have the trailer ready for camping weekends watch this space.

Out and about - Duxford all triumph day.

Another gorgeous sunny day and a good turnout to make the



most of it. Those out to play today were The Hills and Lucy's friend Caroline in the Herald, The Eustace's in the Spit, The Cockburn's in the newly MOT'd (at last ha ha) Vitesse, The Wings plus Ben in their Vitesse, Sue, Stuart, Mark and TJ in the Herald, Dave in the Stag, Kevin in the Herald and Chris in the Vitesse. We had a nice run up to Duxford but I was out-voted 3 to 1 on having the roof up, well it still was a bit chilly so I didn't complain too much. When we arrived there were already quite a few cars on site so we were in the second row. This was ok as we could then be all in a line and have a big camp. We abided by the rules and bought a cuppa rather than getting the cookers out, well, for the first one anyway. Everyone then went their separate ways for a walk round the many exhibits on show. A bigger number of toot stalls were here this year and John managed to spend some pocket money, some good bits of trim that he had been after for a while. All were kept entertained by various planes that were taking off. The best was the 'Memphis Belle' B17 - Flying Fortress, it went up about 5 times during the day doing passes of the airfield before coming in to land. Another unusual plane up and running was a Catalina Flying Boat. We returned to camp at various times throughout the day and wondered where Dave had got to. He finally came back to tell us that he had been on a flight in the Dragon Rapide Aeroplane. He said it was good but very shaky and rattly, bit like a Triumph then. The weather definitely brought out some cracking cars. A lovely black Vitesse Saloon stood out, it's been the subject of a 7 year restoration and only completed a few weeks ago. Another one that caught the eye was a Peerless, not strictly a Triumph but with TR under pinning. It



## TSSC AREA NEWS

## ESSEX

### Essex Continues

was also in the best colour, Signal Red of course. As usual there was loads of cake on offer, Graeme and Pauline supplied a Jewish Bun Round that was gorgeous. It was covered in icing and syrup. We were sitting there fit to burst when out came Lesley's offering, Chocolate Cappuccino Cake. They all still managed a bit. made the most of the good weather, not leaving until about 5:30pm. The rout home was a different way, enjoying a nice top down drive through the countryside rather than on the motorway. Arriving home just before 7 'o' clock as it was getting dark very quickly, first time John had used the headlights coming home from a show. A very enjoyable day.

Canvey Bus Museum Show.



Rain, rain and more rain greeted us early Sunday morning. Not to be put off we still got on with the job of going out for the day. Well, it was the last outing of the year. We met the other brave souls at our meeting point on the A13. Those out today were John, Donna and Lucy, Graeme and Pauline, Janet and Joe, and me, and out for the first time Lesley and Ray in their Herald 1200 Convertible. Nice to have you out and about with us and good on you for braving the elements. Nice car as well. Once again, on arriving at the show we were directed to the space saved for TSSC Essex. I don't know how we do this every year because we book as single entrants, not as a club. We don't mind of course as they save us a nice big space. As soon as we arrived the rain petered out and didn't bother us again. In the end it turned out to be a nice day. There were a few foot stalls over in the museum but as it's a bus museum most of the toot was bus related. I did get some shiny bits for the Spit though I think. A few of the gang had a go on the tombola, Graeme won a nice set of bath salts which will no doubt make a nice Xmas present for someone. There was, surprisingly, due to this morning's weather, a lot of cars on show. The back field of the school was used as well. As we were parked right next to the entrance we had a good view of all the cars coming in. A lot of them bottoming out over the speed hump. Lots of concerned faces from the owners when they heard the sound of scraping exhausts. Today we were celebrating my birthday and Janet had gone to town baking cakes. I think there were five different types, I can't recount what they all were but the carrot and walnut seemed to go down the best. We had a bit of trouble lighting the birthday candles so in the end we had to pretend, less of a fire risk. So, that's it for another year of shows. No doubt there will be lots going on in garages over the next few months to get ready for next summer. And the winter list will be out soon.

Club day AGM - A very good turnout saw 25 of us in our usual corner at the Halfway House. It must have been something to do with the weather. Gorgeous sunshine and a lot of Triumphs in the car park. Typical, lovely weather and Janet's TR is not well never mind. Eats and drinks were first on the agenda and once that was done it was on with the AGM. I gave us a run-down on all that we have been up to this year. 30 odd shows I think and other numerous trips out. The voting in for the coming year was done and everything is staying the same. I am to



continue as A.O., John will be carrying on doing the shows and the website and Cheryl will be keeping the books. We then had 'any other business' which we discussed the Fun Run we did earlier in the year. Everyone said they enjoyed it and would like to do it again, there was a big thank you to John for organising it. He better get his maps out for next year. Also we had some ideas aired for trips out during the winter. One possible mentioned was a run over to Tip tree Jam Factory. They have a museum there and of course a tea shop to sample jam and scones. If anyone has any other suggestions please let us know. Last but definitely not least the 'BREAKDOWN VEST' was handed over to its new custodian. In case you didn't know, Ian broke down at Battlesbridge, sorry mate had to tell everyone again. So, now all the cars are mostly staying at home for the winter it's most likely that he will have to keep it until the summer. AGM over and it was back to chatting, drinking and birthday cake. Life begins for Donna on Friday and so we had cake, candles and a sing song. Birthday wishes to Joe as well for Saturday. Driving lessons are on their way.

Knavestock - The first event of the winter program

A hardy few met up at the Halfway House at about 9.15am, a later start made even better by the clocks being put back the night before. Two brave Triumphs, both with hoods down were Lesley and Ray in their Herald, and Ian and Cheryl in the Spitfire, the rest of us, Graeme and Pauline in their Beetle and Janet, Joe and myself in the Honda. So 9 of us in all set off on the short journey to Knavestock. We arrived in decent time and parked up in the field for those of us in plastic cars and the other two went into the display area. Then off to the auto jumble and a good rake round. The boys all enjoyed that, the girl's had a look at the auto jumble and then headed inside for a coffee and chat. There were quite a few cars on display and the weather was kind to us so we had a wander around the cars and after a bit the girls decided to spend the rest of the morning chatting, while the boys gradually bought back their items for the girls to look after. I bought a tow hitch that will be put onto the Spitfire trailer at a bargain price, I also found and a couple of workshop manuals for my collection. Joe got a book and a thingy for his Mini ?? Don't know what it was but it was only 50p. The rest bought bits and bobs, Janet got a Kojak model car for my Kojak model car collection with all the bits for a fiver, so she now has a complete car and several with bits missing. But can't recall what. It was soon half past 11 and time to set off to the Toby Carvery at Brentwood. I got a text from John to say they were already there and how many of us were on our way. On arrival at the carvery it was queuing outside, couldn't see John, so phone him, they were inside with a table for 14, so adding to our number at the pub were John, Donna, Lucy, Steve and Maria. We headed inside to find them waiting and were shown to our table. I don't think the queue was very happy. We all then had a very nice meal and a good chinwag before heading off home.

A successful start to winter 2011-12



## HANTS & BERKS . . . HERTS & BEDS ISLE OF WIGHT



TSSC AREA NEWS

Up and coming

**Dec 3rd Christmas** dinner and dance TSSC HQ

**Dec 4th** TSSC HQ open day

**Dec 18th** Essex Christmas dinner and club day  
"hope you have booked"

**Jan 2nd** Whitewebbs auto jumble and lunch  
in the Plough pub

**Jan 15th** club day Halfway house 12:00

**Jan 29th** trip to the secret nuclear bunker followed by lunch  
Birthdays Lady Chris (in Spain) on the 4th Caroline Dale on the  
10th Alan Davis on the 11th Grace Jackson (from over the water)  
on the 14th Sue White on the 29th (as special one for Sue)

*Allan*

### HANTS & BERKS

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As I write this we have 13 booked in for the Christmas meal at the Crooked Billet on Tuesday 6th December, I'm expecting a few more to book in from the Club Triumph meeting that I attend at Mytchett so we should have a good crowd at the bash. If you haven't booked but still want to come you need to contact me urgently to confirm and let me have your menu choices as I have to get the details in to the Crooked Billet in advance. I intend to give them the final choices on Friday 2nd December so I'll set a cut off of 6pm on Friday 2nd.

Menu choices are:-

**Starters** • Homemade Roasted Parsnip & Carrot Soup with Herb Croutons • Prawn & Crayfish Cocktail • Breaded Brie with Cranberry Dip • Game Pate with Onion Chutney and Toast

**Mains** • Roast Turkey with the trimmings • Beef casserole in Mulled Wine • Salmon Fillet with Dill Crème Fraiche • Lamb Shank with Rosemary and Redcurrant sauce • Vegetable Wellington with Mushroom Gravy (All served with Roast Spuds and Fresh Veg)

**Puds** • Christmas Pudding with Brandy Sauce • St Clements Sponge with Fresh Cream • Eton Mess • Raspberry Cheesecake with Mixed Berry Coulis • Cheese & Biscuits  
Price is the same as last year at £17 for 2 courses, £22 for 3 courses.

Also if you are coming along we will do the equivalent of a secret Santa combined, have a Christmas version of the naff raffle with some extra decent prizes as well, purchased from area funds. Therefore if you are coming along please bring a gift wrapped prize, the more naff, embarrassing or comical the better as we'll expect them to be opened on the night! We'll make it so that everyone gets at least one present, if you are lucky you may even get two!

On the Area Organiser front, Alan Fulbrook has agreed to take over as AO if no-one else wants to do it. Do however come forward however if you want to give it a go, it would be nice if we had several people all wanting to be AO and be forced to have a vote, realistically though I don't expect that to happen so welcome to your job Alan!

That's all this month,

*Andy*

## EARLY DEADLINE

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

**HERTS & BEDS** Tel. 01582 750943  
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Hi folks not been a busy month so little to report. We had a fair few turn out for the TRGB jumble, being Pete, Stuart, Bradley, Maurice, Tony, Malcolm, Me, Jim, Chris, Valerie, Jill, Charles. Some made a run of it and managed a full English breakfast in St Ives with a walk around and take view of the river and swans from the old bridge.

Doug chugged up from London to my house to find a burnt exhaust valve, so he's now back on all 6 after some rapid remedial work from Me and Ray including some labour intensive tutorial for Doug.

The Area Christmas dinner for the **9th Dec** at the Anchor PH should now be paid for, or you go hungry !!!

To date we have 25 names paid up, still a little space left over, let me know if you wish to join in. (be quick)

Due to Christmas having a clash with our **December meeting date is cancelled** so the next is **January 23rd 2012**

I will report on the AGM next time when we know the outcome ...in the meantime thanks for your support and interest throughout 2011 its been quite a eventful year and with some new idea's hope next year will be even better, so I wish you all a Merry Christmas and a Happy New Year. Regards

*Peter*

### ISLE OF WIGHT

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Wishing you all a Happy Christmas and a Happy New Year. Cold and dark, must be December then! The old Triumphs are still seen daily on the Isle of Wight, in fact last weekend we took our Vitesse for a run out along the coast road, top down, Rebecca and Alex in the back – they said it was a bit drafty, but all in all very enjoyable, they especially liked the hot chocolate stop.

Last weekend was the Halloween Fancy Dress Run hosted by the MG Club, this weekend is the Skittles Match in Newport and I am sure there will be some fireworks to be seen somewhere. Our Area meeting night on the 21st November will hopefully have been successful in deciding where will be going for this year's Christmas meal.

This month there will be the annual collection in Newport for the Hospice on the **10th**, meeting night on the **21st** and of course the mince pie run on **Boxing Day** please see our website for more details [www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

If you can't make it this year do come along on **Monday 16th January** to the first meeting of 2012 at the Woodman Arms in Wootton you never know who you might bump into!

See you all soon, regards

*Tracy.*



## WEST KENT . . . LANCASHIRE LEICESTER & RUTLAND . . . LIVERPOOL

### TSSC AREA NEWS

#### WEST KENT

Tel. 01732 743747

[www.freewebs.com/tssc-west-kent/](http://www.freewebs.com/tssc-west-kent/)

This month's meeting was somewhat strange, it was originally planned for three of us to get our cars MOT'd at a local garage with other members invited to view. Two of us turned up, Del and myself, Rob Garret having phoned to defer his appointment. Strangely we sat outside the garage for 15 mins waiting for the owner to arrive, so after finding his number I gave him a quick ring only to find that he had booked us in for the following night.

After a quick discussion Del and I agreed to return then. By this time Anne and Colin had arrived to view the MOT's being carried out, so we all adjourned to the Cock Horse for the remainder of the evening where we were joined by Tony. Del having returned home to a family event. So that was the sum of the evening, 4 of us talking cars and next years programme. A few ideas were bandied around including a possible Spitfire 50th Anniversary Run and I agreed to speak again to the Manston Spitfire Museum about using their facilities again next year.

Speaking to Glyn the Landlord of the Cock Horse about our annual dinner, he is still waiting for details of the menu, although the cost has remained at £19.95. We are thinking of the **3rd Friday in January (the 20th)** as the date for this which I will confirm at the next meeting, and on this blog.

As no one else seems interested in running the Area rather than leave the Area without an AO I have decided to continue next year but will need some help in arranging runs, shows etc as I expect next year to be very busy personally, so volunteers would be greatly appreciated.

And what of our MOT's? Well Del and I went back to the garage the following evening and had both our cars MOT'd and I am pleased to say both passed and for only £40 each. This was the first time I had seen Del's Spitfire exposed on a ramp and the quality of his restoration is excellent. Mind you, I did manage to find a couple of paint chips!!! The owner of the garage Nigel Meeson is very sympathetic to Classics and we can recommend him to members of the area.

*Steve*

#### LANCASHIRE

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Octobers meeting was quieter than last month with about 10 members and a couple of new guy's who turned up to check us out after speaking to TSSC staff at the Donnington Park show. Dick Bradley owns a TR6 and his mate Paul Wilson owns a couple of other classic marques, both of them by their own admissions are confirmed 'petrol heads', and chatting to them I do believe they are. The nights quiz was won again by Mr Petty, there must be someone out there who can take him on!!!!. During the evening it was mentioned if there is going to be a weekend away early next year similar to the Llandudno event we did this year, so ideas please.

On the 3rd November we did our run through the Blackpool illuminations which was really well attended this year with 10 vehicles (including the MG), it didn't quite go to plan at the start, with a couple of minor breakdowns, Brian had a fault with his lights (new fuse....sorted) and Dave and Becky's Spit decided

it didn't want to start (fiddle with the wires....sorted), and then once we got under way the unpredicted rain came down quite heavily causing those of us with the tops off to take evasive action. The rain subsided (mostly) for our stop at the northern end for fish n chips, but next year I think we will go for the sit-in option. But thanks to all of you who came on the night, let's see if we can make it 20 cars next year.

By the time you read this our Christmas dinner will be but a couple of weeks away, if you're not booked onto it,.... you are too late!!!. And a reminder that **we don't hold a meeting in December** as it would fall between Christmas and New Year. So, if you aren't coming to the dinner dance may I wish you all a merry one, and as usual I will keep in touch via email.

That's all for now.

*Kevin*

#### LEICS & RUTLAND Tel. 07774 276564

After last month's epic reports, back to writers block, or is it just the long dark nights that drain the enthusiasm.

The Autumn National Show at Donnington turned out well for our members who were asked by the club to display their cars on the club stand. The TSSC won best Triumph display and four out of our five cars won awards for best Triumphs. Only Chris missed out due to there being no class award for GT6's.

Over 30 members and family turned up at Chris and Erica's country estate for the BBQ and fireworks evening. Members turned up with a large assortment of fireworks, both large and small and after a tour of the house and grounds we all assembled on the patio to watch our display. Neighbour's had been warned, horses removed from the paddock and suitable equipment set into the lawn to display the fireworks. Andy and John volunteered to light the fuses and did a grand job in keeping things moving nicely along and apart from one rocket just missing mine host, no report of any accidents. John turned up next morning to help in clearing up spent fireworks and the large rocket sticks from farmers fields. It was quite windy on the night and rockets were going in all directions. The area provided the food for the BBQ and with members adding to it, no one went home hungry. Great evening and thanks to Chris & Erica.

Due to a family bereavement I was not able to attend this month's meeting and so the AGM has had to be postponed until January, but the Table Skittles and supper carried on. 31 members battled it out in pairs (Stuart played with himself) over five rounds of skittles and the scores were close. The winning pair were Andrew and Paul with a score of 83. Highest man was Paul with 47 and lady was Jean with 39.

Good supper once again and we look forward to our Xmas club dinner at the same venue.

Can I remind members that there is **no monthly meeting on Tuesday 6th December.**

*Dave*

#### LIVERPOOL

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Hello again, It's been a busy time for the Liverpool Area, not least with us moving to our new website, you can now find us at <http://www.triumphliverpool.com>, with our email now being [triumphliverpool@gmail.com](mailto:triumphliverpool@gmail.com), so please update your Bookmarks folder. Hopefully this will be the last such change we'll have to make regarding our online presence. So what have



## TSSC AREA NEWS

we been up to since our last news?

We had a visit from Ben Broadbent at our September meeting, this time he was wearing his Club Archivist hat and he brought along a selection of fantastic period brochures and paraphernalia about our cars. What was striking was not just the range of cars Triumph produced, but how they evolved over the years. Fascinating stuff, so thanks to Ben for his time bringing himself over.

Moving on to October, we had a great run out to the Moaldsworth Motor Museum in Cheshire. If you haven't had the chance to visit and don't live too far away, it's well worth having a look. It's housed in a disused 1930's water treatment plant (sounds glamorous I know), and is filled to the rafters with every kind of automobilia imaginable. Some of the cars on show were equally as fascinating, mainly Vintage as well as Classics too. We were lucky with the weather as either side of the Sunday was wet and miserable, the drive out was unseasonably warm, the return journey not so as the clock's had gone back the night before and it rapidly went dark quicker than we thought it would. Dave left his (not so) Modern in the Derby Arms car park, and nimbly hopped into my Spitty. He commented how comfortable he was and how well the car handled, which was a bit of a surprise due to the rate I was throwing it around Cheshire's finest lanes. We all stopped off for a Sunday roast before moving on to the Museum, on the way back we made sure we had a little \*ahem\* comfort break. All in all, a fantastic day!

By the time you read this, we will have also had our Christmas night out, this year we are making up for previous years by getting ours in early. Oh, and there won't be a slice of Turkey in sight as we amble around Liverpool's China Town.

On a more official note, we distributed the Tool Pool list at our October meeting, if you haven't got one yet, please ask as I carry them with me to our meetings. That's all for now, see you next in 2012 with some exciting events in the pipeline, have a great Christmas!

*Alex*

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

**Newsflash Newsflash**  
**We are back at Barton Aerodrome!!!!**  
**Airfield Lodge**  
**M30 7SA**

**For Manchester Area Meeting Tuesday 6th December!!!!**

Frank and I went to speak to the new landlords who kindly showed us around, it has been re-furnished and looks quite the business now, I know many of you have found it difficult to get to the Bolholt Hotel and there are one or two I haven't seen for a while. So I hope going back to Barton will encourage you to attend your local meeting again. As long as we service the bar by buying drinks and some food (they stop serving food at 8.30 & drink at 11.30) we can enjoy the room at no cost plus they have also waved the car park charges so it is Free now for the first 4 hours.

All the details are on the TSSC Manchester Area Website. We held our End of Year Bash at Wyreside Fisheries in October, with a mixture of caravans and B/B on sight. The weather didn't let us down, it poured down all weekend but that didn't dampen the spirits.

We set off Saturday morning winding through picturesque villages (through the mist) in the Lake District to

## EARLY DEADLINE

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

Lakeland Motor Museum near Windermere, the museum is packed with historic vehicles of all kind including an excellent display of Donald Campbell's land speed record breaking car Bluebird, thanks Steve (Dr Noo) for organising a great route as usual and it was good to see Nic and baby Catherine (our youngest ever member) and that wasn't the end of an exciting day Oh no!! Kes n Ler dragged their oh!! So devoted husbands around the mega shopping centre of Morecambe??

Finally we all arrived back at the fisheries to dry out and get ready for dinner

Saturday night Jez & Debs, Mark & Tracy, and Pete & Janet karaokeed the night away, some preferred to get an early night or some just enjoyed an night cap or 3 back at the caravans where you could romantically listen to the rain and wind or the sounds of the karaoke drifting on the breeze.

We had a good weekend and I think the general opinion is we will have to do it again next year.

The Area Meeting in November was a bit low on numbers with only 20 members present I received quite a few apologies from members either not well, work commitments or just not able to get to the venue and I thank you for that.

We did discuss some of next year's events (especially those that are booking critical)

Dates to have a think about next year 2012.

Event City **24/25th March** indoor Trafford Centre

Prescott Hill **19/20th May**

Spa **25/27th May.**

Le Mans **7/9th July.**

Tatton Park **2/4th July.**

Wales week **4/11th August** cottages/BB

(need to book A.S.A.P)

Manchester Area Event **August Bank Holiday  
or 2nd weekend September. T.B.A.**

We also need to think about the Area BBQ, Dales, weekend, Robin Hood and The Peak weekend.

Phew!! I'm Kn\*ckered already and we aint out of 2011 yet!!

If anyone would like to join us at any of the above events please contact us in the usual way.

It's that time of year when the A/O selection is up for renewal if any member would like to have a go at being Area Organiser for the Manchester Area in **2012** please feel free we will give you all the support and help that you would like.

So all that is left now is to wish you all a very Merry Xmas and a fantastic New Year!!!!

*Pip n Frank*

## NEWBURY

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The Thatcham Classic Car show on Dunstan Green attracted a wide range of cars again. We met up with a few of the TR Register so we could drive our Triumphs in together. Roy in his Midge, Malcolm and Josie in GTfire, Malcolm and Rae in 1600





## NEWBURY . . . NORFOLK NORTH EAST

### TSSC AREA NEWS

## Newbury Continues

Vitesse and Dave and Mary in 2litre Vitesse were joined by TR Group Leader Phil in his Grinnall, Joe in TR4A and another TR member in TR4. Ian came a little later in TR6 and as usual Malcolm went home again and came back with car number two, the GT6, so we had quite a good showing of Triumphs. The weather wasn't too good although it was marginally warmer than last year.

We had a good turnout for our picture quiz evening. It's amazing how the most ordinary household/car objects look so different from an unusual angle or when magnified. Well done to Ian who got most of them right and Colin and Sandy who got nearly as many.

The meeting at the beginning of November was almost a full house which was great and once again thank you to all those who bought raffle prizes..

It makes such a difference to funds. Thank you also to Malcolm and Josie for sharing their delicious chocolates.

The meeting on **14th December** is our Christmas Meal (pre-booked only) and will also be our Area AGM. If anyone would like to stand for Area Organiser for next year, please let Dave or Mary know before the meeting. Don't forget to bring your limericks which include the word 'Triumph'. Please write or type them onto a piece of paper so we can put them on the table for all to read, but no names on them as part of the fun will be guessing who wrote which! Please could you arrive as close to 7.30 as possible to give us time to read them all before eating.

Next Meetings

**14th December** Christmas meal at the Spotted Dog 8 p.m. Pre-booked only.

**28th December** For those who have had enough festivities, starting about 7.30p.m. at the Spotted Dog

Keep 'em flying

*Mary and Dave R.*

## NORFOLK

Tel. 01603 426539

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

Here we are again and only 6 weeks to Christmas! Hope you have started your preparations or should that be dropped a few hints as to what parts are required for the car/garage.

We had our AGM at the Bird In Hand on the 7th, the meeting was well attended and it was nice to see Mandy back again, mainly recovered after her illness. We finally got the meeting under way to discuss last months activities, which were very few as none of us attended Stoneleigh. Several members joined up with the TR mob and some Stag Club members for the Halloween Run on the 30th. There was a goodly number of participants in fancy dress, much to the amusement of Tesco shoppers and their children and 17 Triumphs in attendance, of which the TR mob managed a TR 2, 3A,4,4A, 5and a 6. The winners of the day were Mike and Jan May, but to describe the costumes and other accoutrements, not to say where the put the broom stick, we will leave to your imaginations!

This month we have the Snetterton Charity Day on the 26th from 9.30am, which several people have indicated they will be attending and of course on the **3rd December** we again join up with those TR mobsters for our Christmas Dinner at the Bird In Hand, so hope to see you there (especially as its a 20/20

split at the moment, so we need the extra numbers).

Next months meet will be deferred by a week to **12th December**, where we can join up with the TRers for a Xmas drink and natter.

The AGM proceeded with my brief report on the year, namely very successful, numerous events attended and yet more to come next year. **2012** looks to be warming up quite nicely as a good number of the Triumph Clubs, our own included, are looking to join forces to stage some bigger events over the year, more later.

Nigel Clark has written to say that bookings are now open for Classic Le Mans, so book now to avoid disappointment!

Laurie presented the Treasures Report.

Start balance	£125.19
Raffle Income	£30.00
2 year domain name retention to 06/05/2013	£7.18
Xmas Dinner Subsidy @ £5/person	£90.00
Xmas Quiz Prizes	£20.00
Current Balance	£38.01

Members were asked for nominations for all posts, as no further nominations were received it was proposed that existing members be voted in, if that was acceptable. Proposed by Yellow John, seconded and unanimously carried.

No further business, meeting ended.

So I'm hoping to see you all at the Xmas dinner, or on the **12th**, but failing that, Happy Christmas!

*Mark*

## NORTH EAST Tel. 07917 738091

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

<http://tsscnortheast.blogspot.com/>

Hi all, well the first really cold night of the year didn't deter people. Best turnout for a few months, still a good selection of Triumphs outside in the car park, quite a few inside garages, some healthy some not so.

We had two new attendees as well. Firstly John Barrat-Atkin from East Boldon. Joe met him at a recent show and got him to come along. Brought a lovely GT6 MkII. Part of a large collection of assorted vehicles, many with equally (probably more) valuable number plates following many years of collecting before they were as sought after as they are now. Also introduced by an existing member, Brian Harrison, Alex brought up his Stag, he's had it a year, in which time it had an engine rebuild. Alex is still considering which club to join.

Welcome goes out to Ian Faulds, spotted on the forum looking for a car. Ian has now got details of various cars in various states around the area for him to restore. Work commitments prevented him coming along but welcome anyway. Hope you have fun when we do get to meet.

Our christmas party is now all but sorted. From 7:30pm **Saturday 10th December** in Birtley Catholic Club. Tickets are £5.00 each with under 18s freeeeee. If you want to go, please let us know as soon as possible, tickets will be available at the **December** meeting on the **4th**, if you can't make that, send me an email at the area address stating how many of each you want and they'll be available at the door.

Looking a tad further on, how many will make the first meeting in **2012, Jan 1st??**

Yet further on, Mark Ramsey has volunteered to organise a 'Cobweb Run'. This will be late Feb or early March when the weather should be improving. There is also the proposal of another run with an interesting finish for **March/April**, but I've

## NORTHANTS NORTHERN IRELAND



been sworn to secrecy by the proposer until plans are finalised. All the Classic Le Mans stuff is booked for the area trip now, hope it goes as well as previous trips. Thanks to all those going for your help.

As it's the last report of this year, I'd like to thank everyone who helped with the area events again this year. There's been some crackers, especially the camping weekend by all accounts. Special thanks to Victor, Vivien and Louisa Thompson who dragged themselves and the club stand all the way up to the enemy territory of the MG Northumbria Corbridge Show. It was well worth the effort and showed of our Club really well.

Also, I'd like to wish everyone best wishes for the rest of 2011 and going on into 2012. Thanks again everyone.

All the best

*Mark*

**NORTHANTS** Tel.01234 740548  
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Well I know my last comment last month was 'now a toilet bowl to win' I didn't expect us to do just that, but we came away from the Derwent Valley Bowl, after an enjoyable afternoon of fun and games with the prize everybody dreads, the toilet bowl trophy. But not to worry though, at our next meeting we had the rest of our area drawing short straws for different months over the coming year, to find out that they had been volunteered for the month they had drawn to look after the trophy, they all took it in good fun so next year we hope to take up a bigger team to help give it back. Our thanks go to Julie and Adrian for having us for the weekend, never have we eaten so well !!!

During October a large number of us headed off for a long weekend down to the New Forest, Rob and his family had arranged for us to stay at a lovely hotel, and had spent time organising several scenic drives and trips to Beaulieu car museum and Bucklers Hard where we had a boat trip up the river, both days he arranged two lovely runs across the New Forest. Nine triumphs turned out for the weekend, plus a few non-triumphs and we all enjoyed the good weather and great company and a very pleasant enjoyable weekend, our thanks go to Rob and family for a special weekend.

Also during October our area support a local charity event in Kettering Market Square, by displaying some cars. There was going to be quiet a lot of us going, until we discovered that they wanted us all dotted throughout the town centre, so putting the safety of the cars first we had to cancel a good number and only had six on show in the end, it is a shame when plans go bad in organising events. We had some support turn up, and had a nice surprise when Peter Lewis and some of his group came all the way from South Beds to see us, after they where some of the ones we had to cancel.

Now the colder months are here, cars are being put away for the winter, so jobs can be done on them for the beginning of the season next year, 'Joy' my spitfire has now had her rear end re-vamped, and Dave is now considering what needs to be done under her bonnet, I am hoping that at this weekends Classic Car show at the N.E.C, there will be stalls that I can look at for things to buy for the interior, it will be nice to browse and see what is on offer.

One event we are looking forward to next is the annual dinner dance in December, the same weekend as the HQ open weekend, so the two are being done together, we have a good group already signed up for the dinner dance from our area.

## TSSC AREA NEWS

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

And one last thing a very Happy Birthday to my lovely wife Angie on the 31st of December celebrating her 40 +10 birthday. xxx

Next meeting **14th December** at The Elwes Arms - Great Billing 8.30pm onwards

The Northants area would like to wish all members a Very Merry Christmas and a Happy New Year 2012

*Dave and Angie*

## NORTHERN IRELAND

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Hi All. Greetings from Northern Ireland! Well December is now well and truly here and obviously everyone has done their Christmas shopping! November was a relatively quiet month as most of the cars are starting to be laid up for the winter (my own being no exception) and we don't usually have any runs planned. Although this is not the case for everyone and some hardy souls battle on through the winter roads!!

We had the re-scheduled film night on the 22nd November and hopefully everyone had a good time! A full report will be in the next issue of the Courier.

We had a good turnout at the club meeting and it was good to see everyone in great form!

We ran through the proposed dates for 2012 runs and events, I am happy to announce that we have a final version of next year's calendar of events (subject to any last minute changes!), the events are:

**25th February** – Annual Club Dinner. Venue TBC.

**24th March** – Trunion Oiling Spring wake up event – Carrickfergus Castle.

**28th April** – Argory.

**7th May** – Shanes Castle Show, Antrim.

**12th May** – Totally Triumph Show, Wallace Park, Lisburn.

**26th – 28th May** – Bank Holiday weekend run. Destination TBC.

**17th June** – Father's Day Event, Mt Stewart.

**28th July** – Mark's Tulip Run.

**18th August** – Sperrins Run.

**15th September** – Antrim Hills Run.

**13th October** – Co Down Ramble.

**5th December** – AGM.

Two events with provisional dates that haven't been confirmed yet are:

**16th June** – Kilbroney Show.

**23rd June** – AOVC, Ballymena.

Obviously, I will update you all with any changes as they happen.

We also discussed Paul's presentation for the AGM this year and we look forward to seeing what he has in store for us. While I am on the subject, the AGM is on **7th December** at Nortel



## NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

### TSSC AREA NEWS

## Northern Ireland Continues

Social Club. As always, we will be electing the various Officials including the much coveted role of AO! It would be great to see a big turnout as this is your chance to have a say in how the club is run over the next 12 months.

We had quickly discussed the possibility of a Scalextric night and I would be keen to get something organised for the New Year, if anyone has track, cars, scenery, etc please let me know. Well, that's all for now and I look forward to seeing you all at the AGM. As usual, start time 8:00pm!

Regards

*Mark*

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

Well, October was a quiet month, with the season now ending it appears many are putting the classic away for the winter. I'd like to have mine back, but alas, Sybil the Spitfire is still at Kimberley Coachworks having the new rear inner arch and wing



fitted so there was actually something to well the off side sill to. At least the TR7 is progressing and my father in law has started painting now most of my welding is done. Sadly, the dark nights and much cooler days don't make the best time to be applying paint.



Claire and Nigel's stag has been whisked away from the drive following the insurance claim. We look forward to seeing what Triumph Santa may bring to their house in the next few months. Sad for Claire as she loved the car, but time to move on.

Go-karting was on the agenda for the beginning of November followed by a bonfire and fireworks night at Claire and Nigel's house later that day.



Apparently Charlotte, Claire's eldest daughter suffered confusion whilst driving and thought the best way to get a quick lap time was to avoid the corner all together and ended up some-



where in the air and off the track. A short trip to A&E at the local hospital saw she was ok. That was also the case for Claire's sister who took a tumble at the fireworks party and ended up in A&E via an ambulance! Again, nothing a few pain killers won't fix, but still had us all worried!

Just the Hallamshire and Notts meetings left now before the Xmas party and Christmas opening at Club HQ, maybe I'll see you there with Sybil? Hopefully we'll all be on the road for the New Years Run in January. Merry Christmas, hope Santa brings you some Triumph gifts.

Notts area is also trying to push the technological boundaries as well as preserving the past with our cars.

For those on Facebook, we now have a new web page, search for Notts Area TSSC which will mirror our main web site at [www.Notts-tssc.org.uk](http://www.Notts-tssc.org.uk) we can also be found on Twitter.

Follow our tweets and retweets @Notts\_tssc for events and pictures. Note there is also a Stafford International Families Weekend twitter account too. Follow @tssc\_staff\_int for news on the 2012 event!

*Andy*

## PETERBOROUGH

Tel. 01778 560507/01780470358  
<http://www.tssc-peterborough.webs.com>

How nice to walk into a car park with 3 Triumphs under the lights on a November night and then into an old stone pub with a thatched roof and an open fire and find 16 other members chatting away round the tables. Well done girls and boys, it's a warm feeling for the Area Organisers.

The month of November always begins with sleepless nights laying there in bed tossing and turning and the wife trying to comfort the nerves for you. Oh sorry! I had better explain what this is all about. The Peterborough Area has its AGM in November and that's what it's all about. Both Paul and myself really get worried that someone wants to come along and take over the grand duties of the Joint Area Organisers. Once again it was a close run vote and both Paul and myself are once again your Joint Area Organisers – in fact it was so close that there was no room for any competition!!! Steve Abbott gave a thoroughly solid financial report with the major purchase this year being the Area Gazebo and even then we have managed to pop a sum in the bank. With even with much more competition from the floor for the job, he managed to retain his position as Area Treasurer. Thanks Steve. The position of events organiser has also developed into a Events Co-ordinator Team of Grahame Bellamy, Andrew Bramwell and Brian Watson. Well done lads. The website co-ordinators position was again awarded to Gary Howson. Well done Gary. So there you are folks, that's your Team for 2011/12. I must add a big thank you for the support you have given the Club Area over the year it has been fun, and like Paul, I apologise for not being able to attend as many away events as last year. Please be aware that it is your Club, so if there are any burning ideas and thoughts,



## SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST



### TSSC AREA NEWS

now is the time to come forward with them.

On more a more serious note Brian is heading into hospital for an operation on Monday the 21st of November on something that has just been picked up – Brian our thoughts will be with you and Ann over the next few weeks and hope the surgeon does a good job and you are soon fit and well and able to join us again shortly. We also understand that Andy's work regime may be changing due to a re-organisation – Andy we hope this will resolve itself favourably.

Back to the good news – our next meeting will be the Christmas Party and Meal on **Monday the 12th of December** at The Bertie Arms, Uffington, Stamford, PE9 4SZ. Please be there for 7.30pm. This is not a beer and baps night – it's a sit down meal. The menu will be The Bertie Menu to make it easier for ordering and availability on the night. We had a confirmation of 18 attendees from the Club night and we would like to know approximately how many people will be joining us for table organisation, etc., so if you were not at the November Club Night, please could you give Paul or myself a ring to confirm your seat?

This sounds very strange to be writing this in the first part of November to be wishing all of our members and readers a very Peaceful and Happy Christmas and a Happy, Healthy and Successful 2012. Once again it will be time to make a New Years resolution to get out there and make more of that Triumph/those Triumphs in the next 12 months.

Regards

*Doug*

## SCOTLAND CENTRAL WEST

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The November meeting saw us in double figures again, with 4 club cars. It was dry so some tops were down. Very dark though, I remembered my torch too. Discussion outside was sticky throttle cables and as usual we had examples to look at for reference. This may be of some use, if the inner cable has frayed them there are some bicycle cables that can be used, some are stainless steel and you can buy the inners separately just cut to size once fitted, they are designed for a far greater load, just choose brake or gear and a suitable nipple. I procured a spare spare wheel (thanks Iain) which I will experiment with. Some had to leave due to work so the rest went inside. We have details of Le Mans now posted on TSSC website, don't know how many if any are thinking of going.

There will be menus next month for the **January** meal.

As a result of the shows in 2011 we have a good contact with Stirling CC for joint 2012 events.

Report on Lenzie, This was the organising club's return to running an event (remember Doune years ago??) A very small event to try the water again. Good tools and some bits and pieces, Rattrays Motor Spares had a stall and said they could supply most consumables/spares ([www.rattrayspares.co.uk](http://www.rattrayspares.co.uk)). I met some rally people from at least 15 years ago, they still asked for my first Herald (mid 80's when it was around, early 90's when competing).

Report on Stoneleigh, The next day I was out at 3.15 am to get a lift to the Restoration Show. A fine run there and back. Triumph spares are fewer but I managed 1 and a bit lights for the Spitfire in the garage (yes it is still sitting there) and a few small items. Again some people packed up early and I missed going back for things. Traders were friendly and the show was

## EARLY DEADLINE

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very busy. Ordering items to collect and stocking up on consumables was the order of the day for my companions. The car was loaded with paint to finish a project. We had trouble finding a hostelry with any food left but found a McLaren showroom (Knutsford) with an F1 racing car and an F1 Supercar on display; it was closed so we couldn't get a test drive.

I am still looking for steel or alloy, Spitfire or Herald wheels (5) to replace mine (must be J to take tubeless tyres) not Dolly types.

Now for the big one it is AGM Time again - **Wednesday 7th December**. If you would like to be AO please put your hand up; if not able to make the meeting then those present can put your hand up for you; otherwise after long deliberation it could be me again. It only remains for me to say thank you to all the members who have turned out for the shows and meetings and helped with other matters, you know who you are; it was really appreciated and helped probably more than you realise, that is what our area and members are all about. 2011 was a mixed year with our Area Run in the sunshine, Town Centre shows, superb Stafford Weekend and the final events marred slightly by the wet weather. We turned out though and were commended for this on numerous occasions by the organisers. The Area will be back for 2012 bigger, better, faster? We will have repeat invitations to all the shows of 2011 plus some extras. There may even be new cars at the events as a lot are being prepared. Again Thank You to all Area Members. That's me Over and Out for 2011.

Show Dates 2012

**14th January 2012** - 2011 Christmas Night Out Glasgow City Centre Area Get Together. Venue TBC.

**4th March 2012** - Triumph Show Stoneleigh, Warwickshire.

If enough numbers a minibus 24hr round trip?

August - Stafford. Scottish Area Stand in Main Hall - to be discussed. Start thinking Bravehearts.

The rest of the info from the SVVF is at [www.svfv.org.uk](http://www.svfv.org.uk) when published. Any more suggestions?

Next Meeting is **Wednesday 7th December** at Lochinch.

It seems strange to be writing this now but have a Very Happy Christmas and A Good New Year. I will see you in 2012.

We will have the first meeting on **4th January** (to meet copy dates), and the Area Night Out on **14th January** in Glasgow City Centre.

Hope to see you all in 2012.

*Gregor G*

## SCOT NORTH EAST

Tel. 01224 742315

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

[www.brmmbrmm.com/grampiantr.bb](http://www.brmmbrmm.com/grampiantr.bb)

Well you must have thought that I had gone into hiding as I have not posted an area news report for ages.

Recently we have had a couple of good late in the year shows/runs, there was the Buckie Rally in October which was a late organisation but around 100 cars turned up and 6 weeks



## SCOTLAND NORTH EAST . . . SOMERSET SOUTHERN . . . NORTH STAFFS

### TSSC AREA NEWS

#### Scot North East Continues

ago we had a great run to Huntly and then on to Portsoy. Most of us had the hood down all the way and had sunshine most of the day (some of us had already fitted their hardtop GR)

It's now at the end of the year and most of our cars will be tucked up for the winter. I hope this year to get some over the winter jobs done like a new rear screen for the Stag soft-top.

Recently there has been some discussion about a trip to the Le Mans 24 Heures Classic, **July 07-08, 2012**. I unfortunately will not be going, Moira flatly refuses to go camping! I know Graeme Crawford is keen to go, if there is anyone else interested just let me know and I will put you in touch with GC.

Another event which takes our fancy is the Goodwood Revival in **Sept 2012** - anyone interested?

Our next meeting and first of 2012 will be at the Four Mile Kingwells, it will be the events organising meeting.

Come along you and help plan next years calendar, will be made welcome.

I will get next years events posted on our website as soon as I can. [www.brmmbrmm.com/grampiantr.bh](http://www.brmmbrmm.com/grampiantr.bh)

That's all I have for you.

*Danny*

#### SOMERSET

Tel. 01275 340336

e-mail: [somersetareameet@tiscali.co.uk](mailto:somersetareameet@tiscali.co.uk)

**STOP PRESS.** We did it!! **We won best Club Stand at the Resto Show on the 5th and 6th of November!** I am not going into any detail here as Derek is writing a full review for the club mag, but I will say it was a good laugh, Martin got his car dismantled and if you were at the show, you will have noticed us!!

My thanks to everyone who staffed the stand, lent props or made them or turned up and offered words of encouragement to us all over the weekend. We had several TSSC members visit, including the South Dorset AO, South Wales members as well as many others.

As always with this type of show where we are doing something practical on the stand, lots of interest was shown in what we were doing and technical questions asked along with lots of 'Will it see the road again?' type questions.

There will be **no meeting in December** and I need to know if you are interested in going to Coleford in **2012**. Need to know by **1st Jan**.

Seems weird to be typing this on Nov 6th, but have an excellent Xmas and see you in **2012!!!!**

*Phil*

#### SOUTHERN

Tel. 01252 722432

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

Hi All, the Christmas Dinner will be only a couple of days away from you reading this and just as a reminder, could you please remember your secret Santa raffle prizes. One prize each and not more than The value of £5 in money. Arrive at the Seven Stars for 7.30pm to be seated at 8pm. Thank you.

The October roaming meet was held at the Angel Hotel on the Alton road. This has just recently reopened after a lengthy refurbishment. Six cars in the car park belonged to Wendy, Vitesse, Mike AO with Barbara and Val in the Stag, Dom and

his friend, in Mk2 Vitesse saloon, David and Pat, TR5, Paul and Carol, TR5 and Neil and Maxeen in the MK1 GT6. I have been told that the meal was good and of good value for money and that they also had their own bitter on, Angel Ale.

It has been mentioned that this venue could also be used by us for other occasions i.e. Christmas Dinner.

But what do you think?

And talking of venues could you all think of some new roaming meet venues for the summer (if we have one next year). These will be discussed at the **January** regular meet 2012.

Our regular meet at the Seven Stars for November, again was a very busy affair with less than a handful of die hards bringing their pride and joy out to play. I hope you all had a good chance to look at the proof copy of next year's calendar and it met with your approval. For those reading this and were not at the meeting I have taken the liberty and put one aside for you. All of the main photos of the cars are of members cars that have not been featured before and the inserts are of things that have been going on through the year.

I would like to thank all of you who have emailed photos to me and ask you again to do the same next year.

The last few dates for 2011 and a few for 2012

**December 6th** Southern Area Christmas Dinner  
7.30pm for 8pm

**December 26th** Boxing Day at Wickham Square

**January 1st 2012** Classic car meet at The Elsted Inn,  
Elsted, West Sussex, GU29 0JT

**January 3rd** Regular meet, The Seven Stars, GU32 3PG  
January 15th Sunday Lunch Meet,  
The Jolly Drover, Liss GU33 7QL

**February 7th** Regular Meet, The Seven Stars, GU32 3PG  
February 19th Sunday Lunch meet,  
The Hinton Arms SO24 0NH

**March 4th** Goodwood Breakfast Club,  
Goodwood, PO18 0PH

**March 6th** Regular Meet, The Seven Stars, GU32 3PG

**March 18th** Sunday Lunch meet,  
The Hampshire Hog, PO8 0QD

Mike Goodling, our intrepid AO has asked me to thank you all for your support in the past year and looks forward to seeing you all in the New Year and maybe few new faces.

That's it for another year, I wish you all a very Merry Christmas, a Happy New Year and safe motoring.

*Mark*

#### NORTH STAFFS Tel. 07939 603061

e-mail: [triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)

<http://triumph-sports-six-staffordshire.blogspot.com>

Hello from North Staffs Area, we are now a registered area giving us the necessary insurance cover to hold our own events under the TSSC banner which means next year the North Staffs area can be represented at some of the many shows and events that take place in the classic arena.

To do this we will need to raise some funds to provide the group with all the regalia needed to attend shows and events.

That means we need you to attend the meetings over the winter to not only to plan which events you wish to attend but help raise the funding, so please do come along to the monthly meetings. We have a small core of regular members, who meet on the last Wednesday of the month at the George & Dragon at Meaford.

I don't know if it's because we have raised the profile of the

## SUFFOLK SURREY . . . SUSSEX



clientele since we started meeting at this pub, but they are now going to spend £200K on refurbishment. (makes a nice change from closing them)

This unfortunately means it may not be open for the next meeting in November, however I understand that food will be back on the menu, which makes it a possible venue for a club Christmas meal.

Next meetings: **Wed 30th November** **Wed 28th December**. if you have had your fill of turkey and TV repeats.

Email: triumphsportssixstaffs@gmail.com

Keep driving the dream

*Dave*

**SUFFOLK** Tel. 01206 250360  
e-mail: [Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

It was a meeting of the regulars and 1 new face this month, more of the new face in a while. One notable absentee was Peter, who was tied up working on one of his retirement projects, not a 4-wheeled one sadly, but one with 4 walls. Despite my best efforts so far in trying to get him to buy another Triumph, I have failed, but once the house is done I will renew my attack. I jested in the reply to his email letting me know that he wouldn't be there, that he only did it so that I could forget to write the area news and he could take the mickey the following month. Well my inability to remember anything that I am supposed to be doing nearly proved him right. Here I am a week later and I have suddenly remembered!

Most of the conversation was about the trip to LeMans next year, the bookings for which had opened a day or two before. The booking system has changed quite a bit so there will be lots of people there who have not been before, and that is where the new face came in, a friend of Chris also hailing from Felixstowe I think. He has signed up and made a booking so we now need to get him buying certainly one, if not more Triumphs before next July. I will start parading my surplus fleet past him in an effort to cure him of his MG obsession.

I had a interesting conversation with Ian, a former regular, who lives in Eye a few days after the meeting. You may have noticed that our former hauler The Magpie has undergone a complete refurbishment, which was finished many months ago, but has since shown no signs of re-opening. Apparently the new owners are trying, and failing so far, to get planning permission for lots of chalets out the back. So everything seems to be on hold whilst they fight it out. I am not sure we will return there even if it does re-open, though I may stop by to check it out.

Since the last time I saw Ian he has sold his really nice Mayflower and purchased a 1920's Matthis. It is a French 1600 4-cyl, but with a very low compression (5:1?) and a monster flywheel. Sounds very interesting, he has promised to bring it along to a meeting next year.

I have been talking to a number of people lately about some of the parts that are either keeping our cars off the road due to unavailability, or even worse causing them to be scrapped.

Until recently there have been no new windscreens available for 2000's, which has meant cars being parked up waiting for some to come available, which no supplier has been prepared to do, as they are not willing to invest in making a batch which they may have to sit on for a few years whilst they sell. Also at the moment there are no front wing repair panels available for Mk2 2000's, there hasn't been whole wings available for many years, but at least the arch panels have been available. But not any longer, all that is available is a Volvo item, that has to be heavily modified to fit. This is making it un-economical to repair

## TSSC AREA NEWS

**EARLY DEADLINE**  
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the cars, so they are being bodged, or even worse scrapped. Once they have been bodged it is usually nigh-on impossible to put right and the cars deteriorate quite quickly. I am getting to appreciate that trying to resuscitate a badly bodged Mk2 PI. It is proving very time consuming, and all I will end up with is a "still-bodged" car.

Let's hope that the situation does not get any worse.

Finally, some of you may have spotted my moment of fame on the front cover of Classic Car Buyer, I helped out by lending my 2.5PI to use in a comparison and buyers guide against a Volvo Amazon. All I can say is that I am gob-smacked that he preferred the Volvo!

*Colin*

Next 3 meetings are the **6th Dec**, the **3rd Jan 2012** and the **7th Feb**. Hope to see you there.

**SURREY** Tel. 0208 8733022

Well Christmas is almost upon us and Con and I have managed to get together enough photos for a Surrey Area Calendar again this year. Thanks to Bob and Gregg for supplying some of the photos as well. So if anyone wants one please let me know and I will ensure we order enough. They will be £6 again. So give me a ring on 0208 873 3022.

For **January** we have again decided to hold a run down to the seaside for fish and chips. This will be on **Sunday 15th January 2012** meeting at the car park at Ryker's bar at the bottom of Box Hill near Dorking.

We will be leaving at 10am at the latest. Last year was great and the weather was sunny, we even got to eat our fish and chips on Brighton seafront, outside.

For those who do come down the meetings you may like to know that Sky were filming at The Well House Inn in November for a new Steve Coogan sitcom to be shown on TV next year called The Starlings. Anyway one to watch out for next year to see if we can recognise the pub we frequent each month.

Meeting this month is earlier than usual due to Christmas - **Wednesday 21st December** from 8pm at The Well House Inn, Chipstead Lane, Mugswell, Lower Kingswood.

*Karen*

**SUSSEX** Tel. 01273 566593

Another bumper turnout for the November meeting. I arrived a little late(!!) to see things were already going well. I forgot the gearknob for George, however, Doug came to the rescue as it appears he carries a spare. Martin offloaded a selection of quality reading material into my car for Lucy to peruse. However, he omitted the nuts that I may borrow to fit "phat" alloys on my Toledo for the CT trackday.

There was also discussion re CLM, and a small, elite bunch of us will be attending. If you wish to know more, just ask. It really is an excellent time if you enjoy old cars, the smells/sounds of racing and a few beers.





## TSSC AREA NEWS

## SUSSEX . . . THAMES NORTH WALES

### Sussex Continues

Apart from that there was an excellent selection of nibbles, and as for the desert Vic chomped (effortlessly) though. . . . Talking of food, numbers for the Xmas meal are still rising. If you want to join us, the pub can usually fit a few extra in given short notice, so the December meeting should be OK.

Now, onto a more serious matter. If anybody wants to take on the AO job please let me know before the year end. Otherwise 1st Jan I will have to fill the form out again and post it off to HQ. Talking of **1st Jan**, usual arrangements, my place 2pm ish. Cheers

*Clive*

### THAMES

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

Seasons Greetings. Well not a lot has been happening, the last of our local shows this year has passed. The darker evenings have returned. The Fox & Castle is warm and welcoming as always. We are planning to have our New Years Meal at a Chinese restaurant (TBC) on the 8th of January, if you have not already got your name down, please do it soon. We hope you all enjoy your Xmas and we look forward to seeing you in the NEW YEAR 2012

#### SOCIAL EVENINGS AT THE FOX & CASTLE

13th October Julie and I are welcomed by George B, David H, Tony H, Mark M, Peter R this evening at the Fox & Castle. Only three Triumph's in the car park this evening belonging to Tony in his TR8 coupe, Mark in his Mk2 Vitesse saloon & Peter in his GT6 Mk3. Work on our Triumph's has been David has checked and topped up his gearbox and Dif oil, oiled his trunnions and adjusted his valves on his Spitfire Mk4. Mark noticed new dents in his bonnet since it return from a local garage, and it still not running properly. I collected two boxes of spare parts mainly for Spitfires, from an old member to sell on (ask if you want to have a rummage through).

No raffle this evening sorry.

27th October Just me this night along with Andy & Paul, Chris C, Ben & Margot, Rob W, Mick & Julie, Mike H. No Triumph's tonight or a raffle (thing's are coming apart). Work on our Triumph's though are hotting up. Andy's started to un-seize his Mk1 2000 engine.

Chris has a new clutch in his Spitfire MK3. Ben has checked his clutch and it's ok, but he has hot engine running issues to sort out on his GT6 Mk1. Mick is overhauling his Spitfire rear suspension. Rob's been re-spraying his Mk1 2000 saloon.

My Vitesse is still waiting along with the Acclaim and 1300fwd for attention.

Our next meetings at the FOX & CASTLE are from 8 pm in **December** on the **8th and 22nd** and in the New Year on **January 5th & 19th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

#### December

**3rd TSSC Xmas dinner & dance****3rd/4th TSSC HQ open weekend****25th Xmas (HAPPY XMAS)****January****1st Brooklands new years meeting****8th Thames Area New Year Meal***Mickey & Julie*

### NORTH WALES Tel. 01492 516479

The 2011 season may be nearing conclusion, but it's hardly going out quietly, with our presentation night and Christmas dinner just around the corner. And Sam Jerrett has been busy collating the annual DVD of club events with its appropriate soundtrack. During my period of incapacity he came over and gave me a sneak preview of some of the film. It's going to be fun. . . .

It was good to be back on my feet (more or less!) for the November meeting, but there was not much rest during my period off the perch. I was kept busy, along with Sam, phoning around getting together events and dates for next year's calendar. It's going to be quite a busy year, with more than twenty events pencilled in, plus the usual multi-marque events such as the Walled Towns run and our own exclusive Triumph events, including Prescott and Stafford.

There's also hope of having an additional couple of events. James Garner, who runs the two Tweedmill shows is planning another event at Bodryddan Hall in **June or July**. He's currently consulting local clubs to avoid clashes – and Rob Jones is hoping to revive the visit to Chirk Castle in addition to the two Erddig events.

The full programme highlights just how active the group has become in recent years. Looking through diaries I found that in 2004 we had just ten events – and that included Stafford and the Walled Towns. It cannot be without significance that 2004 just about marked the arrival on the scene of new blood in the form of Stewart Davies. He most certainly will not be forgotten.

Our last major event of the season was at Erddig, where we mustered twenty cars (plus Mike the Bike) which was roughly one third of the classics in the walled orchard. About the same number turned out for the following week's Offal, organised by the newly-wed (congratulations!) Peter and Allison.

Their run, dubbed Castles, Canals and Classics, started at Peckforton Castle, where the cars, lined up in the circular central courtyard, were a splendid sight. The run took us past Beeston Castle then around the countryside to Cholmondeley, at about which time my troublesome crutch leg was giving me pain. Local knowledge from my days as a reporter on the county newspaper told me that we were only about three miles from Bickerton finish, so I cheated and shortened the route by about 15 miles. Andy and Helen were following my navigation – so we took the shortcut and I was already sinking a pint of Landlord's Tiptle when the rest arrived at the Poacher.

During a pleasant lunch, Derek produced pictures of work in progress on his TR3 and that looks to be a real treat in store. Derrick is making progress with his Vitesse, engine and gearbox now safely installed in the newly-repainted shell. Another project nearing completion is the Preston GT6. That required a repeat top coat when Brian discovered that touching in damage to the bonnet was a shade lighter... Triumph over Adversity? That car has now been off the road for two years... Get a move on, mate!

Mick Cohen has been trying to divert my interests from a TR6 on to a Stag. I don't think I'm old enough, yet, to drive a Stag... Anyway, I notice that Mick is making more use of his 13/60. Seems he's twice had difficulty re-priming the carb after

running out of petrol. He thinks it could be the pump. Of course it is. He should use one more often and fill the tank. That way he wouldn't be running out of petrol!  
Happy Christmas

*Bob*

**SOUTH WALES** Tel. 01656 861709  
www.triumphwales.moonfruit.com  
e-mail: gwyndjevans@dolomite1300.plus.com

Hi all, Here we are at the end of another classic car season, which on reflection has been a busy and interesting one despite not having the best of summer weather. I had big plans for taking advantage of the "Top Down" weather to drive my Spitfire around Wales and the Marches and after using up the allotted good weather I was surprised to find that when I went for the MOT on 4/10/2011 I had only done 1200 miles in a year! Fortunately we had a couple of good days mid-October and I gave the spit a good stretch of the legs, Bab's and I did a mini tour of Mid. and South Wales taking a route over the Brecon Beacons to Brecon, on to Glasbury, Kington, Knighton where we had a nice coffee stop and visit to the very interesting "Offa's Dike" centre, onwards to Bishop's Castle after which we turned West to Newton and on to Llanidloes where we stopped for a picnic lunch and to apply more sun cream, yes it was absolutely searing temperatures. At Llangurig we turned South on our return leg via Ryader, Builth Wells, Llandoverly, Sennybridge and on down the Swansea valley returning to Aberdare via Onllwyn and Glyn Neath. It was a 210 mile run with beautiful scenery, quite roads, engaging company and a great driving car! Its days like these that make all work and problems of maintaining a classic car worthwhile. As the next day was also good we did another shorter run to Llangorse Lake, we were pushing our luck now with two good days on the trot!

I was organising the "Wye Bother" run for the 16th of October which was to be the last area run for this year and it was with some trepidation that arrangements were made as the success of the drive depended on good weather. We were very lucky as a window of good weather opened on that Sunday morning allowing those who had them to go "topless". Meeting in McDonalds Treforest and Coldra we had a good turnout of Cliff



& Cherry in their GT6, Howard & Jack in their Honorary Triumph MX5, Bernard & Jack in their Toledo, Paul in his newly purchased Spitfire, Mike and Sandra in their Spitfire, Me, Bab's and Tim in the Dolomite and Rob & Pete supporting in a Eurobox. PIC

The run up the "Wye Valley" was quite beautiful with picturesque vistas of forests turning colour to the reds and yellow of the "fall". The river Wye was calm and at many points motionless, allowing pure reflections of the colourful scenery to be duplicated. On the way to our coffee stop the route took us to and through one of the main attractions "Tintern Abbey". Its approach has an outstanding visual impact as you drive out of tree lined valley to view its grandeur. After an hour's drive we

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arrived in Coleford in the Forest Of Dean, an interesting small town where we had very good Coffee and teacake at "Kaplan's" The next part of the drive only took 20 minutes to get to Symonds Yacht Rock which has a very well organised visitors centre and after a short gentle walk to the top of the rock we were presented with outstanding views of the Wye River and the surrounding countryside and wildlife. Enjoying the fresh air and gentle exercise had sharpened our appetite so we dropped off the "Rock" on a narrow Back road and our Triumph Convoy stopped to allow for oncoming traffic, a very nice yellow topless Stag! Travelling through Symonds's Yacht we ended up for a pub lunch at the "Wye Knot" Inn where we all enjoyed a long chat before breaking up to return home. Thanks again to all who supported the run and I hope you enjoyed it as much as I did.

Looking forward to our Christmas party at the "Park" on the 15th of December, please contact our AO if you want to attend. Also we now have a "Blog" page on our website so please contact us if you can offer any articles for publication.

Cheers

*Gwyn*

**WESSEX** Tel. 01425 475376  
www.triumphnewforestrun.co.uk

Well, the clocks have gone back, the nights are drawing in and the outdoor show season is at an end – must be the on set of winter! In other words, it is the time of year when some of us put our cars away and draw up a list of those "must do before next year jobs" that have been in the back of our minds over the summer season. Some of us take things further than others – Gary for instance – his GT6 has undergone some serious surgery – the result is as per the following pictures:



Please insert pics here  
Much has been done to this "nice original" car including a new bonnet, sills, inner and outer rear wings, rear panel and windscreen surround. As a result it currently sports a very

fetching black and mimosa chequered colour scheme. Once completed this will be a very nice example of its marque but in the meantime there are many hours of work yet to come!





## TSSC AREA NEWS

## WESSEX WEST MIDLANDS . . . WIRRAL

### Wessex Continues

Alan and myself have just returned from a good day out at the Bristol Restoration Show held at the Bath and West Showground at Shepton Mallett. There was a good showing of classics of all shapes and sizes in various states of repair. Inside the main hall there were various demonstrations of the "restoration art" put on by local clubs including a strip of a Spitfire 4 by the local Somerset Area TSSC. Whilst it was certainly entertaining I am not so sure about their choice of Overalls which was, to say the least, a little suspect! The other halls contained a fair selection of Autojumble – enough to make us part with some of our cash.

Our October meeting held back at the St Leonards Hotel was well attended with some more old friends making the effort to come along. It was good to see them and catch up with things and also to learn that they still possess their Club Cars – hopefully we will see them out and about next year.

That is about it event-wise for this year. We are starting to plan for next year's events including our own New Forest Run which is scheduled for **Sunday 15th April 2012**. We will shortly be starting the detailed planning for this event so if you would like to get involved why not come along to our meetings if only to see what it's all about - we would be glad to see you.

Since this article will appear in the December issue of the Courier, may I wish you all the compliments of the impending festive season.

Hope to see as many of you as possible at our normal meetings on the **Third Thursday** of the month at The St Leonards Hotel.

*Trevor*

### WEST MIDLANDS Tel. 07969 024999

I would like to start this months report with a big thank you to everyone who attended last month important meeting, for their assistance and suggestions about the future of the West Midlands Area which I am sure will make my post as Area Organiser easier. We have a very healthy club, regularly attended by a wonderful bunch of people. I will be so bold as to say that I doubt there is an area in the Country which has such a dedicated band of followers. Our bank balance is more than healthy, and any suggestions as to how your money should be spent is more than welcome.

I will run over some of the actions which were taken at last months meeting for the benefit of the small number of members who were not present. To assist in the running of the area, a small committee of eight volunteers, 6 lads and 2 lassies have been appointed. They will be available to assist and advise on every aspect of the clubs activities. At every meeting now there will be two books available to members. The first is a book giving details of any function, rally or meeting due to take place, so that members can plan their involvement months ahead. You will also in the very near future be able to access a site on the internet which will also give details of West Midlands activities. Details will be handed out as soon as this is on line. The second book is a suggestion book. In this members will be able to place in writing any ideas or suggestions which they think will take the club even farther forward. An example recently listed is that the West Midlands Area should

have its own badge and regalia so that when attending other areas functions we are readily identified as the West Midlands Area. This idea suggested by Malcolm is already being researched.

Now for current news. The TSSC Headquarters are again this year holding an open Christmas Weekend on the **Saturday and Sunday the 3rd and 4th December**. As an area we will be attending, going in convoy, meeting on Sainsburys Car Park, Castle Vale at 10.0am on **Sunday 4th December 2011**.

**Tuesday 6th December 2011** is our Christmas Party Night. This year we are holding it at the Modern China Restaurant, Stockland Green B23 7DS, 7.0pm for 7.30pm start. Already 40 people are booked to attend and I have reserved our own room at the restaurant so a good night should be had by one and all. If you haven't already reserved your place and would like to attend then give me a ring and I am sure we will be able to accommodate you just as long as you bring along £14 to pay for your meal.

I have no doubt the first function of 2012 will be as usual the New Year Run put on by the Notts and Derwent Areas. As New Year's Day is on the first Sunday although details have not yet been published I expect the New Years Run will be held on **Sunday 8th January 2012**. If so then the West Midlands Area will be attending details will be available at the Christmas Party.

I am sat writing this report on Thursday 10th November 2011 and it always seems so strange to be writing the following message about Christmas and the New Year, but bearing in mind that this report will not be read by anyone until the first couple of days in December, its got to be done.

On behalf of the West Midlands Area Members I would like to wish all Triumph owners and their passengers the very best of everything for Christmas and the New Year. May your engines start first time, your tyres stay inflated and you and your passengers enjoy during 2012 the best of health and happiness. Christmas is a period of great joy for families so we hope you and your loved ones enjoy every moment.

P.S The Birmingham International Tattoo is being held at the National Indoor Stadium Birmingham on **Saturday and Sunday 10th and 11th December 2011**. Father Christmas will be putting in an appearance as he may do at the HQ Christmas Weekend, and guess what, he will be riding in a bright Red Triumph Herald. If you fancy attending then tickets are available just ask. The **Saturday** performance starts at 6.0pm and the **Sunday** performance at 2.0pm. You might also see someone else in the arena that you recognise, but that's a secret.

Cheers for now.

*Roger the Dodger*

### WIRRAL

Tel. 0151 339 4150

Hello again folks and welcome to the December News Report although not an awful lot to say as our 2011 programme has come to an end.

Our final run took place on Sunday 2nd October and after a tortuous route through the leafy lanes of Cheshire devised by David Leadbetter we arrived at the "Dusty Miller" pub in Wrenbury situated right alongside the canal and also the road bridge which was up and down like a yo-yo to allow the canal craft to pass through. All very interesting and a good lunch was had and enjoyed by all. Eight cars in total, Seven Triumphs, a Spitfire, Herald, Vitesse, two GT6's two "TR's" and



## WORCESTER WYEDEAN . . . NORTH YORKS



one superb Daimler Dart. Dave's family joined us at the pub so that fifteen of us sat down to lunch. An added bonus was a day of sunshine, most enjoyable for the finale.

A correction to Andy's November Report. **The 15th January 2012 is a Sunday, not a Saturday.** Our festive meal will take place on **Saturday 14th January 2012** at the "Cottage Loaf" pub. More information on this event, Menu etc will be in the Wirral Triumph Club Newsletter which will be in print later in November and which you should have a copy of by the time you read this. Deposits please at the **December** meeting (**Tuesday 6th**) and full payment at the **January** meeting (**Tuesday 3rd**).

The reason for a **January** Festive Meal instead of December is that Dave Evenett and Peter Broadbent are touring in New Zealand and Australia and are not back until December 17th. No doubt they will regale us with tales of "Daring do" in the Antipodes at our Festive Board.

That's all for now folks I'm back in February, meanwhile wrap up warm! Cheers

*Ray*

## TSSC AREA NEWS

for sandwiches and mince pies please come along and see what we have in the pipeline for next year.

Cheers

*Vicky*

## EARLY DEADLINE

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

## WYEDEAN

**Tel: 01594 811076**

We are now starting to get a number of regulars coming each month. (Steve; Phil; John; Michael Chris and I) Two new attendees came Gordon and Ted.

Is it for the free Chips Andy the landlord kindly supplied us with? Which looking at the two empty baskets went down very well!

We held a small car based quiz, which seemed to be enjoyed by everyone, with Gordon being the outright winner.

Future events. Lunchtime Barbecue on **4th December** to christen our new barn. If you would like to come to the barbecue please contact me, phone on 01594 811076 or email [alastair@alastair-johnson.co.uk](mailto:alastair@alastair-johnson.co.uk)

See you all for a chat at the next meeting.

*Alastair*

## NORTH YORKS

**Tel. 07766 354449**

Hi everybody. This year has been a great one. I've been busy with my business which has slowed a few things up, but all things considered I think its gone well.

I'm guessing the November AGM meeting will go along the lines of - Rich "Anyone like to do the AO's job next year?" - silence, Rich looks up and there are tumbleweeds blowing around the pub! As you have guessed Novembers meeting is too far ahead of the Courier deadline for the write up to be about it!

Hopefully we should have discussed loads of ideas and got a programme set up for next year!

The new landlord is still spoiling us with sarnies and chips which is nice. I've some ideas for trips forming in my head for next year so if you have any suggestions please email or call me.

Club nights

**Monday 12th December** - Club night at the White Swan Deighton, South of York on the A19 This may change!

**Monday 9th January 2012** - Club night at the White Swan Deighton, South of York on the A19

Christmas meal is on **Saturday 4th January 2012** at the usual place - the White Bear at Stillington. If you wish to come please let me know ASAP.

That's all this month

*Rick*

## WORCESTER

**Tel. 01527 894125**

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

With the good weather still holding out over the last month we couldn't have timed the last couple of runs better. The first run was organised by Sue and Ian from Gloucester Area, who took us around the Cotswolds, using roads that even seasoned 'Cotswolders' had never been down before. This is something of a feat when you consider that one of our members has lived in the area for 65 years and been down every road there is - except that one, oh and that one! I had to call in the substitute car (Ford Crapi, sorry Capri), as the Stag developed a very strong smell of fuel and the gauge was falling more quickly than normal. We finished the run off at the pub with a lovely Sunday Roast - well it saves cooking when you get home.

The second run was organised by Bev, who managed to cram in seven of the bridges over the River Severn. By now the Stag had been repaired (thank you Andy and Barry), so with the roof down off we went. The start of the run was Upton on Severn where we fortified ourselves with a sausage sandwich and coffee before setting off over the first bridge, this was quickly followed by a couple at Worcester before moving onto Holt Fleet. We then went down a road that can't have been on any map but at least the grass swept off anything that was clinging to the underside of the cars. Bridges at Stourport on Severn and Bewdley were crossed and that was the seven done. Our reward for completing this task was a Sunday carvery at Far Forest. Just in case we were feeling a bit faint for the trip home we rounded the day off with coffee and cakes at my mum's house - well you can never be too careful!

A few members went to Malvern for the Autojumble and had good weather but were a little disappointed with what was on offer. The numbers were beefed up for Ford and VW enthusiasts but there was nothing to tempt our lot.

The last event done by a couple of people was the Classic Day on the SVR. The stations were packed with cars of all shapes and sizes so they had to get off at every station to have a look. They assured me that it was the cars that they were getting off to see and not to sample the real ale that was also being sold - Mmm!

The next meeting at The Berkley Arms on **Monday 5th December** is our Christmas one, so if you would like to join us



## SOUTH YORKS . . . WEST YORKS

### TSSC AREA NEWS

**SOUTH YORKS** Tel. 07980 010741  
[www.southyorkshiretssc.yolasite.com](http://www.southyorkshiretssc.yolasite.com)

With the end of 2011 rapidly approaching, it seems an ideal time to review the SY TSSC year, and what another busy one we've had! Meetings have gone from strength to strength with new members coming – and more importantly, staying. Our range of Triumphs has also expanded to include a TR4 A, a couple of TR6s, two 2.5 S Estates, a Mk 2, 2000 and a really rather rare Mk 1, 2.5 pi Estate.

The monthly quiz has been well received with everyone having a go at setting one, club funds are healthy and the two SY TSSC Kidz Klub events, during the Easter and Summer holidays, seemed to go down well.

We now keep everyone up to date, not only with our monthly newsletter, the Triumph Tribune, but we've also discovered the delights of blogging on the TSSC website and launched our updated SY TSSC website, [www.southyorkshiretssc.yola.site.com](http://www.southyorkshiretssc.yola.site.com).

Two SY TSSC cars have also been featured in the Courier and the Area Showtime feature, gave us an opportunity to share the delights of Runswick Bay with everyone.

On the events front, we started the year off in January with a track day at Oulton Park and we warmed up with a delicious Spice night in February.

In March we headed down to Stoneleigh Spares day, Scarborough for some bracing sea air and supported the newly formed Hallamshire area, at their first meeting.

In April, we joined the West Yorkshire crowd at their Drive it Day at the National Railway Museum in York and enjoyed a lovely sunny Sunday at the Misson Classic car meet. May was a particularly busy month with the now legendary North Yorkshire Triumph Weekend at Runswick Bay and a week later we joined the Hallamshire's run to Bridlington on the east coast, to add to the 300 or so classic cars gracing the spectacular cliff top setting of Sewerby Hall. In June we enjoyed our first run to the jewel in our midst, Brodsworth Hall for the Father's Day Classic Car event.

On to the second half of the year, we were invited to put on a display in the arena at the Doncaster Classic Car and Bike Show and enjoyed a get together at Steve n Julie's Anniversary bash in July. In August we headed down to Stafford to join the International Weekend, where SY TSSC scooped 3 awards, 1st Bond, 2nd GT6 and 3rd Spitfire. Later that month we returned to Brodsworth Hall for another chilled out Sunday amongst some fine classics. In September, we enjoyed our annual Club BBQ, our final camp of the year at the Providence in Yedingham, in the North Yorkshire Moors and enjoyed an Indian meal as we bid Gareth a fond farewell as he headed off to Uni.

In October we joined the St Leger Rally to the Trolley bus Museum and the Autumn National Triumph Show at Donnington. In November we enjoyed Pie n Peas at our Bonfire Party and in December, we'll round the year off nicely with our Christmas night out at the Crown Inn. Phew! If you've not managed to make it along yet to our meetings, why not make 2012 the year you give it a shot? – We're a friendly, diverse group of all ages, with a wide range of knowledge and experience on Triumph cars, life in general and a determination to get out and about and enjoy life, in our cars.

Finally, I'd like to take this opportunity to thank everyone for

their support, and hope you've all enjoyed the year as much as I have. After two years it's time for me to hand the reigns over to someone with fresh ideas and I'm sure that whoever that is, they'll continue to receive the support that makes SY TSSC work as well as it does. Happy Christmas to one and all, and here's to a successful 2012 .....

Au Revoir

*Paula x*

**WEST YORKS** Tel. 01274 781814  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all, so far we have had a very good response for the 2012 Dales Run weekend of **15/16/17 June**, this is before the booking forms have been printed. There may be a couple of B/Bs available but you need to contact Alan for more info. We have had plenty of people put their names forward to say they will be attending plus the best of the weather is booked.

If you would like you an idea of the venue, log on to [www.dales-bridge.co.uk](http://www.dales-bridge.co.uk) and have a look at the site and facilities which are on offer to you. The New Years Meal is booked for **Saturday 7th January** at the same venue as last year, ie the Hunsworth Pub were you can pick your meal on the night, so let me have your names please.

We will be running a National Drive it Day again for **22nd April 2012** but the venue is to be confirmed.

Our November meeting was the AGM, we had 20 members present on the night. We have a new AO for 2012, this being Martin Appleby.

First of all I would like to take this opportunity to thank you all for your support over the last 7 years, as I have very much enjoyed my time as your AO. I am sure Martin will do a fine job as well. When I attended my first meeting I thought what a good friendly bunch of people they are and was made most welcome.

Through the West Yorkshire TSSC I have made a lot of good friends and got to know people from different areas. Martin joined at around the same time as me and over the years we have worked together, looking for new venues for the camping weekends ETC. I will be giving him all the support he has given me. The first thing he asked me to do when he takes over in **January 2012** is for me to carry on doing the quizzes, I will do this with pleasure.

If any other members in other areas get the opportunity to become an AO take it! as it can be most enjoyable, but I find the more you put in, the more people and yourself get the enjoyment out of it. I have enjoyed my time as AO and I hope I have a lot more years of membership with the TSSC.

The Dalesrun weekend is booked for the **15/16/17 June 2012** at Dalesbridge camp site at Austwick, Nr Settle, North Yorkshire. This site looks better than Dent as it has a PUB on site, there is a possibility of a B&B room and this can be arranged on site but you will have to do this through me in the first place 01274 781814 or 07944909823

Booking Forms in forthcoming COURIER at the back for camping. If you want to have a look at the Dalesbridge camp site have a look at [www.dalesbridge.co.uk](http://www.dalesbridge.co.uk)

THE NEW YEARS MEAL is booked for the **7th January** at the same venue as last year THE HUNSWORTH were you can pick your meals on the night SO let me have your names please Keep your Triumph wheels turning

*Alan*

The West Yorkshire TSSC members would all like to thank Alan for serving his sentence as A.O. It has been a thoroughly enjoyable experience and we can only hope Martin continues the cause!