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Triumph
Enthusiasts

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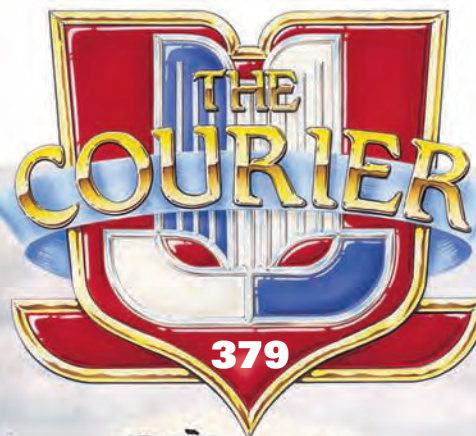
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Triumph Sports Six Club

The Courier 379

JANUARY 2012



Time Flies!

Vitesse & Spitfire
50th Anniversary
1962 - 2012



JANUARY 2012





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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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Simon Oliver, Jane Rowley, David Smith,
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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.



COVER PIC
VITESSE & SPITFIRE
50TH ANNIVERSARY



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

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

January 2012

SUN 8 JANUARY 2012
DERWENT VALLEY & NOTTS
AREAS NEW YEAR RUN
RIPLY, DERBYSHIRE
CONTACT
ROGER 07979 619949
COLIN 01773 531580
CLAIRE 07971 017012

May 2012

FRI SAT SUN MON 4/5/6/7 MAY 2012
23RD ISLE OF WIGHT
CAMPINGWEEKEND
CONTACT ANGELA
0788 006237 OR 01983 281427

FRI SAT SUN 18/19/20 MAY 2012
DENT CAMPING WEEKEND
CONTACT RICHARD 07766 354449

FRI SAT SUN 25/26/27 MAY 2012
TSSC TRIP TO
SPA FRANCORCHAMPS CLASSIC
TEL 01858 434424
WWW.TSSC.ORG.UK

June 2012

FRI SAT SUN 15/16/17 JUNE 2012
THE DALES RUN
CONTACT RICHARD 07766 354449

FRI SAT SUN 22/23/24 JUNE 2012
DERWENT VALLEY PEAKUN
www.derwentvalley-tssc.org.uk

July 2012

FRI SAT SUN 6/7/8 JULY 2012
TSSC TRIP TO LE MANS CLASSIC
TEL 01858 434424
WWW.TSSC.ORG.UK

August 2012

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

October 2012

SUN 7 OCTOBER 2012
TSSC HERTS & BEDS AREA
PRESENT THE 19TH ALL TRIUMPH
DAY AT DUXFORD
CONTACT PETER 01582 750943

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
PRESCOTT HILL CLIMB
www.tssc.org.uk

**PLEASE SEND ALL 2012 EVENT
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e-mail: trudiprettyjohns@tssc.org.uk**

“Comment

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

Standard Triumph Marque Day at Prescott

First, let me wish all readers a very happy New Year, and welcome you to the first issue for 2012 of your award-winning Courier. We are delighted that the outstanding quality of our magazine was recognised by the Classic & Sports Car award for 2011. I would like to personally repeat a big “thank you” to all who write for the Courier and to Bernard our editor.

Why not make 2012 the year to get your Triumph out and use it more often? There are so many first class events planned, including the Standard Triumph Marque Day at Prescott in May, the Spa Francorchamps Classic at the end of May, Le Mans Classic in July, The International Weekend at Stafford in August, and a host of great events organised by TSSC Local Areas.

The Standard Triumph Marque Day for 2012 will be held at Prescott Hillclimb, as it was in 2008 and 2010. This year the event will be on Sunday 20th May, with camping, Cotswold Drive and evening BBQ on the Saturday. On the previous two occasions this has proved to be a very popular day out, or weekend if you come and camp. The Prescott Estate, owned by the Bugatti Owners Club, provides an absolutely stunning setting on the edge of the Cotswolds not far from Cheltenham. If you haven't been before, it is thoroughly recommended.

At Prescott on the Sunday you can browse the Club Stands and Trade Stands, watch Triumphs blasting up the historic hill course through the day, test your driving skills by taking your own Triumph up the hill or if you prefer take a more leisurely drive up the hill in the lunchtime cavalcade. A walk through the car park will also reveal a feast of Triumphs. There are several good options for food and refreshments available, and we will be opening the Bugatti



STMD Prescott Cavalcade

museum which is well worth a visit.

For me the best part of the Standard Triumph Marque is that it brings all the Standard and Triumph clubs together on a single day.

It is a model of cooperation between clubs, being organised by a team from the Stag Owners Club, the TR register and the TSSC. Please look out for more information in this issue of the Courier.

We are also taking bookings currently for the two great Continental racing trips, the Spa Francorchamps Classic in May and Le Mans Classic in July. Places at the Le Mans Tertre Rouge campsite are filling up now, so if you want to go on the best classic endurance racing trip of the year, the advice is book soon.

Finally, a little reminder. By popular request, for the past couple of years we have been sending out the new annual TSSC windscreen sticker with the January issue of the Courier. Please check inside this magazine for your sticker.

If you have more than one Triumph and need extra stickers, just contact us at the Club Office and we will be happy to send more.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Dent Camping Weekend North Yorkshire Area

After last years trial run, we are running another camping weekend.

It will be held on **Friday 18th - Sunday 20th May 2012**, and will be held at the old Dalesrun campsite at High Laning in Dent.

If you can make it up for the Friday its a 3 day event!

The weekend is going to be a relaxing season opener and there will be a couple of runs and lots of time to take in the area.

The prices and exact details are to be confirmed but will be in the February Courier. This is not to be confused with the Dalesrun which is to be held on 15th -17th June in Settle

Please register your interest with Rich at 72stag@gmail.com or on 07766 354449

23rd Dalesrun 15th, 16th & 17th June

(a week later than normal)

The Dalesrun is moving to **Dalesbridge activity centre, Austwick, Near Settle, LA2 8AZ** and we will be taking you through some of the most wild and scenic areas at the heart of the Yorkshire Dales. Campsite website - <http://www.dalesbridge.co.uk>

There will be a lunchtime stop with great facilities and a barbecue will be held at the site about 5.30pm (bring your own food). There will be some evening entertainment and there is a bar nearby. West and North Yorkshire are going to be organising something, so come along and enjoy yourself. On Sunday, we will be organising a shorter run with a lunch stop and be back at the site for a reasonable time. All profits are being donated to a prostate



cancer charity. This year we have the following:

Completely separate area on the campsite
Two scenic runs through the Yorkshire Dales of
Approx 90 miles over 2 days

A lunch stop with picnic and café facilities on
the Saturday run

Raffle with quality prizes (Donations welcome)

Night time entertainment and bar

Children's games and activities. Dog friendly
site. Access to the site will be sign posted.

Please arrive with a full tank of fuel.

The site accepts tents and caravans. We have negotiated discounted rates and a separate field with the campsite.

Bookings must be made through the club to receive these preferential rates.

To attend the 23rd Dalesrun please complete and return the booking form in next months Courier advert

Richard Briscoe
TSSC North Yorks AO

Volunteer A/Os for West Wales

We are still 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



HQ OPENING TIMES

JANUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



www.tssc.org.uk

FEBRUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the forthcoming show
International Triumph Show & Spares Day

Sunday March 4th 2012

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



THE
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www.tssc.org.uk

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*

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

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Young Member's Co-ordinator



<http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>
e-mail. triumph-dan@hotmail.co.uk



Dan Chudleigh

Pure NOSTALGIA!

Recently I have been thinking, "if I had a time machine where (or should that be when) would I go"? Now some people would go way back in time to see an important event, like the building of the pyramids, shake hands with Isambard Kingdom Brunel, quote a bit of Shakespeare to himself, or maybe go forward in time see what we will be doing in a few 1000 years. Now when I think of this, my mind will only take me to one place, a Triumph dealership in the late 60's or early 70's.

Now this is very VERY sad I know, but it has to be the best time for Triumph, lots of exciting new cars and some well established models, the best of everything. I would love nothing more than to sit in a factory fresh 2500 PI, Take a Vitesse Mk2 for a spin, question the



sales team on the reliability of the new V8 in the Stag. It would be amazing.

This must be a hard thing for some of you to understand as some/many of you, have memories of Triumphs when they were new. Many were loved first cars or a well earned treat for your parents. This is why the majority of the people within the Triumph club are in it "NOSTALGIA". As a young member I don't have this connection, no one in my family ever owned a Triumph or even anything to do with classic cars. I made all my own connections

Young Members Co-ordinator

and a part of me is saddened that I never got the chance to enjoy them first time round.

I have been thinking about this a lot since my local paper published a good piece from a gentleman who spent his working life at South Devon garage and his good memories from that time.

At my local club meet, this was a point of conversation, a few of them had memories of the garage themselves, we still have a few cars that rolled out from their show room.



Having this lack of nostalgia sends me hunting for ways to relive these bygone times, one thing I did as part of this ongoing crusade was to attend Goodwood Revival back in September. I did need to rob a bank to afford the tickets, but as it coincided with my dad's birthday I took him and offset the guilt of spending all that money with the fact it was his

gift. For anyone that has never heard of the revival it is a weekend event of classic bike and car racing but not only that it is like a step back in time as everything is set in the 40's 50's and 60's. It is all done with such accuracy it's very believable. It boasts to be the biggest fancy dress party in the world it's just amazing to see the general public making such a good effort. They put on local amateur dramatic groups to



come and set up scenes, as black market traders trying to sell you watches from the inside of their trench coats or hosiery from their sleeves. There was also a bridal party and photographer running around causing havoc and getting just the right pic's for the wedding album. Everywhere you turn there is another





scene from a Butlins bar and ball room with staff in the period uniform, to a Tesco with green shield stamps, original stock and a Austin A35 van all sign written.

One of the best things I saw was about 50 mods on their scooters (with more mirrors than IKEA) being chased around the race track by the equal number of rockers on their bikes, then behind all that was a old police Jag with blues and twos going. What a noise that was, just had to stop and stare in amazement. There was just so much to see you would need all weekend and more, unfortunately I could only afford the Sunday so the one day was not enough time to see everything.

The racing is also out of this world. One race of the

weekend which is said to be the most expensive race in the world, with many priceless cars being driven very hard (this year in the rain) with real aggression. The drivers didn't seem to be aware of the value of their vehicles. It really was like watching old style racing, well at least how I would imagine it to



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<p>Price promise Found a better Price?, we will Always try to Beat it if possible</p>	<p>Website covers all New, Recon & Used spares and Also lists cars currently in for dismantling</p> <p>Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm saturdays All in one large warehouse, with shop counter, feel free to come & browse Whatever your requirement we will always try and help</p> <p>Unit 21b, Durkins rd, Charlwoods industrial estate, East Grinstead, West Sussex , RH19 2ER</p>	

Young Members Co-ordinator

be. One race I particularly enjoyed had Minis and Anglias racing against big old Mercs and wallowy old Jags.

without hesitation. If only it were a little cheaper, but still worth every penny.



The cars were really making their drivers work hard to get them round in the damp.

The event itself was so vast, it even incorporated the car park with a special area laid out if you bought a tax exempt vehicle. We took my dad's Stag and booked a pass to put it in this area. We got to Goodwood early that morning and were parked at the front of this big field. When we returned back to the car later that day (to dry off a little), I was amazed at the amount of cars in the field. You could spend all day just walking around that bit. What was nice was the variety of cars, now you must remember the "class" of people that go to Goodwood and this was just proven by the type of cars that were on show. It put a big smile on my face to see the odd rough Herald, just to bring it all back down to earth. As we were walking around all the cars hunting for the Triumphs they flew 10 Spitfires in formation and that just topped it all off for me, the noise, the cars, the atmosphere and above all the nostalgia "what an event".

So, if for 2012 you want a car show with a difference, an opportunity to relive or experience times gone by, I recommend it

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DN14 8RP



Email: info@yorkshiretriumphs.co.uk
Web: www.yorkshiretriumphs.co.uk

LE MANS

CLASSIC



Bookings Still Available

The Triumph Sports Six Club is organising the premier Le Mans Classic camping experience at the top-rate Tertre Rouge campsite, right on the circuit.

ALL Triumph enthusiasts are welcome.

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
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- Priority booking for members of the TSSC and selected other Triumph clubs.
- Discounts on ferry crossings.

This will be the Triumph trip of 2012!

For more information or a Booking form,
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E-mail. **info@tssc.org.uk**

or phone the Club Office on **01858 434424**



TSSC Trip to the Spa Francorchamps Classic 25th to 27th May 2012

Did you enjoy the Spa Classic in 2011?

**How would you like to
Double the enjoyment?
With a trip to
Spa Francorchamps
and Le Mans Classic?**



Here is some great news.

BOTH Classic Racing experiences are available in 2012!

Following the success of the first event in 2011, the organisers of Le Mans Classic, have decided to put on an ANNUAL classic endurance racing event at the famous Spa Francorchamps circuit in the beautiful Ardennes region of Belgium.

The event will be held on 25th 26th 27th May 2012, and will have similar grids of competitors to Le Mans Classic, plus Historic F1 racing. The TSSC is offering Triumph enthusiasts the chance to book tickets (entry to the event, grandstand and track laps) plus camping through the Club.

We are now open for bookings.

For more information or a Booking form,
please visit **www.tssc.org.uk**

E-mail. **info@tssc.org.uk**

or phone the Club Office on **01858 434424**

BIG SALOON Register



www.tssc.org.uk/bigsaloon
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Mark Blease

Police, Camera, Triumph!

Happy New Year to you all! Let's hope 2012 is another fantastic year for big saloons and estates in the TSSC. This month you are getting a break from my ramblings, as I have been sent this very interesting article by

Mike Crewes:

"As you may already know I spent almost 33 years in the Met Police, in London. I spent nine years on the beat at various stations as an Area Car driver (Class 1). The Met used to be slightly different to most other forces in that; like other Forces Traffic drivers were all Advanced drivers, but in the Met we also had cars at stations that were the first response to 999 calls and required Advanced drivers; Area Cars. Things have changed slightly now.

These Area Cars carried the local station radio and a 'Force' radio that was controlled from Scotland Yard, where the 999 calls were received. Outer London stations used to run the Rover P6, but inner London stations used to run the more nimble Triumph 2.5 PI MkII. Ours was a riverside station, so we had 'Mickey Mouse' spotlights on the roof. I spent many years driving these vehicles and had great fun. Occasionally we got a Rover to play with, these were faster flat

out, but very wallowy and the back end would suddenly break away without warning if pushed hard. The Triumph on the other hand was faster to accelerate, stiffer to drive and talked to the driver continually through the seat, the handling was very predictable and I was able to drift it for long distances, if I needed to show off. You were either a Rover man, or a Triumph man and I was definitely a Triumph man.



Area Car at a show (they were Blue)

The gearbox was automatic and was prone to blowing seals, they used to get worked very hard. I remember one car I drove whistled when pushed as gearbox fluid was blown out through a leaking seal onto the exhaust. I remember taking an 'Urgent Assistance Call'

(where Police need help quickly) that was several miles away through London evening



A Triumph Traffic Car Pic courtesy Northants Area

traffic. We took the call and set off, gearbox whistling away. When we arrived, there were the local Police in full fight with some local jobs. As we pulled up and jumped out



Rover V8 Traffic Car

the fighting suddenly stopped with all the jobs pointing at our car.

It looked like it was on fire and was completely enveloped in the smoking gearbox fluid as it burnt off the exhaust.

When the PI finished we were issued with TCs and later SEs. They weren't quite as fast, but still a good car. One thing I remember was being able to see all four corners of the car from the driving seat. This paid off one time when taking a call and turning around I was passed by a Rover SD1 V8 Traffic car going to the same call. I tucked in behind and followed him through the traffic, he was determined to get away from me. We got to a roundabout with a traffic island in the road, traffic moved over, but the Rover couldn't get through, so he had to go to the offside of the island, into the roundabout and fight his way through traffic that had stopped to let him out. Me? I shot through the gap in the Triumph and was away. The traffic car arrived to find our Triumph empty with my crew and I helping officers deal with the call: the traffic PC wasn't happy!

The SD1 replaced the Triumphs eventually and there was a lot of Triumph in them, they were quite a good car, until they fell apart.

I always said that I would buy a 2.5 PI if I ever came across one, but never found one for sale until many years later when I was looking for a Triumph to tow our caravan. It dawned on me that a 2.5 PI would be ideal. Within a couple of weeks I had bought a very nice PI that was a bit

tired, but hadn't been messed about with, 1 owner from new in the rare Emerald Green! It was a great tow car, on the motorway you just flicked in and out of overdrive.

Eventually I came across my teenage dream,



A Period illustration by RE North for a Jigsaw by Victory

smiles, holding on for dear life. I apologised afterwards, but Tony replied that it was great to see the car being driven, he had designed the rear suspension and 'doesn't it do a good job?' We then burnt quite a bit of the lamp oil swapping stories about driving the car in anger through our past. I loved driving the PI in anger, she was a great

my current Stag and unfortunately, had to sell the PI. I still miss her, but I know that she is in good hands with Garth and Ellie Jupp.

During my ownership I took her to a Club extension opening at Sunderland Court. It had been arranged that we could drive around Rockingham Circuit and I was asked if I would take Tony Allen and his wife in my car. I got a bit carried away throwing the car around the circuit infield and suddenly remembered my VIP guests in the back. A quick look in the mirror allayed my fears as I could see two

'drivers' car and a very good Police Car. It was only bettered, in my opinion, by the Volvo T5 many years later, but the Met didn't buy too many of these, unfortunately ... and there's another load of stories!!!"

Brilliant stuff, thanks again to Mike. I'm now off to admire my new trolley jack that Santa brought me (it's good to know that he really does read all the letters that are sent to him). Until next month!

Mark

PETER JAMES INSURANCE

Peter James Insurance is a TSSC Insurance Partner.
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LATEST ISSUE



FEATURING

TRIUMPH 2500

LONDON TO CAPE TOWN RALLY CAR

As seen on TSSC stand at the Classic Motor Show

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Guy Singleton

A Bond to Le Mans



2

012 – only ONE year to go until the BIG ONE – the 50th Anniversary of the first Equipe – only 365 days to

get yours back on the road if it's 'resting' in a barn, under a tarpaulin etc.etc.

2012 is also a year for foreign trips, with Spa Classic, The Classic British Welcome and Le Mans Classic, and talking of Le Mans, one man's story of trying to get his Equipe to Le Mans follows Frank Bosmans story of his 4s – over to Frank:-

Bond to Le Mans

In 2006 I decided to go to Classic Le Mans in my Bond Equipe GT 4S. Preparations were made but the week before I set off I had some carburettor trouble. My local garage sorted the carbs so I could get on my way. The Thursday morning that I headed for Le Mans the car decided to spit out its fuel on to the exhaust in a big way so I decided to leave the car home and drive in my modern car. Although I enjoyed the event I was also disappointed as I was there in a modern car and not in my Bond.

Come 2008 and I try again, only I blew up the engine in August 2007. I always felt the Bond was being a bit underpowered with 1150cc and four cylinders so when a rotten but mechanically reasonable Vitesse came up for sale, I decided to buy this and do a transplantation of engine, gearbox, differential and brakes. Two days before departure to Le Mans I only had to do the diff and the drive shafts.



As time was running out I thought to leave the original diff and just do the drive shafts only to find out that they don't fit together. So I ended up in Le Mans in my modern car again. Yet I swore to bring the Bond down to Le Mans, even on a trailer if necessary.

2010 I had plenty of time to prepare the car and get all kinds of niggles and problems sorted but as life and work keep getting in the way, a lot of stuff was done last minute. And some other not urgent things postponed again (like an alternator conversion).

A six cylinder engine gets a little bit hotter than a 4 cylinder so efficient cooling was important as it can get hot in July and traffic jams are common everywhere. I already had the radiator re-cored and the cooling system back flushed when I did the engine transplant so that part of the job was ok. Only with the Bond polyester bonnet, the heat can't get out that easily so I made up an aluminium valance that forces the air through the radiator. This already made a big difference but I still didn't feel this to be

enough and decided to put in an electrical fan as well, just in case.

Then the N.O.S. exhaust manifold that I had bought to replace a cracked original, decided to crack in the middle so I bought a mild steel sports exhaust only to find out that it fouls the chassis and the suspension. I didn't see any use in sending it back from where it came as they listed it for a Vitesse and were convinced it should fit. I took a deep breath and decided to cut up and re-weld the shiny new exhaust. After this was fixed, I needed to adapt the rest of the exhaust and made some bodge

repairs that should get me to Le Mans. As not all parts are that easy to get in Belgium I decided to make do and weld instead of ordering a new exhaust from the UK. As I had plenty of time to repair and prepare the car it was ready on Wednesday. That is Wednesday the 8 of July and we headed off to Le Mans on Thursday the 9th. We being Andy Rangecroft from Rotherham and myself from Lommel, Belgium.

At first Andy wasn't that up for going to Le Mans (again) so he did not buy tickets. But then he changed his mind and decided to come along as a co-pilot with me. He flew in to Eindhoven Airport in the Netherlands as this is only 45mins from where I live.

We packed all our stuff in the car and planned to leave at 5 in the morning to beat the traffic and be past Antwerp and Ghent before the traffic jams come up. Unfortunately I woke up with a terrible headache so departure was postponed to 6.30. Thanks to this delay we were caught in heavy traffic and already way before Antwerp we were in our first traffic jam. It was well past 9 as we finally had left Antwerp behind us only to find out that there had been an accident before Ghent and there were road works after Ghent with major delays. So we left the motorway and made our way on back roads.

The car was running ok, the electrical cooling fan proving to be worth its Money but we were

still being cooked in the car. Hot air was blazing in the passenger compartment through



Gearbox Tunnel refitting at Tetre Rouge

the gearbox tunnel. We made a stop only to discover I forgot to bolt the tunnel down properly. We bought some nuts, bolts, some self-tappers and some extra gaffer tape and got the gearbox cover sealed off better. The best improvement was on the passenger side but the driver's side was better as well.

We arrived at Tetre Rouge around 20.30, tired and well cooked. But we had a great welcome from Guy & Suzie and David & Amanda. They even had a special card made up for the Bond!

I had booked a track lap because that was the purpose of the whole expedition, driving the Bond on the track.

Come Saturday morning and I discover that an electrical cooling box uses more power than a solar panel can supply to a car battery.



Luckily David is at hand with Wotan, his bright

The drive itself was fantastic although I don't remember every detail; I was nervous and excited at the same time. The Mulsanne straight was great fun but also scary as I had no idea where best to start braking. Luckily for us, there weren't too many cars around us. Whilst I was driving, Andy was taking pictures with both our cameras, so I now have a picture of me grinning behind the Wheel.



yellow Bond 2 litre and with some leads we start my Bond. Unfortunately after a few yards the battery cuts out again and seems to be dead. Guy & Suzie are marshalling on the Tetre Rouge campsite at that moment to help get an orderly queue formed with all the club cars who want to go for a track lap. Guy comes to the rescue with driving Suzie's Spitfire 'Sybil' down to where I am stranded, flips the bonnet open and transplants Sybil's battery to my car. International Rescue couldn't have done it better and I get in the convoy down the track as one of the last cars.

The queuing for the track lap takes about 90 minutes in the hot sun. Luckily we have brought a big bottle of water in the car. As we are almost on the circuit, something bizarre happens. Some of the cars in front of us are sent straight ahead instead of on to the track. We are sent down the right direction and get on the track with hardly any cars in front of us.

Thanks Andy, for these great pictures.

After the track lap we returned to the campsite, again queuing for almost half an hour. We treated ourselves to a well-earned cool beer and I think I sat there grinning for an hour.

Without the help from David and the emergency battery transplant that Guy and Suzie performed I would have missed out on my track lap. It amazed me to see and experience firsthand what lengths Guy and Suzie will go to see a Bond on a circuit. Later on I could have my battery charged up at the club bar so my Bond could start on its own power again.

Third time turned out to be the right time –

THE Track – passenger eye view



I finally managed to get to Le Mans in the Bond and do a track lap. I had a very good time and must say thanks for all the help I got at Tetre Rouge for making the track lap. I thought of getting a team name like some do: BSB racing, which stands for beg, steal or borrow. Although I didn't steal anything.

I promise!

So if you are in doubt of doing something similar with your club car, don't hesitate but just do it. It is so much fun."

Although we heard about Frank's trials and tribulations at the time it was good to read his view of it, and doing so took me back to the great weekend we had there. On the Sunday evening Frank gave Suzie and I a ride in his 2 litre 4s – the first time I had been in a LHD Bond which was an interesting experience – to the restaurant where We, Dave and Amanda and some other friends had what has become our traditional Sunday evening meal.

Thanks Frank.

Last year was an interesting one for Suzie and I, I was made redundant in August and have set up my own Surveying business, principally dealing with planning applications, including drawing up plans, design advice etc – so am happy to help if anyone needs plans for a new garage, conservatory or barn!

Suzie has also finished her longer term outside employment so is now working from home full-time selling on ebay, both items we have found to sell and also selling on commission for a variety of clients.

Just to complicate matters, Suzie fell down the stairs a week ago and has broken her ankle badly and will be in plaster for the next 6 weeks and needs quite a bit of help around the house as she can only hop about and is unable to bear weight on her bad foot. I currently have a very busy life with my new venture, helping Suzie with packing and posting her ebay items

Frank on the track taken from Tetre Rouge



3 up in the Bond

and all the cooking and cleaning etc (all together now – aah....)

The financial implications of all the changes means that although I do now have much more time at home, many hours are filled just making a living – and living! I am – in fact, we both are – still more than happy to help anyone with advice on their cars, providing parts from the 'Bondhenge' garages if I have parts useful for others and information from the Bond Register (and adding 'new' cars to it), writing articles and visiting as many events as we can.

However we will need to try to reign in on excessive expenditure – as most everyone is these days – and therefore will not, unfortunately, be doing Spa Classic or Le Mans Classic this year but we are planning on visiting the Le Mans environs for the Classic British Welcome in June and spending a few days exploring that area of France in one of the Spitfires. If you are also planning to attend that event do please get in touch and we can then arrange to meet up there.

I hope you all had a good Christmas, and I wish you all a prosperous New Year.



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



Colin Lindsay

Diff's Again!

If there's one thing I've learned from experience, it's never throw anything away. Not only does this provide you with a garage full of junk, it also gives great opportunity for exploration of damaged or worn parts, or simple refurbishment of the same to provide spares for some rainy day in the future. I spent a great afternoon a few years back stripping down a GT6 engine, rusted and seized beyond repair, but the insight into how things fit together was very valuable in future restorations.

Consequently when I found an old Herald differential unit in the dark recesses of the garage roofspace I decided to see what could be salvaged, and what could not. If you ever buy a differential second-hand, make sure at the very least it rotates, and make sure it has been stored full of oil. This one was neither, and the resulting mess inside left a lot of it beyond redemption. I soon found out why it wouldn't rotate - this collection of bullets in a belt is actually the pinion bearing which was severely bent and distorted. At the other end the crown wheel was missing a few teeth, the

All is revealed!



reason the diff was thrown as a spare into the boot of a Herald I purchased some years ago.

However all is not lost; both quarter shafts were



Pinion Bearing

reusable, and the case itself is solid with no cracks. Once I'd removed the badly worn rear bushes - heat, more heat and a huge screwdriver - a thorough sandblast followed

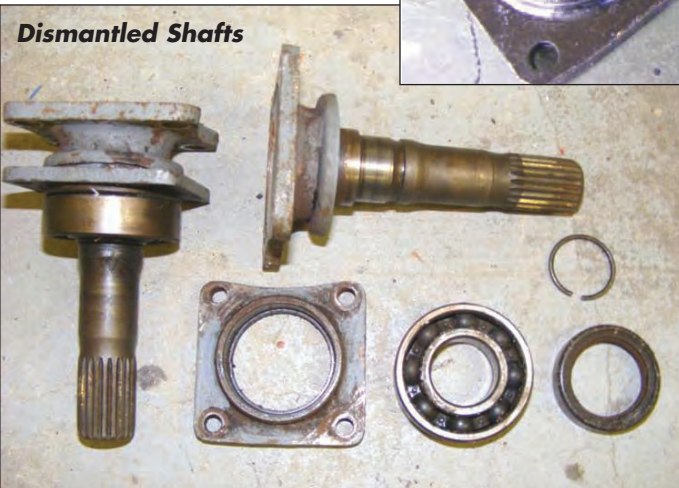
Four cap nuts hold the axle in place, and mine were very solid - it took a long Allen key with plenty of force, and I was glad of the heavy gauntlets I was wearing when the nuts finally gave and started to rotate. With these removed the axle will pull out easily. The bearing is quite a tight fit, and is further secured by a spring-clip seated in a groove which must be prised out with a small screwdriver or fine-nosed pliers. Both my bearings were impervious to normal force so heat applied to the bearing with



by a few coats of primer and a topcoat of black Rust-Not means this one will ride again.

a blowtorch expanded it sufficiently for judicious work with a hammer, and off it came.

Refurbishing the quarter-shafts proved to be equally satisfying, and equally simple to do. If you've got an oil leak from the side of the differential it will more than likely be a worn side seal, but unlike the pinion seal these are on the side shaft between the flange and the bearing and so all must come out for replacement. This can be done with the unit on the car, but without ramps, access is difficult and often painful!



The seal plate itself simply slides off the shaft and the seal presses fairly easily out of the seal plate, but be careful with the replacements which are of light metal which will distort easily if pressed back in any way out of perfect alignment. This is where I was particularly glad of spare assemblies - I was able to check the direction of fit for the seal plate as once

the bearing is refitted a mistake will be difficult to rectify. The raised side goes into the flange housing for extra protection from the elements, with the flat side to the bearing. The seal, as with the front pinion seal, faces into the body of the diff with the blank face outwards. The new bearing requires to be drifted back onto the shaft to a position where the spring-clip can be refitted; there's a lip on the shaft so it can't go too far down. I drifted mine using a length of mahogany wood and a small hammer, it went

groove as before and the assembly is ready for refitting.

I reuse the cap nuts - sandblasted and repainted, as were all the other component



Spring Clip in Place



on quite easily. Once it's as far down the axle as it can go the split-ring will slide back into the

parts, but with new spring-washers; there was no gasket here between the plate and the body - in fact this is my fourth diff rebuild in two years and none had a gasket - but I'll be fitting one per side, courtesy of a bargain buy I found at the last Stafford.



Shafts ready to refit

Once rebuilt I'll be shipping the unit off to a friend who will remove the pinion bearing race for me by the simple expedient of running a seam of weld the entire way around it; when it cools, the race contracts and literally falls out.

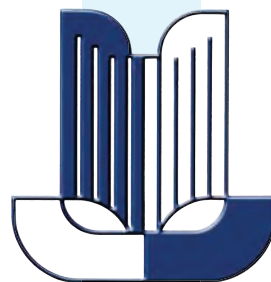
This should leave the differential ready for refitting over the winter layup.

Oh, the joys of lying on a cold garage floor! Still. it leaves the good weather for actual driving....

Colin

Welcome to NEW MEMBERS

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



THE
TRIUMPH
SPORTS SIX
CLUB

Quentin Hulm	Avon				
Paul & Tom Harris	Avon				
David Knight	Avon				
Steve Smeltzer	Avon				
Bill Adshead	Avon				
Charles Woodward	Avon	Hamish Whyte	Forfar	Richard Pearson	South Yorks
Simon Trepess	Beds	Graham Johnson	Hants	Danny Hawcroft	South Yorks
Alistair Green	Beds	Graham Wade	Hants	Andrew Renwick	South Yorks
Andy Spencer	Berks	John Davey	Hants	Ian & Lee Cottam	South Yorks
Emrhys Barrel	Berks	David Edwards	Hants	Duncan Banks	South Yorks
Robert Carey	Berks	Alistair Leeson-Smith	Hants	Robert Mellamphy	Suffolk
Mike Smith	Birmingham	Clive Northwood	Herts	Christine Brignell	Suffolk
Stephen Crighdon	Birmingham	Jennie Turner	Herts	Geoff Naumann	Surrey
Charles Halliwell	Bristol	Paul Drury	Herts	Elaine Donovan	Surrey
Mush Taw Ali	Cardiff	Robin Hazell	Herts	Tony Newell	Surrey
Srewart Wood	Cambs	Paul Sillwood	Herts	Michael Preston	Surrey
Jonathan Blackburn	Cambs	Peter Snape	Jersey	Richard McGreevy	Surrey
Damian Horner	Cambs	Aaron Grandfield	Jersey	Gary Brooks	Surrey
Howard Griffiths	Cheshire	Andrew Henderson	Jersey	Chris Gleeson	Surrey
David John Vaughan	Conwy	Tom Stapleton	Kent	Clive Timothy	Surrey
Kenneth Spiers	County Down	Roger Quilter	Kent	Malcolm Smith	Surrey
Carl Drinkwater	Derbys	Stanley Cleaver	Kent	Thomas Mould	Tyne & Wear
Ian Mitchell	Derbys	Laurence Carroll	Kent	Ian Faulds	Tyne & Wear
John Fosdike	Derbys	Tony Shearin	Lancs	Simon Tarrant	Warks
Brian Boam	Derbys	David Haughton	Lancs	James Faulconbridge	Warks
Laurence Jones	Devon	Paul Crumby & Assoc	Leics	Nigel Hinton	Warks
Richard Porter	Dorset	Jeff Kingsbury-Smith	Leics	Sharon McBeth	Warks
Harry Dewhurst	East Sussex	David Garton	Leics	Andrew Smith	Warks
Martin Roberts	Essex	Michael Ovendon	Lincs	Kevin Shepherd	West Sussex
Keith Marzetti	Essex	Gillian Pelham	London	Alan Webb	West Sussex
Graham Hurley	Essex	Mike Nugent	Manchester	Brian Turner	West Yorks
Neil Hurley	Essex	Nick Studd	Norfolk	Robin Beardmore	West Yorks
John Chapman	Essex	Christopher Yorks	Northants	Ian Moore	West Yorks
Graham Dorling	Essex	Mark May	North Wales	Andrew Booth	West Yorks
Barry Moldon	Essex	Ian Hoodless	North Yorks	Eris Mobley	Wilts
Gerald Dalt	Essex	Gary Chapman	Notts	Alex Marjoribanks	Wilts
James Smith	Essex	Mark Ireland	Notts	Kevin Evenett	Worcs
Geoffrey Brown	Essex	Alex England	Notts	John Cozens	Australia
Thomas Daly	Essex	Gary Smith	Notts	Peter Akkermans	Holland
Paul O'leary	Essex	Peter Forbes	South Yorks	Neil Castleman	Germany
Russell Smith	Essex	Paul Fletcher	South Yorks		
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the Club has to offer*

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Front wishbone bushes 119451 (set of 8).....	£10.50
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Front suspension vertical link/trunnion assy.....	£125.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£20.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£58.00
Gearbox exchange.....	£265.00
Recon exchange D Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D 1500.....	£255.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£150.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder -7 dia.....	£12.50
Rear brake lever 123135.....	£6.50
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£32.50
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£35.00
Seat cover set, brown houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£170.00
Hoods vinyl inc zip window.....	£140.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk III 913766.....	£1,015.00
Front wings Mk II 908113/4.....	£97.50
Front wings Mk I 907154/5.....	£75.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk III 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£135.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£265.00
Recon exchange D Type O/D.....	£255.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£29.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk III/III rotiflex GBS750.....	£15.00
Brake shoe non rotiflex GBS746.....	£15.00
Front side/rear lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

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Mk I front panel (nose cone) 903258.....	£75.00
Mk I bonnet 903477.....	£125.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701711.....	£20.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£270.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Dolomite Rear lamp assembly RH/TKC938.....	£52.50
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Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£270.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£265.00
Gearbox exchange 18/50 3 rail.....	£265.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£42.50
Rear subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
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Lower steering column joint FAM1718.....	£22.50
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Brake pads Sprint.....	£12.50
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SPITFIRE MkIV/1500 Register

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Derek Ford & Hugh Glossop



Spitfire NPH 510L.

This month's article comes from **Roger Smith**. Happy New Year everyone! *Derek*

My name is Roger Smith, and I have owned a White MKIV Spitfire since 1981. The car was purchased by Mr Albert Smith (no relation) from Phipps Autos Ltd, Corner Garage, St. John's Woking on 1 November 1972 on his retirement. In the nine years before he died he covered just 17,000 miles in the car, almost all around the Woking area. The hood was always up, and the car garaged at all times.

We were driving a MK2 Vitesse and a 1964 Herald (which we had owned for 13 years) at that time. I was well aware of this Spitfire, and



long had first refusal on its ultimate sale. I bought it for £1,000 in February 1981 with the intention of keeping it for my retirement - 28 years away at that time! I then sold my Herald to my niece, but only after taking out the Mk3 Spitfire engine I had fitted two years earlier! We used the Spitfire as a second car to the Vitesse for about 3 years, when a growing family dictated that a larger car was essential.

After buying a Triumph 2000TC the Spitfire was parked at the back of the garage, only coming out again in 1988 when I finally parted with the Vitesse (back to its only previous owner).

In the next 3 years the Spitfire was again used as a second car but in 1991 I started using it for work.





Mistake! At that time I was covering about 500 miles a week, and after about 6,000 miles the engine failed - first when the big ends gave up on the M27 near Southampton, and again only 6 weeks later when a spark plug exploded and drove a very neat, but fatal hole through a piston. So in June 1991 the car again went to the back of the garage and I bought a new Proton for work (ugh).

It remained in the garage till January 2000 when the Proton fell apart, and I decided it was time to put the Spitfire back on the road. My intention was to preserve the car in its original condition as far as possible, whilst ensuring that the mechanics were, as far as practical, to the highest standard.

Wherever parts have been changed for non-



standard parts (for example the new rocker cover) the original part has been put into store to ensure the car can be restored to the original specification should I need to. The car passed

the MOT test (first attempt of Course) on 8th August 2000 and it was back in business.

Apart from minor repairs to stone-chips etc. the paintwork is original. The car was under-sealed from new and surprisingly this has proved very successful in protecting both the chassis and the underside of the car. No welding has ever been needed and the body is all but rust-free. All panels are original, apart from both front quarter panels which have been replaced with British Heritage steel panels.

I have completely re-built the engine, machining carried out where needed. New big ends, main-bearings, pistons, valves, timing chain and oil-pump have all been fitted. It has deliberately not been converted to lead-free. The Air-filters were replaced with K&N filters and carburettors completely re-built, and a stainless steel exhaust fitted. It now has electronic ignition and a full-width radiator.

All brake pipes and clutch pipes have been replaced with copper and new brass unions. All brake hoses are Aeroquip braided hose and the car now has Dot 5 silicon fluid in all hydraulics. All electrical fittings and looms are original apart from the headlamp units which have been replaced with standard power halogen units, and a pre-engaged starter motor has been fitted - a really worth-while modification. The suspension has been totally re-built with new bushes, shock absorbers, up-rated front springs, swivels and trunnions.

The interior is original and in very good condition, only being let down by the original carpets which are now a little worn and faded, but since it is unusual for carpets to survive in



Spitfires for so long I am reluctant to change them (although I do have a new set in store ready to go in).

The steering wheel has been replaced with a Mota-lita 14 inch flat black leather wheel. A new hood and hood cover were fitted in 2000. and the car now has a genuine Stanpart tonneau cover waiting to be fitted, together with a hard top, awaiting renovation.

In 2008 I fitted a Weber DCOE 45 with an SAH cross-over manifold to the car, with the intention of fitting a four branch manifold and twin exhaust if I was happy with the performance. It drove even better than I had hoped, but I had this persistent, niggling doubt that what I was doing was just a step too far. I refitted the twin SU set-up this spring banishing the Weber, manifolds, exhaust and other bits to the store.

That really was an expensive lesson learned! The tool-kit is complete and virtually unused. The original Handbook, Triumph Sales and

Service book, and the Triumph "Passport to Service" (complete with Free Service voucher) are all in the original Red Service Record Folder.

I finally reached 65 in April this year, and so I have now retired. The Spitfire has now covered 33,250 miles, it passed its MOT on 25 June and is now raring to go! I guess it pays to plan ahead!!



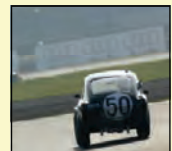
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GT6 Mk I - II - III Register



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Andy Wood

Mr Fish what's going on?

I'm here with my newly fitted winter tyres to my everyday car. (Turin Charter) and its 16 degrees yes double figures as I write surely not! It's November!!

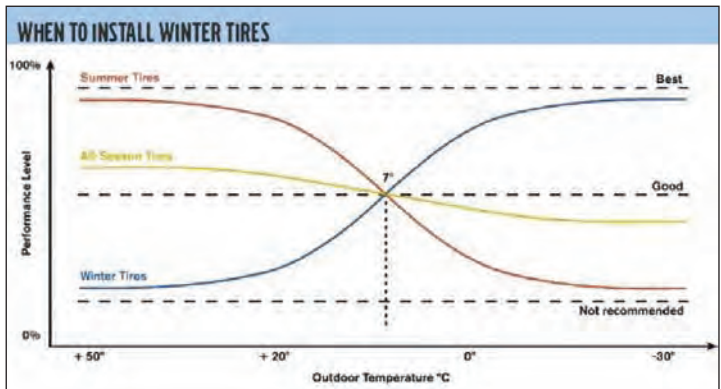
One of the questions I have repeatedly been asked is about the rear suspension and tyres on my modified GT6 and what Wheels and Tyres will fit, but just to go off piste for a while I want to just spend a few moments talking about winter tyres, why have them? Back in the glorious 80's when my GT6 was my everyday car, I was out in it rain, snow and ice. What fun we had no weight in the back it was like a skate board or more like Bambi on ice. I never knew then if there ever was such a thing as winter tyres. Would they of made a difference I ask?

One of the most common reasons we hear as to why winter tyres aren't needed in the UK is because we don't get enough snow, yes Mr Fish where is it? Winter tyres are designed to be more effective than regular tyres in any temperature under 7 degree C or 44 F on any type of road.

Cold weather tyres are designed with a larger percentage of natural rubber and silica in the compound which doesn't

harden up as much as synthetic rubber in cold conditions.

But remember Winter tyres are **NOT SNOW TYRES** these are a different animal. So for the verdict; looking at the graph when to fit winter tyres (published by Volvo I understand way-back when,



never miss a trick these Volvo people) you can see and in reality it's a no brainer, unless you have a palm tree in your back garden! If you want to stop a little quicker in the ice and rain get yourself some winter tyres. If you have a rear wheel drive car it's a must. But don't fit them to your GT6 keep it in the garage away from that rot accelerator which is spewed out From the those yellow monsters that cruise our streets at all hours keeping us on the road, our cars rot away happily on their own without any help!

For those younger members Google Michael 'Hurricane' Fish and then

you'll understand.

Depending on how long we stay in double digit weather some of you may still be on the road but as night follows day we will be putting our cars in to hibernation soon enough.

As part of my restoration and looking at my somewhat tired wheels and realising the tyres were some 20 years old. It gave me the thought how old is an old tyre?

I recently found out from the following extract, an article I found at www.tyres-online.co.uk and reproduced with the kind permission of **David Wilson of Tyres-Online**

Tyre Ageing

All tyres undergo an "ageing process" due to exposure to the environment even if they have never been used or have only been used occasionally.

This phenomenon is caused by a number of factors including:

- the process of after curing, whereby the tyre continues to vulcanise very slowly. This is caused by factors such as light, heat and movement and makes the tyre become stiffer and more brittle.
- oxidation involving oxygen and ozone from the atmosphere causing hardening of the rubber and reduced elasticity
- plasticisers drifting from the tread area to other parts of the tyre, resulting in increased hardness.

Tyre ageing can be minimised by proper storage in a cool, dry environment, away from direct sunlight and away from electric motors (such as air conditioning units) or other sources of ozone.

Interestingly, tyres, which are infrequently used or not used at all, age and crack quicker than tyres, which are in regular use. For this reason tyre manufacturers tend to recommend including the spare tyre in any tyre rotation process. Spare tyres, which are old should be used with caution. If in doubt, get the tyre checked by a tyre expert.

Caravan tyres or tyres on other vehicles that are parked for long periods are par-

ticularly subject to ageing and owners of these vehicles are generally advised to jack the weight off the tyres and cover them so that they are not exposed to sunlight.

How long before tyres are too old?

This is rather like asking "how long can a piece of food be kept before it goes off?" and therefore it is something on which the tyre manufacturers have some difficulty in agreeing. No expert can definitively say how long a tyre will last as a tyre's life depends on many factors such as the type of rubber compounds used, temperature, usage, humidity etc.

However, Bridgestone's website points out that many tyre companies, including Bridgestone, offer manufacturing warranties on tyres for 5 years from the date of manufacture, which has resulted in many vehicle manufacturers advising against the use of tyres that are more than six years old.

The British tyre industry has not been able to agree on a definitive statement relating to tyre ageing. As a result of this the National Tyre Distributors Association is understood to be preparing a members' advice document for release in early 2008, which is said to be based on a similar leaflet produced by the German tyre dealers association (BRV)

The BRV's advice on the subject is, in fact, based on a joint statement dating back to 2001 and prepared in conjunction with Bridgestone, Continental, Dunlop, Goodyear, Michelin and Pirelli, which advises dealers to make sure tyres are not sold, which have a production date that lies more than 5 years in the past.

In terms of tyres already fitted to vehicles the BRV advises a maximum age of 10 years for car tyres and 6 years for tyres fitted to caravans, trailers of other vehicles likely to be standing around for long periods.

How do I check the age of tyres?

All tyres are marked with a serial tyre identification number. The last three digits (for tyres made before 2000) or the last four digits (for tyres manufactured after 2000)

denote the week and year of manufacture. For example, a tyre carrying the number 3506 denotes a tyre manufactured in the 35th week of 2006.

So my tyres at 20 years plus had to go.

I was interested in finding out the biggest tyre I could fit (mid-life crisis creeping in "again" - back to my boy racer days I think) which obviously was dependant on a number of things, the tyres that is.

What do you need to know?

**Rim Size
Diameter
Offset Set
The Tyre**

To name but a few;

need to make the right choice if you are going to put your foot down! So choose wisely people.

I chose The Yokohama Parada Spec 2 which is an Ultra High Performance Summer 16" Tyre 205 40R16 but to make sure they fit (when turning) I had the inner return edge lifted on the front wings of the wheel arch.

ATD. The standard wheels of a Triumph GT6 were 13" 4 1/2 J with a 155 Tyre!

But what's the use of doing this if you haven't considered the wheel offset?

Zero Offset

The hub mounting surface is even with the centreline of the wheel.

TYRE SIZING														
Whell Rim Diameter	Inch	mm	%	Width	Wall mm	Over All Diameter	Inch	mm	Original Wheel Dia	Inch	mm	Diff Insize	mm	% Diff Max 2.5%
13	325	68	175	119	22.52	563	22.52	563	22.52	563	0	0	0.00	
15	375	30	175	52.5	19.2	480	22.52	563	22.52	563	3.32	83	14.74	
15	375	35	185	64.75	20.18	504.5	22.52	563	22.52	563	2.34	58.5	10.39	
15	375	40	195	78	21.24	531	22.52	563	22.52	563	1.28	32	5.68	
15	375	50	205	102.5	23.2	580	22.52	563	22.52	563	-0.68	-17	-3.02	
16	400	30	175	52.5	20.2	505	22.52	563	22.52	563	2.32	58	10.30	
16	400	35	185	64.75	21.18	529.5	22.52	563	22.52	563	1.34	33.5	5.95	
16	400	40	195	78	22.24	556	22.52	563	22.52	563	0.28	7	1.24	
16	400	50	205	102.5	24.2	605	22.52	563	22.52	563	-1.68	-42	-7.46	
16	400	40	205	82	22.56	564	22.52	563	22.52	563	-0.04	-1	-0.18	
16	400	45	205	92.25	23.38	584.5	22.52	563	22.52	563	-0.86	-21.5	-3.82	
17	425	30	175	52.5	21.2	530	22.52	563	22.52	563	1.32	33	5.86	
17	425	35	175	61.25	21.9	547.5	22.52	563	22.52	563	0.62	15.5	2.75	
17	425	40	175	70	22.6	565	22.52	563	22.52	563	-0.08	-2	-0.36	
17	425	50	175	87.5	24	600	22.52	563	22.52	563	-1.48	-37	-6.57	

And most important **"The overall diameter"** I created the chart shown to give me an idea what tyre size I could fit that would work considering the recommended size variation is Two and half percent, not a lot of choice you may think. (information found on the net so it's not Gospel, but it sounds fair, don't want the Speedo giving the wrong reading and end with some blue lights behind us).

Once you have decided on the size, the make and type of tyre which is a real headache. You need to have a good friend who can help as I did, Brad at Banning's Tyres in Birmingham.

Remembering ultimately you have the equivalent size of 4 postcards keeping you safe and in contact with the ground, you

Positive

The hub mounting surface is toward the front or wheel side of the wheel.

Positive offset wheels are generally found on front wheel drive cars and newer rear drive cars.

Negative

The hub mounting surface is toward the back or brake side of the wheels centreline

I have measured the offset of a standard wheel from a GT6 this gives an offset of approximately +0.5", but can't I confirm if this is accurate (should of removed the tyre, it would have been easier) the correct wheel size can be difficult to acquire there is so much to choose from, I tried TSW, Fox, Kosei and many more but I chose OZ in the end which was only a

few mm out from what I needed on the offset to work, at 42mm due to the rim size.

A wealth of wheel information can be found at <http://www.triumphspitfire.com/tires.html>

it's an American site with a lot of info but don't forget to look at the TSSC web site as well.



After all that and all the adverts on TV about Winter tyres - who fancies some nitrogen!!!!

Nitrogen Inflation in-your Tyres that is. Take a look - <http://www.tyres-online.co.uk/techinfo/nitrogeninflation.asp>

And for the finally: something completely different (*Look Left*).

They say a picture speaks a thousand words this last picture only needs one - **WOW** more on this another time.

In my last article I mentioned a LOT about SAH, the following information was sent to me by John McCartney **JOHN MACARTNEY** is a former Standard-Triumph employee and an enthusiast for all British classic cars - <http://standard-triumphbooks.co.uk/> giving some real history behind it all. The points I made were generally researched from the internet so be very wary what you read on the internet, especially the bit on SAH at Leighton Buzzard.

SAH Accessories

"SAH certainly offered a range of tuning equipment that was well made, was good value for money and Syd Hurrell himself honoured his promises on the warranty he offered.



Pic By Avril Nicklin

Fred Nicklin (Left) and Syd Hurrell sitting by the sea having breakfast. This is a regular Sunday morning occupation with them these days. Ed.

Yes, that same equipment was 'factory approved' and this gave SAH an edge over others like Janspeed and Piper who offered similar kit.

But what did 'factory approval' actually mean in practice?

From Standard-Triumph's viewpoint, the company line was that 'factory approved' wasn't what the general public interpreted it to be. This can broadly be summarised as "Yes, we approve of Mr. Hurrell's product line-up but we do not extend that approval for such equipment being fitted to a new car during its warranty period (12 months or 12,000 miles) and for the customer to expect the company to maintain its current terms of manufacturer warranty cover for a car fitted with SAH branded products."

I know for a certain fact that SAH did meet the costs of warranty repairs relating

to its own products but to the best of my knowledge of 40+ years ago, I don't think SAH were franchised dealers, though I'm happy to be corrected on that point.

I also know for a certain fact that Standard-Triumph were involved in a lengthy legal case in about 1966 concerning a car that had been seriously damaged in an accident during its warranty period while fitted with SAH performance equipment. The car was still within time and mileage warranty when the incident occurred but the company refused to entertain replacement under warranty of various 'failed' components.

In S-T's opinion, the component(s) failure was attributable to excessive loads above and beyond the company's engineering specifications.

The customer did not agree and eventually lost his case.

Largely because of that incident, all company employees involved

in technician, reception and road test roles at the Coventry and London Service Departments were instructed to be extra vigilant on cars coming in for repair under warranty. If anything unusual was detected through seeing it or driving it that gave the car a different 'feel' or look to a normal production version, the witch hunt would start. An SAH valve cover - nice though it



was, was an immediate clue that something else might be fitted where it shouldn't be, so then you really started to look! There were several instances of the Coventry and London Service Departments voiding warranties based on their findings of SAH equipment on cars still in warranty

and it didn't matter what it was. I think they turned a blind eye to SAH valve covers, but nothing else.

Result? Some very piddled off customers and "you'll be hearing from my solicitor" comments. Didn't do them any good. "Sorry, Sir - but you've invalidated your warranty" and that's exactly what they had done. In those days, the warranty couldn't start until the customer signed the Warranty Declaration but few realised that in so doing, they were signing away their rights under Common Law. And that same situation was universal until consumer legislation came into Acts of Parliament. I don't recall how S-T handled that same SAH issue with dealers in the UK and Europe, but the message was loud and clear. "If you find SAH kit on a car still in warranty, the warranty is voided. No ifs, ands or buts!"

As Sales staff at the London showroom, we were instructed to take the following

line with customers who wanted to know more about SAH options. "Sir / Madam, the product range from SAH is certainly factory approved but the company recommends you complete at least one year's use or cover a minimum of 12,000 miles before having your car modified. This way, you will ensure the vehicle is fully 'bedded-in' and ready for whatever you choose to have fitted."

Finally, I greatly doubt any car was delivered directly from the factory to SAH - and especially after that court case. S-T's supply contracts were very specific and they either delivered cars directly to the customers in Personal Export matters from Coventry or London, to the UK dealers and to overseas importers. Not much different to the way things are handled today?"

John Macartney

Thanks John much appreciated.

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Feedback from the TSSC Council of Management Meeting

Sunday 20th November 2011



When the agenda was sent out it was suggested that the main focus of the meeting should be Associate Membership and the Strategic Business Planning process.

The remainder of the agenda items would be tackled if time allowed. However the meeting was very focussed and the full agenda was covered.

Two proposals for new rules relating to associate membership had been submitted to COM by TSSC members and these were circulated with the agenda in advance, as were documents that had been compiled as part of the business planning.

The following is a summary of the discussion and decisions that took place.

Associate Membership

The first proposal considered was suggesting a return to the previous Associate Membership rule. After brief discussion it was agreed that since the proposal developed at the July meeting had moved away from a one size fits all rule that it was restrictive to go back to this type of membership and that this did not fully meet the needs of members.

The second proposal built on the proposals COM had put together in July. COM discussed the minor differences between the two suggestions and agreed the following, which was thought to combine the best points from all proposals made:

1. Under 17s – free membership of the Kids' Club to children of a full member
2. 17 to 25 year olds – Young person's membership which will cost half the current membership fee
3. Full membership – no change
4. Associate membership – one family member residing at the same address as a full member; on payment of the associate membership fee.

For some time now the Club has offered a discount on membership (currently £5) to anyone joining by direct debit, due to the reduced administration. The second membership proposal suggested promoting the lower direct debit subscription fee as the normal fee and adding a £5 admin fee for anyone not wishing to pay by direct debit.

COM thought this an excellent idea, as it reinforces to potential new members the excellent value offered by joining the TSSC.

Strategic Business Planning

At the January COM meeting it had been decided that the Club needed a Strategic Business Plan to guide COM decisions. For a large club like the TSSC to thrive and survive for the long-term, sound financial planning is essential.

Three members of COM, Nigel Clark, Chris Gunby and Vivien Thompson, agreed to meet to develop a draft plan that would then be finalised and agreed by COM. Chris Gunby has since reluctantly resigned from COM due to the

demands of his own business, and Simon Oliver has replaced Chris in the business planning team.

Nigel Clark delivered a PowerPoint presentation giving COM an update on the progress so far. The documents that have been developed so far had been circulated to COM prior to the meeting. These were: Club Shop strategy, HR strategy, Studio strategy, financial scenario planning (with 3 year forecasts) and draft budget for 2012.

The main discussion at this meeting focussed on the financial scenarios, shop strategy and new income streams.

The team will meet again before the January COM meeting and submit a draft business plan for approval at that meeting.

It was agreed that the business planning team will take the lead with regard to the financial oversight of the Club and will keep COM up to date and informed with any relevant information so decisions can be made quickly when necessary.

Other agenda items

Web update:

Simon Oliver gave an update on the progress of the new website which it is hoped will be finished soon. It would have been in place already if it had been a simple web site but it will integrate all the Club's IT systems and so streamline processes.

Vivien, on behalf of COM, thanked the web development team, especially Simon and Oliver Scaife for all their hard work and the time they have given to this.

Le Mans Classic and Spa:

Bookings for Le Mans Classic went live at beginning of November for members only and for non members four weeks later.

There was also to be £40 surcharge for non members. There is also a charge for gazebos as last time some people struggled to find camping space due to the number and size of some gazebos.

Bookings for Spa would open at the beginning of December. Non members would be asked to pay a £20 surcharge.

AGM venue:

Nigel Clark had checked the cost of using the Heritage Motor Museum at Gaydon and it would be £450 plus food.

It was agreed that the Village Hall would be used again to reduce the cost but in order to provide an attraction for members we would investigate the possibility of opening the Club Museum and Shop before the meeting.

Date of next meeting

15th January 2012

Vivien Thompson

General Secretary
Triumph Sports Six Club



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Dave Rumens



Ron's Vitesse

Hello Folks, happy New Year and I hope you all had a good Christmas. With the start of the New Year it's good to look forward to the new season in the spring. So if you're trying to finish a rebuild and hoping to complete it by April take encouragement from **Ron Moore's** (who lives in Northern Ireland) experiences. Over to you Ron:-

Being the owner of a 1200 Triumph Herald convertible some years ago, I was approached by a friend who thought I might be interested in a Triumph Vitesse he had come across and which was destined for the scrap yard. See Picture 1. As it was only about 20 miles away I went through curiosity to have a look and subsequently did a deal with the owner. Yes I

actually paid out money for it - I am a glutton for punishment. It was perched on top of an



Picture 1.

old trailer full of scrap but the owner kindly offered to lift it down with his fork-lift and in the process he managed to pierce the driver's door and the chassis with the machine. Lesson number one – don't do the deal until the car is on terra firma.



Picture 2.

The car was in a terrible state of decay and I bought another one, Picture 2, to try to make one from the two of them but I still had to buy quite a few new parts: hood, carpets, sills and valances all round plus new wings, all outriggers and numerous other parts all of which were supplied by Canley Classics.

The person whom I bought the car from had messed around with it and it was made into a Mk2 look-alike,

before getting fed up and scrapping it. It started out as a red and white Vitesse 6 but when I got it there was a 2 Litre Mk2 engine fitted and it also had rotoflex suspension which I didn't mind as the finished product was not going to be original anyway although I tried at least to make it look like a Vitesse 6. I sourced some parts from Paul Robinson of the N. Ireland TSSC who proved to be very helpful indeed. I called him for a mesh grille and a side strip and came away with a boot full of goodies including an original Vitesse boot lid. Thank you again Paul.

It is probably about 10 years or so since I got this car and during that time has undergone a complete strip down and rebuild, Picture 3. On



Picture 4.

All the work including welding (lots of it) and spraying was carried out by myself. I am not a professional but a lot can be achieved though trial and error and a degree of perseverance and patience. This task was most certainly not for the faint hearted.

Perhaps it might give inspiration to others. I am a retired civil servant and I taught myself the skills through necessity as professional restorers are so hard to pay these days. The car is now finished and although she is



Picture 3.

many occasions I wondered why I rescued it but when it sailed through its MOT at the first attempt on 14th July 2011 it made it all worthwhile. I wasn't so keen on the Signal red paint the local paint shop mixed for me so it is now Honda Milano red and looks very good too!!

When I went to get the car taxed the lady in the office informed me that it was last taxed 25 years ago in London. The last owner on the V5 was Ian Brightman of Bromley. Are you still out there Ian? The VRM is EBR 41D.



Picture 5.

by no means concours she has been saved from the crusher. I try not to mention that word to her any more unless she starts misbehaving herself.



Picture 6.

Well done Ron, another Vitesse saved from the scrapyard. Pictures 4 to 7 show the excellent results Ron has achieved, a Vitesse he must be proud of.

That's it for this month,
Safe Driving & Keep Running On All Six.

Dave.



Picture 7.

IGNORE THE MG ON THE FRONT

– there’s plenty of Triumph action inside, including the final part of our nut and bolt **TR4 restoration** and the epic, **TSSC-inspired, reconstruction** of a barn find **Triumph Spitfire** over one weekend at the NEC show... **PLUS** all the usual in-depth **technical advice**, inspiring features – the **complete 2012 classic events guide** and the results of the FBHVC survey into the classic industry. Oh... and there’s something about an MGB resto as well.



*Happy New Year
to all TSSC
members from the
Practical Classics
team!*



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Nigel Clark



Lost in France

First let me wish all TR owners and potential TR owners a happy and healthy New Year. And if you one of the "potential TR owners" why not make 2012 the year you fulfil your TR dream?

This month, we are going to look at the final part of TSSC member **Nick Hislam's** story of Triumph ownership, which finds Nick making a TRip to France in his 4A and having a rare chance encounter with a French TR4.

I thought it was probably time to introduce the car to my local friendly garage which I've used for over 30 years. This gave me a chance to put it up on the lift and check it over revealing various things – sills that needed welding, a solid chassis which could do with cleaning repainting and wax-oiling and general wear and tear in the suspension bushes but nothing pressing. Of more concern was that oil pressure was beginning to fall. A trip to Birmingham and back resulted in a maximum oil pressure of 25 lbs. Time to investigate. The sump was removed and much gunge extracted. Several flushes later and oil pressure was restored to about 55lbs, not perfect but liveable with.

You know how it is though! Solve one prob-

lem and along comes another - this time the return of the misfire and stalling. Four months into ownership and back to square one. A dodgy connection to the distributor was only a partial cure. At this point I ran out of ideas.....it started, it ran well, it stalled, it restarted, ran well and stalled again – no explanation.

Then a friend recommended Mick Ward, well known for his Stag renovations. Off she went on a trailer and an hour later I got a call asking me what exactly was wrong with the car as it seemed fine. I explained again but the problem did not appear when Mick drove the car. He did mention that the bonnet stay seemed a bit bent and that they'd straightened it. After a 40 mile trouble free test drive, Mick told me to come and collect the car. Since then it has never given a hint of a misfire in over 5000 miles.



Putting the miles on

Our only conclusion was that when the car went over a bump the bent bonnet stay had

been banging against the fuse box causing a momentary electrical fault – that was not in the Haynes manual’s troubleshooting section!

As autumn came and winter approached I set about dealing with a number of things on my list of ‘Things to do on the TR4A’. Ebay provided a secondary bonnet catch release, a pair of sun visors and various other bits like window seals, sat nav points and a nearside door mirror came from suppliers. The serious work was done down at the friendly garage. I learnt to weld and repaired the sills, stripped and adjusted the front hub (my degree in Italian came in handy here as the garage owner is from Italy – not that ‘castellated nut’ cropped up frequently in my studies of medieval Italian literature). The chassis was wire brushed, primed inside and out and then given a coat of Hammerite. It just needs Waxoil before the winter and it should last longer than me. Wheel arches got a thick coat of underseal. The aim is that this work should make the car useable all year round. Time will tell.

Sometimes it’s the silly things that take the longest. The 45 year old rubber gear lever gaiter finally perished and split and had to go. I tried everywhere for a replacement but with no luck. Those nice leather ones might work well on other TRs but on the TR4Aa they make the car jump out of gear. I am still living with the temporary fix – a cut down gaiter from a Transit van (a fiver from

the breaker’s yard).

As winter came to a close we were off to London, doing the Stilton run, up to the Peaks run and attending TSSC and TR Register meetings. One year into ownership she got a full service and passed the MOT with no problems.

A week in West Wales put 500 more miles on the clock. All was looking good for a late summer trip to Belgium and France until a mysterious knocking began somewhere in the drive chain or offside wheels. Everything was checked without success. Eventually she went back to Wards who fitted new UJs to the drive shafts – still the knocking continued. Off came the front wheel and there was the problem – two loose and now pretty worn studs on the hub. A quick adaptation of some Stag studs and all was fine. Just in time – my French isn’t really up to explaining why my front wheel is travelling at 100kph on it’s own along the Loire valley.

So off to Belgium to visit a friend in Brussels by the picturesque minor roads. Warning – don’t do it! Belgian minor roads are full of holes, bumps and lots of traffic. The towns have picturesque but not very classic car friendly cobbled streets. Better to endure the motorway. With rather more rattles than we had when we entered Belgium, we crossed the border into France and breathed a sigh of relief as we motored in hot sunshine along empty, smooth D roads.

There were a few TR related highlights in the 2500 mile tour over three and a half weeks. The first gave us a huge scare! Having made it to our first gite we set off to the nearest town, Gueret, for the Saturday morning market. With a couple of bags laden with fresh French veg we walked back to where we’d parked the car only to find to our astonishment that it had changed colour and was now pale yellow!



It's funny how all logic deserts one at such times. I mean, how could somebody have resprayed the car in 40 minutes? Not possible of course and a further search revealed our car parked about ten metres along the road obscured by a very large 4x4! Calm returned and we proceeded to take pictures of this rare French TR4 at which point the owner appeared and the inevitable discussion followed on the joys and trials of owning such a car.

A week later a chance encounter in a service station with the driver of a Citroen Traction led to us going to his house to buy some 20/50 oil from him. There we saw his other five cars, more Tractions and 2CVs. Jean-Pierre turned out to be the area secretary of the Citroen owners club. Before we knew it we'd been invited to a run they were doing the next day. The wives and girlfriends were dressing up as witches and driving one route, visiting a garden on the way. Meanwhile the men got into their other classic cars (well some had to drive their Euro boxes), had a picnic out in the countryside with aperitifs, wine and many delicious foods and pastries and then drove slowly to a 'cave' where we got a tour and sampled this year's vintage. The final part of the drive took us to the rendezvous with the women. Luckily there was no sign of

Monsieur Le Gendarme who would have had a field day with his breathalyser kit! A great day was had by all.

Lastly, on a circuitous route back to Calais via the Cherbourg peninsula, following advice from some of the guys in the Citroen Club, we spent a fantastic afternoon at Le Manoir de l'Automobile near Rennes. Over 300 vintage and classic cars under one roof

including a whole gallery of Formula 1 cars and (of course) a Spitfire and a TR4.

So a year and a bit with a TR4A, has come to a close. Much has been achieved and much enjoyment had along the way. As we go into Autumn we are contemplating what needs to go on the new list of things to do.... rebuild suspension with polybushes, replace seat foam, stop rev counter sticking, get speedo recalibrated, stop water coming in through air vents, fit electronic distributor I bought last November etc etc... It's already about the same length as last year's list. But that's the joy of owning a classic Triumph!

Nick, I'm sure that list of jobs to do will never get shorter. It is a certainty that as soon as one job is crossed off the list we find something else that needs to be done.

Many thanks to Nick for sharing his TR experiences. This month my weekends are taken up with stripping my TR6 CBJ for some serious bodywork improvement, and I will keep you posted on progress. The aim is to



have CBJ finished and looking her best, as in this old photo, by the time of the Standard Triumph Marque Day at Prescott Hillclimb on 20th May. Let's see if that's possible! Meanwhile, if you have any TR tips and trips, this is an ideal time of year to get writing as I would be delighted to publish more readers stories here.

Nigel



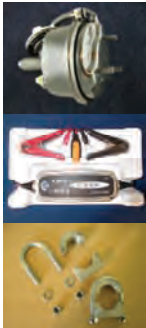
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Trevor Collett

More Equal than others

I've written about lots and lots of cars during my tenure as Specials Register Secretary; they have all been interesting, most have been well built and some have been extremely well built, but very occasionally... The car I've got for you to start a new year is one of those "very occasionally" cars.

Before we get to the car, a bit of background: it all started for me a couple of months ago when I got a call from club member **Mike Thompson**. I was all set for technical question about some aspect kit car or special building, but what Mike actually said took me completely by surprise, "*I know you'd like 14-inch wire wheels on your Moss, I've got a set spare, do you want them?*"

A couple of weeks later I cleared the boot of the Octavia and set off eastwards, heading for Margate, where Mike has his ancestral pile, for what turned out to be the most enjoyable of mornings. Having a shared interest in Herald-based kit cars would probably have been enough to sustain an hour or two of free-flowing conversation, but it turned out that Mike and I had even more common ground than that.

I'll give you one example of where our tastes

coincide – Mike is building up to his retirement from full time employment and has recently bought himself a new daily driver.

Of all the models he could have picked he bought a Nissan 350Z, not the commonest car in the UK, but exactly the same as my own everyday car.

A session of good company and good conversation (and tea and granola bars courtesy of the equally affable Mrs. Thompson) would

Mike Thompson



have been sufficient end in itself, but I had a further objective in mind – to get down on paper all the details of Mike's Burlington Arrow, which is the car I was alluding to in the first paragraph.

I'm trying to think at what point it was that I realised Mike's Burlington was a cut above – on my visit it was the back car in Mike's

tandem garage so I had to walk past another car (which I'll tell you about later) to get to it. I certainly didn't need to get right up to it to see

I'd like to start at the time when the car was built, but as Mike didn't build it we'll start when he acquired it, which was in 2003. Mike was visiting Lenham Motors found at Harrietsham in Kent and it was there that he saw, hiding in the back of the showroom, priced up at £2,750, the Burlington Arrow.

His interest, and that of his good lady wife, was immediately sparked, and after a brief drive the spark had grown into a full scale conflagration.

Handily, there was a fair bit of paper work that came with the car, from which we can attempt to piece together its history prior to 2003. There is no mention anywhere of the name of the original builder, but he was obviously a very meticulous man



Mike Thompson's Burlington Arrow



that this car was built to the very highest standard, and the closer I got the more impressed I was.

There was just exquisite engineering detail after exquisite engineering detail, from front to back and from top to bottom.

What did I find out about this car, and its owner is as follows.

OWNER'S NAME Mike Thompson
OCCUPATION Local Government Officer
 (near retirement)

MAKE AND MODEL Burlington Arrow
PERIOD OF BUILD Completed 1985
 (by person unknown)

(I suppose it could have been built by a woman); this is apparent not only from the quality of the car's construction but also from the build manual that he put together. This includes extracts from a Triumph workshop manual to cover the mechanical bits and various notes and instructions relating to the body and fittings – a nice touch.

The car bears a Triumph commission plate, HB7677RS, which we know would have originally been attached to a 1963 Vitesse 1600, with a sunroof; so we guess that this was the donor vehicle for the Burlington. We have an engineer's report from Sidney Hoopers, a well



remember – Kingston Sports Cars.

For a period these guys were regarded, by some, as the bees knees of Triumph tuning; the proprietor was Tony Lindsey-Dean, who was a real expert, and contributed several highly technical articles to this publication. The engine, which cost £980 in 1991 and is the one in the car today, has its number doctored so that it has KSC as its prefix.

Those of you that know Burlington cars may think

know vehicle inspection company that’s still going strong today, that suggests the build was completed in 1985.

There is also a Walton and Hipkiss auction catalogue from 1990 that includes this car. The description starts, “This Sports Special car has completely hand-built bodywork in aluminium.” Slightly misleading I’d say; OK the outer material of the main body section is aluminium, but it is acting as cladding over a plywood form. Stick this car on a weigh-bridge and you will see how significant this fact is – actually Mike has put the car on a weighbridge – it recorded very close to 1,000kg, a figure that may help the car

I should be calling this one a Berretta rather than an Arrow, as it has full wings and running boards. However, these wings and running boards are not as designed by Burlington Motors when they introduced their Berretta variant – they are a one-off fabricated by the

Engine by Kingston Sports Cars



feel planted on the road but does nothing for its 0-60. The catalogue estimate was £7,000 - £9,000, but the sale price is noted as £6,345.

Another interesting piece of paper is an invoice for a rebuilt Triumph engine, dated 1991, from a company many of you will

previous home builder.

Hence this car is properly described as a Burlington Arrow, with running boards.

I’d sort of like to describe to you all the engineering details of this car, such as which donor vehicles all the various mechanical parts and



other fixtures came from, and modifications made to make them fit, but I'm not sure it's

what car was in front of the Burlington in Mike's garage. Having already established



really necessary – this car is just totally together, if you get what I mean, nuff said. The original builder, whoever he or she was, made one hell of a job, the car being 99.9% right. You may be wondering why I've knocked off that tenth of one percent – well, it's purely down to the car's current owner, Mike.

Despite having one of the best Triumph kit cars I've ever seen, he's finding ways to improve it; talk about an eye for detail, astonishing.

The improvement he's carried most recently is to fit bigger wheels, not wider wheels but wheels of a larger diameter.

As built the car had 14-inch MGB wire wheels,

but Mike has sourced a set of 15-inch MGC wheels, re-imported from the United States, which just makes the whole package even better proportioned. Now you know how come he had a set of 14-inch wire wheels to donate to my Moss – what a star.

Hopefully I'll be able to describe a few more of the upgrades and embellishments that Mike has perpetrated on this car in the near future.

Just to finish, I promised to tell you how Mike's taste in cars is so in tune with my own I suppose I should not be surprised that he owns another of my favourites – a Challenger E-Type replica, and of course Mike has made this into one of the best Challengers I've ever seen. I could dash off another few hundred



The Challenger E-Type Replica

words about this particular marque – but that would be outside my remit.

SPITFIRE I - II - III Register



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Suzie Singleton

Bonjour Suzie!

T

he first time I heard from **Colin Lemmis** was in 2008 when he contacted me to ask if I would like an article about his Spitfire

trying to) our spitfire in France".



"Just a short email for starters from a member who left the club in 1994 as a move to France in 1993 dictated and did not have the time for my wife's Triumph as restoring an old barn took precedence and still does. The aforesaid Triumph has now been dragged unceremoniously backwards out of the barn after 14 years and herein lies a story of our long love affair with Triumphs and renewed membership (It's good to be in from the cold)."

My obvious response was "Yes please" Colin and Val were obviously kept busy but last year I heard from him again and:

Read on for the first instalment of the story of Colin's (or rather, Val's) Spitfire Mk3.

"I moved to France in 1993 and of course bought our Mk3 with us which was left abandoned but not forgotten in our old barn for about seventeen years, it has now been revived, dragged unceremoniously out into the French sunshine, received a bit of attention and is now in a local garage getting it ready for its French equivalent of the M.O.T."

At the time Colin was writing this he was *"in the throes of registering (or*





Bonjour Suzie,

"I lived in Kent with my wife and two children and commuted into London daily where I worked for a National Newspaper on night shift. I was using the family car to get to and from work and as I was getting home later than my wife was due to leave for her job on a local farm it meant that she had to use her bike which I felt was not an ideal situation along a busy road. I decided that a little car of no great value would have to be found just for her to use as a run around.

It was in September 1981 while I was looking for a place to park outside work that my eye caught a 'For Sale' sign in the window of a little red car already parked in the street. I had never given much thought to sports cars, or even Triumphs come to that, but on closer inspection of this lovely little Spitfire Mk3 I was more than interested so the phone number was taken and the call made to arrange a proper look and maybe a test drive the next evening.

Needless to say that a deal was struck and I was now the proud owner of a 1969 Mk 3 Spitfire in various shades of red and with some evidence of cosmetic surgery but I thought that if it lasts her for a year or so it will be worth it. I drove it home and parked the little Triumph on

the drive and waited for my wife to come home. She loved it straight away and so started our long association with Triumphs.

It was her daily form of transport for about three years and it started to become clear that something would have to be done about the black smoke coming from the exhaust and the engine sounding as if it was full of nails.

I decided to sell the car on but was totally and unanimously outvoted as my wife had come to love her little red car.

I am an engineer by trade and so after giving it some thought I realised that working in a wide open engine bay with everything accessible would not pose too many problems but I needed some moral support. So it was that in early 1985 I found out about the TSSC and subsequently joined. Those were the days when the Courier was in black and white and lesser quality paper but I must say that it gave me a lot of information and of course lots of motivation.

The car was pushed into our garage, a workshop manual was purchased and work commenced. The first step, as always, was to have the bonnet off but it soon became clear after removing certain bits and pieces that this was not going to be a ten minute project as some of the hidden body panels had started to rust and certain suspension bits had started to sag. Fortunately all the parts needed for mechanical and body repair were still available but another skill would have to be learnt - how to use a MIG welder. "

Look out next month for more on Colin and Val's spitfire.

Following words on this Spitfire in France I thought it an appropriate time to add in some items I've received with European links.

Still in France, Neil and Maxeen Fletcher and Paul and Carolyn Taylor from Southern Area had a trip to France last year and Neil later sent me the following cars spotted in Tours, the smaller ones at



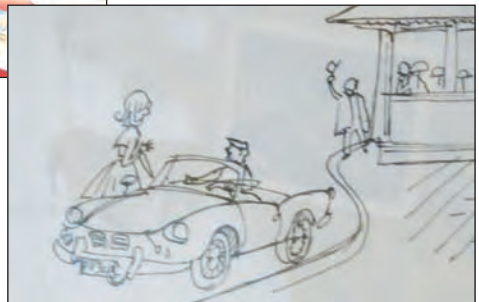
a local mall advertising the Grand Prix de Tours, and possibly modelled on the larger one they found in a car park?:



Paul and Carolyn also sent me photos of TRs in the car museum on Malta taken on a holiday there in 2010, reminded of this by seeing the photo in my Feb 2011 article taken by Jeff Baker of the Spitfire in the museum in Qawra.

And finally, just to get back to the main topic of Spitfires, but continuing this month's European theme George and Marian Hastie, again from Southern Area, had a trip to

Stockholm and were rather surprised to see an illustration by Swedish artist, Bjorn Berg, there which included a Triumph Spitfire. George did note that



it was difficult to take a clear photo of the illus-

tration with such reflective glass on it but I think it was rather clever of Marian to get herself included in the photo!

Just before I go, I was recently asked for more technical articles rather than include too many of my 'oddities' - Triumph related and otherwise. I know, from your emails, phone calls and other responses that, in the main, many of you seem to enjoy my 'alternative' view, and, of course, many of the other Register Secretaries do great work with their technical stuff.

You will all know, too, that much of the detail written about later Spitfires, Heralds, Vitesses and GT6s - and on other Triumphs at times - will also relate to our early cars.

I do enjoy including more specific items in these pages but do rely on you to provide a lot of this. So, like Colin this month and others who have sent me pieces for inclusion into articles, how about everyone making it their New Year Resolution to put a few words together about early Spitfires - whether a full article or just a sentence or a paragraph, perhaps on one specific aspect - like finding a solution for a problem, or an alternative source for a needed part - or even just a proud declaration of love (ok, that may be going too far...) for your own car and a picture or two to be printed in full glorious Technicolor here.

To start in this vein, a photo of the Triumph owners and enthusiasts of the future and their



dad, Nick Mountford's, Spitfire.

And finally, welcome to 2012 - a very special year for the Spitfire being the 50th anniversary of the introduction of the Spitfire4 in 1962 - worrying to think that I'm as old as our 1962 car, Sybil!

There will be many events and celebrations to look forward to for using our cars and showing them off this year - Spa Classic in May, the Classic British Welcome in June and Le Mans Classic in July, as well as many events in this country including SEM at leatherhead in May and the TSSC International in August. Please let me know of any events in your area specifically featuring Spitfires so that I can publicise them in these pages, and let this be the year you push to get your early Spitfire on the road to use at one or more of these events - or for a nice run or even just to do the shopping!

And, finally, finally, for this month, I have recently been forced to slow down myself, albeit partly on wheels. At the end of November I managed to make an ungainly descent down our stairs at home - totally sober I may add - and broke my ankle rather badly. Guy didn't fancy getting to grips with the 3/8th spanner and Triumph steel so handed me over to the Great Western Hospital to glue me together with titanium rods and a fibreglass cast but the damage means that I am unable to bear any weight on the ankle for the next 6 weeks or so.

I can only get about by hopping on my slightly better ankle (swollen and badly bruised too) with a zimmer frame or being toted around in my chariot (wheelchair) by Guy.

I must take this opportunity to thank him as I would not be able to manage without his care. Guy's unfortunate circumstances a few months ago (see his article for more on this) is lucky for me in that he is able to be here constantly to help me. I do look forward to being able to get back onto two feet and to being able to drive again as well as all the little things around the house most of us take for granted but I will always be thankful for Guy - and for owning my Mk3 Spitfire, Baby Blue, who brought us together over 10 years ago.

CAIRNCASTLE HILL CLIMB

MY START IN MOTORSPORT PART 3

by Paul Robinson



The next event in the hill climb calendar was Cairncastle on 25 June. At 1.65 miles it is the longest and, by reputation, fastest hill in the UK. Organised by Larne

Motor Club the starting point is just above Ballygally on the County Antrim Coast Road. On a good day the views are spectacular.

With comparatively few bends and fairly long straights, the course is more suited to large capacity cars and only attracted three entrants in the historic class – an MGB GT, a Ford Anglia and my Spitfire. One of my work colleagues, Bill, had competed there some years ago and volunteered to show me the course a few days earlier plus give me a few tips on the various corners. This proved very useful and meant I at least had some idea of what I would be facing.

It was a very early start for Jacqui and myself as we packed up the Spitfire and Herald and headed for Cairncastle. We arrived around 8.20 to find the paddock filled to overflowing. While some clubs allocate paddock spaces, most operate on the basis of first come, first served. There is never a problem getting a space but it may mean you are quite a distance from the start line. As it turned out we were lucky and found space for our cars very close to the start line (presumably recently vacated by one of club officials). The scrutineer was the same young lady I encountered at Drumhorc and the Spitfire got a clean bill of health. As always the organisers had too much to do in too little time but, pretty much on schedule, it was time for the drivers briefing. Cairncastle hill climb runs from the foothills

right up to the top of Antrim plateau. When the cars finish their run they remain at the top until the last car has completed its run and a travelling marshal is despatched to lead everybody down again. The system works reasonably well but there is much mayhem in the paddock area when the cars return down the hill and try to turn around to face up the hill again. There were the usual single seat cars, Catherham sevens, modern rally cars etc plus a good turnout of vintage cars (including a very flash white Stutz 8).

My first practice run went reasonably well. Once through the first set of s bends I quickly realised that, if you lined the car up properly, you can cut through most of the next corners without slowing before a long, long climb on an almost straight stretch where the Spitfire basically runs out of power. A tight right immediately followed by the crest of the hill, which hides the finish line, follows this. Your speed on the last bit depends to a large extent on how good your nerves are. Very enjoyable, although the long straight is frustrating (more power, I need more power!). I can understand why some of the smaller capacity historic cars drivers dislike Cairncastle. On the way back to the start I spotted the Ford Anglia by the side of the road. I later discovered that it had thrown a con rod. That left my 1300 Spitfire and the 1800 MGB GT battling it out for class 16. However with my time of 131.86 seconds compared to the MGBs 115.19 I was not expecting to beat it.

My second practice run went reasonably well and my time improved slightly (129.45 secs).

Cairncastle Hill Climb

However practice run are just that, practices. The times do not count- no matter how well you do. To be classified as a finishing and to get any points you must complete at least one official timed run. So my third (and first official) run was very important – get it right and I was guaranteed second place and four points. I was feeling confident, the weather was still dry, my knowledge of the course was improving and the Spitfire was running well. However before we could start the first official run everything stopped for lunch and the organisers needed to tweak the running order of the cars.



Coming back down the hill

confirmation that the car in front has cleared the hill and then the lights turn green and you go when you are ready – the timing equipment is triggered when you move forward, and not when the lights turn green.

The first official run went well, my official time was 124.66 seconds, and to a certain extent the pressure was off. The weather was getting warmer but rain clouds could be seen on nearby hilltops. The drivers waiting at the top of the hill watched the clouds



Spitfire in action. This corner later proved to be my undoing

Eventually everything restarted and I was in the queue for the start line. It's a good idea to stay well back when there is a car at the start line in front of you – stones etc get thrown back as, with much wheel spin and smoke, the cars launches itself forward. Once they are away you are waved up to the start line, where you follow the signals from the marshals as move the Spitfire into position and feel them chock the back wheel. There's a short wait while they wait for

and much of the talk was around whether there would be any more runs before the rain arrived.

By the time of the second official run the rain was getting closer but the course was still dry. I was trying various things to improve my times and paying particular attention to when I changed from second to third, whether using overdrive third helped but nothing was making a significant difference, in fact I was slightly slower (124.88 seconds) There was a third and last official run and I decided my best chance of

improving my times was to take the first set of s bends flat out and hope the increased speed would help in the long steep straight. As I

slightly bent roll bar clamp. A paddock marshal came up to me, radio to one ear, and announced that I was not to worry about the



Getting ready for the next run

approached the start line I was warned by a marshal that it was now raining at the top of the hill.

However down at the start line the road was bone dry and I sat, waiting for the green light, determined to give it my best.

I made a good start from the line and went into the first s bends without easing off. I could feel the Spitfire slow as the corner tightened and then the back end swung out and the car spun around. The spinning stopped when the offside front end of the car hit the bank on the right hand side of the road. Then, in what seemed like an eternity, the car swung around and slammed sideways into the same bank, the impact throwing a plume of soil and grass several feet into the air. Then everything went quiet except for the sound of a marshal radioing back to the start line. I was shaken but otherwise unharmed and the Spitfire seemed to be intact, although I was facing down the hill rather than up and the engine would not start. I was given permission to return back down the hill and freewheeled back to the paddock to be greeted by a puzzled Jacqui who was wondering why I was back so quickly. An examination of the car revealed nothing worse than a damaged number plate, cracked plastic over rider and

58

missing piece of chrome trim as the marshal stationed at the s bend had seen where it landed. As soon as he left Jacqui and I examined the car to see what was missing. It turned out to be the drivers rear wing finisher (around the indicator) and, as good as her word, the marshal later brought it back to me.

A quick look under the bonnet failed to identify why the car would not start and, on the next

attempt, the engine burst into life. At the informal meeting and prize giving afterwards I received my first hill climb trophy (second in class). The organisers also announced that, if they had a trophy for the most spectacular spin of the day, I would have been the clear winner. Awards over Jacqui and I headed for home in the Herald and Spiffire. As we drove home I realised that I had bent the Spiffires steering wheel when the impact of the crash threw me backwards.

Three events into my first hill climb season and I had won my first trophy and had my first crash. I also had a total of seven championship points (3 from Drumhorc and 4 from Cairncastle) so, at least until the next event; I was leading the NI Championship Historic class. However with the MGB GT in second place with 5 points and a very fast 1500 Midget in third with 4 points I did not expect my lead to last. So the next day it was out to the garage to repair the damage to the Spitfire and prepare for the next hill climb, Craiganlet. Would the damage to the car prove to be as minor as I thought, would I recover my nerve and, by some miracle, could I maintain my lead in the championship?

Stayed tuned to this channel for the next episode of My Start in Motor Sport.



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CLUB SHOP NEWS

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

by Garth Jupp

New Items Available

To add to the great range of DVD's by John Clancy, we can now offer his latest title **TRIUMPHS IN THE USA**. This is a single disc title and costs £15 inc VAT P+P is 0.1kg. The disc has a running time of 70 minutes and covers the 2011 Vintage Triumph register National event in Breckenridge Colorado, this is one of the biggest North American gatherings of our cars. The disc contains footage of the journey aboard a pair of TR8's, the concours, car displays and also the Autocross competition.

The extras on the disc include a visit to the Triumph Register of Southern California at Santa Fe Springs for one of their monthly meetings.

So if you have ever wondered what our fellow Triumph owners get up to on the other side of the Atlantic, then this disc is a must.

Boot Gas Ram kits



Spitfire



Herald

The sharp eyed amongst you will notice that these were in the shop news last month, well we now have stock of these for the different applications of the available to purchase,

including the necessary hardware and instructions to fit them to your cars.

The introductory price is £29.95 inc VAT with P+P 0.27kg

Spitfire MK I-III / GT6 MK I & II Bonnet Gas Ram kits

After a long development period these are finally available.

These work and fit in the same way as the later cars brackets that have been available for some time now.

As these may require one or more holes to be drilled in the front cross member they come with stainless nuts, bolts and washers. The cost is £104 inc VAT and P+P 1.2kg

GT6 Drop Glass re manufacture

Come on, where are all the people that have asked for these in the past? We are still woefully low on numbers of people who have expressed an interest in these. It currently stands at eight tinted sets and three clear sets.

I can't even consider going ahead with an order until we get to at least eighteen sets. I am also looking at the re manufacture of heated rear screens, but again it is a numbers game.

To express your interest for either please send a letter or an email to the club shop.

Extended Postage Offer

Finally we are extending the free postage offer indefinitely, but the qualifying amount has I am afraid gone up to £100. As before there are some exceptions for things like bulky trim and alloy wheel orders, engines, heads etc.

This offer applies only to phone orders for UK mainland destinations as described in the current shop catalogue. However if you are placing a large order and you don't qualify as you are in one of the exception areas (Scottish Highlands and Islands, NI, IOW etc) please enquire when placing the order to see if we can offer a discount on the carriage charge.

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



The Peak Run

Organised by Derwent Valley Area

The best weekend of the year that is how we would describe the Peak run!!! A weekend packed with fun and games. Friday night starts from quizzes and games

Saturday a visit to the local park in Matlock Bath where members of the public can enjoy our Triumphs and you can shop, fill up on fish & chips or explore this historic town. The Sunday run is approximately 75 miles through the most stunning Scenery the Peak district can offer ending our journey at Carsington Water where the we enjoyed The Visitors Centre sailing (if you felt the need) There were hundreds

Saturday Night I left to last because to do it justice you would have to be there? Derwent Valley's take on Top Gear. Reverse Gear (top gear Derwent Valley Style) Derwent Valley



Organisers Colin & Roger



The Hamster Derwent Style

really surpassed themselves Saturday night with a spoof Reverse Gear.

Complete with their very own Jeremy Clarkson, Richard Hammond, James May and The Twig there were Triumphs on the race track crashing into hay bales or so you were lead to believe until you saw the shaky arms working the props in the Out Takes.

of Triumphs and a few guest classics lined up for the "The People's Choice"

It was absolutely brilliant **Derwent Valley** really surpassed themselves!

ROBIN HOOD RALLY



The TWIG being interviewed



Party Time & Quizzes



Peoples Choice Winners



The Reverse Gear Gang



The Town Cryer sent us all on our way for the 2011 Peak Run



Area Showtime Continues Over the Page!

Somerset Area Triumph Again!

by Derek Giles

Each year in November the Somerset Area have a stand at the Footman James restoration show in Shepton Mallet, Somerset. Our aim is to put on an interesting

display and demonstration that is both entertaining and informative to those visiting the show. The main hall is basically the clubs area, with some clubs putting on static displays and others doing demonstrations or working on specific tasks. The Somerset area has always been an active participant and we try to do something of interest each year.

Over the past 3 years we have themed our activity around a play on words, in 2009 it was "work, rust (rest) and play" taken from the Mars bar add. We worked on a Vitesse 6, had a rusty barn find Spitfire and a playful Herald at the beach. This resulted in 'Best Club Stand' award. Last year (2010) we had "Party Stag" referring to the Stag's 40th birthday, with a pair of Spitfires looking

chassis ready for restoration by its owner, Martin Hughes. Although the stand resembled a pit at 'Shepton Pod' restorations, the real play on words was the team dressed in 'drag' as somewhat unconvincing female mechanics,



The Stand

stripping the car.

We set up and dressed the stand on Friday. The car was put on axle stands and left ready



The Girls!

enviously 'up' to their big brother.

This year our theme was "Drag Strip" which involved a Spitfire 4 being stripped down to the

for two days of Endeavour. The idea overall, was to get from complete car to bare chassis over two days! It was agreed we would remove the body etc; on Saturday and then strip all the running gear to leave the bare chassis by Sunday pm, so it could all be trailed back to Martins house. Hopefully the following photo's show that we achieved the desired dismantling and really enjoyed ourselves over

the 2 days! If nothing else we had plenty of comments about the stand and many questions about the club, with a lot of visitors taking

Somerset Triumph Again!

photos and hopefully remembering what we (the Club) is all about!

"And the final outcome of all our efforts and dressing up"?? We won "Best Club Stand" for

Paul Brooks, Stephen Hopkins, Richard Pearce and me...Next year? Who Knows? Cheers,

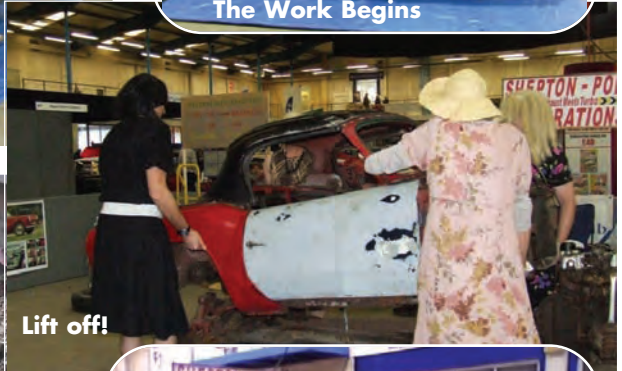
Derek



From this...



The Work Begins



Lift off!



...To this in 2 days!



Engine out, suspension off.



We Won Best Club Stand

the second time in 3 years!!

So congratulations to the team which consisted of Phil Kinsella (AO), Martin Hughes (cars owner),



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



Ben Broadbent

To Paris and Back - Twice!

Happy New Year to one and all. I hope you have been enjoying the season. Thanks to those who have text to say they enjoyed last month's article about the magenta Stag 'Down Under'. To keep the theme going here is **Phil Smith's** account of taking his Topaz Stag on two cross channel trips to Paris! So its over to Phil..

I bought my Topaz Stag in June 2008 and try to use it as much as I can, including three trips to France. So far the first time down to the

underground parking it seemed a good idea to use this as an opportunity to have a Topaz Adventure.

Knowing this trip was on the horizon the hard top was duly fitted (pic 1) and I decided to book the Stag in for a service with Faversham Classics. I had been having carburetor problems so it was very reassuring to have



Dordogne where my parents live (a previous Courier article) and the last two trips featured here. I have been a member of the TSSC for two years having been cornered at the SEM at Leatherhead. This is all thanks to the mad bunch at Canterbury Triumphs.

In the course of my business last November, I had to go to Paris to install a Bang & Olufsen sound system to Bryan and Jo's apartment in central Paris. When he told me he had, secure



the car running better than it had for some time.

In order to reassure myself that the car could make the trip to Paris I used it for a couple of runs to Maidstone, it cut out once but a quick fiddle with the dashpots

and all was fine. On the second run I even had the massive event of the milometer turning back to zero for the second time.

So late Saturday afternoon Carl my manager and I drove down to the Eurotunnel terminal. (pic 2) While on the train, I swapped the dashpots hoping this might have been the cause of the problem (pic 3).

However once on French soil as the rain started (pic 4) the car let rip with its first cut out, a prod of the dashpots and it started



again. Regrettably, it did this a further four times before we hit the outskirts of Paris. A quick stop to refuel and off we go again into the Centre of Paris. Along one of the busier roads, I heard a siren and as the police car reached us yep, you guessed it breakdown number six. As the police car squeezed past us, I offered a typical French shrug and got one in return as he sped off.

When we finally arrived at Bryan and Jo's apartment, we quickly unloaded the car and Bryan took me around the



block to the car park (pic 5). The car sounded great as we descended three floors down underneath a hotel.

Sunday morning we spent setting the sound system up, this involved hooking it up to the Internet. Unfortunately computers being what they are, this was not as straightforward as we had hoped and we had to abandon it while we went for a fantastic French lunch. Most of the afternoon later we went back to finish the set-up, after several hours including comprehensive help from a computer guru in the UK, we failed to get the set up as we needed it.

Monday morning we needed some trunking to tidy up some of the wires. Bryan took us to a department store that had the most amazing husband/boyfriend Crèche I have ever seen. Imagine the best hardware/tool shop then multiply it by ten. I could have spent ages down there; the wife would spend a fortune in the rest of the store though.

Bryan and Jo have a lovely typically French apartment in the chic Centre of Paris they looked after us impeccably and treated us to a taste of their French way of life.

Monday morning and back to the Stag (pic



6). I had started to think it might be fuel starvation rather than the carbs sticking so after a prod around the fuel pump the car started first time, it continued to work properly until we got onto the motorway. Unfortunately, it then broke down every 70 miles until we got back to Calais. All I did was remove the dashpots fiddle about and it would run again for another 70 miles. The weather was awful Bryan's barometer suggested it would be a Tempest and each time we broke down I got wetter and colder; the Fawley Towers clip with

Basil beating his car was getting more and more tempting.

We finally got to the terminal bought our duty frees jumped into the car, turned the key and it was having none of it, 15 minutes later it eventually started but we had missed the train and had to wait for the next one.

Despite all the problems Topaz got us there and back 500 miles, each time it stopped, I was able to get it going again and we were able to do what we set out to do. Perhaps with 200,000 miles on the clock Topaz was just feeling its age. The next day I spoke to Faversham and they are going to give it some TLC probably a new fuel pump and another going over the carbs.

A new fuel pump later and over Christmas the car broke down again turns out the new pump must have been faulty. After a reliable Drive It Day trip of 100 miles, I decided to risk the Stag again. It took all this time to get the client back to Paris to allow us to finish the job.

So with the roof down we roared down the M20 to Dover for the ferry. (pic 7)

An uneventful trip to Paris with just the Sat Nav having a moment due to roadwork's we arrived just after midnight.

What a difference the weather makes, the install went perfectly (French routers are different apparently) Bryan was delighted and entertained us fabulously showing off his favourite Cafés and Restaurants. The following day after a generous lunch, we set off for home. Again, the car did not bat an eyelid and behaved as the Grand Tourer it was designed to be.

It's a funny thing that on the way home we intended to have a drive around the arc de triumph, Eiffel tower etc. but when we left the Sat Nav indicated that we wouldn't have time to get back to Calais. It was only after we got to Calais that Carl realised he had set the Satnav to home rather than the ferry, (which we boarded in

plenty of time) (pic 8) so it included the time to get to UK in its calculation so we did have time, but didn't do it. This meant that we didn't take as many photos as I would have liked.

At last, I can put Stag Paranoia into the background and enjoy it.



Thanks Phil, you're braver than me, my old Blue Stag used to have the same problem with the carbs and I would not drive it more than 20 miles away from home.

Thanks for all the articles that people have



sent in about their Stags over the past 12 months, they have been very much part of this award winning Club magazine. So a big, big thanks to those members.

Likewise, if you have any interesting articles you would like to be published, then send them to me at the above email.

Keep those V8's purring

Ben

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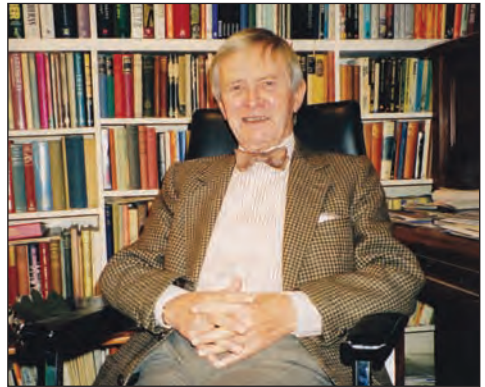
Paul Richardson©

Vic Hammond Unabridged



During one of my interviews with Vic Hammond, he was reminiscing some of the competition successes of Standard Tens (which he styled) and then moved on to what he remembered of TR competition history. 'Whilst I'm talking TR,' as he referred to the TR era, he suddenly remembered the first commission awarded to Italian stylist Giovanni Michelotti on a new TR prototype Vic called 'The American dream car'. This led to an intriguing story about the car's conception. Vic recalled.

"We'd been trying to update the TR3 styling with improvements that put remodelling the body and wings out of the question because of the financial noose we had round our neck at the time. So the restyling centred on basic modifications including improving the front end with a wider radiator grill. You see, the Austin Healey body styling remained basically the same for years as well to avoid major retooling costs and centred on re shaped radiator grills even on the six cylinder Healey's. You can play about with



Vic Hammond. Standard Triumph Chief Stylist from 1955 to 1960

radiator grills, you see, they can be wider, ovals, split into two separate grills, or whatever shape you like almost and that might only involve a new front end pressing at worst. But two or three of our directors, led by Martin Tustin, who didn't bother to investigate any definitive product package, it was just an idea, decided to approach Giovanni Michelotti, by contacting his agent, to see if he would style a full size American styled prototype TR sports car for us because Michelotti could produce any new style, and on a rolling chassis, in about two and a half months for about three thousand quid. It was impossible for us to accomplish a new styling design in that time scale, or as cheap, because we simply hadn't the facilities or the number of skilled book-makers to achieve it at the Standard Motor Comedy."

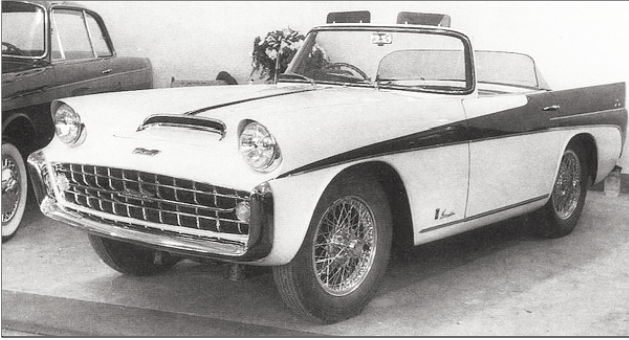


The Michelotti American Styled "Dream Car"

(not a spelling mistake on my part,

Vic Hammond - unabridged

Vic regularly referred to the company thus - and BLMC as 'The British Langland Motor Comedy' P.R.).



Michelotti fulfilled his brief on the American styled Prototype "Dream Car" rather too well as it turned out

"This new sports car contract was given to Michelotti on the specific brief that the prototype had to be styled on the American theme, and the Americans liked bags of chrome work, huge radiator grills and bumpers, wing mirrors the size of saucers, white wall tyres, plush interior trim and things like that. Anyway this American styled TR, called the American dream car, was finished in Turin at the end of 1957 I think, or thereabouts, I can't remember the exact date. But to carry on as I remember things, Michelotti first came onto the scene personally when Alick Dick, Mike Whitfield, Martin Tustin, Harry Webster and other of our directors were at the Geneva motor

show, and a host of us were at that show including Ivor Pernick, John Murrell, and John Warren. We were promoting our range of cars including the TR and the new Vanguard on the first day of the show when Ivor Penrice, who'd been walking round the show exhibits, walked back onto our stand with a very enthusiastic smile on his face. He then told a group of us to go over and take a look at a new car called the Frisky and it was a small three wheeler with gull wing type doors that Michelson had styled for a company called Meadows of Wolverhampton who manufactured the car."

"The prime attraction, however, was not the Frisky itself, or Michelotti, because I can tell you



Gull Wing "Frisky"



Michelotti's Sketch of the Frisky showing the Gull wing door concept

the unabridged version of this story. This attraction to the Frisky stand, which caught my attention if I'm honest, centred on a very attractive and voluptuous lady model getting in and out of this Frisky three wheeler to demonstrate how easy it was to get in and out of the car through those gull wing doors. And every time this door demo caper took place, the Frisky stand became packed out, and our directors and staff were taking turns to go back to the Frisky stand to watch this model getting in and out of the car because she'd got frilly suspenders on."

"Now this is where that agent of



**Giovanni Michelotti
at work on another Project**

Michelson I've told you about comes into the story again. This agent was a chap called Captain Neville Flower of that Meadows business in Wolverhampton that produced the Frisky three wheeler and Flower had organised this door display with the sexy model at the Geneva show. You see Michelotti spoke very little English at the time so Flower, who was an entrepreneurial type and into all sorts of business deals, had latched on to Michelotti through his styling of that Frisky three wheeler and he promoted Michelotti talent to English companies on some sort of commission basis or grace and favour deal. Flower then introduced Michelotti to Alick Dick, our managing director, at some stage during the show and then the rest of our motley crew. One of the reasons I've told you this story is that Harry Webster claimed to have personally discovered Michelotti himself in articles I've read, which is not correct I think, Webster was just one of the group at the show and Michelotti had already been discovered as a stylist, and an exceptional one. He'd styled dozens of cars for Farina and Vignola and several cars styled by him were on display at that Geneva show as well as the Frisky and it was Alick Dick who actually engaged Michelotti by contract.."

"Anyway getting back to that American styled sports car I told you about, and I think Martin

Tustin was it's main instigator, it was a dead duck before it got started and it eventually arrived in Coventry for an appraisal meeting, and our directors took it in turns to drive it about round Coventry and Kenilworth. It was a very plush two plus two seater with seats in the back, and it had a gaping full width heavily slatted radiator grill that looked like a cattle grid spanning right across the front of the car. The body styling incorporated shrouded headlights, finned rear wings, and a black stripe bordered with chrome strips down the sides of the car provided a flashy two tone visual.."

"Michelotti's interpretation of the car was ideal in its American styling concept, but what had slipped our directors minds, and this was painfully obvious to most of us, was that firstly, there was no way that car, which was supposed to be a new Triumph TR take note, would ever sell in America. The Americans liked sports cars that looked essentially British, not American, and that's why our TR, and Austin Healeys and M.G.'s for that matter, sold like hot cakes over there. Secondly, it had no hope of selling in England or Europe either for obvious reasons and thirdly, the body on the car was a damn



The TR3 re styling, due to restricted budget, centred simply on a wider radiator grill. TR3 'A' s with wider grille are pictured here prior to rally preparation in the competition department.

Ken Richardson (right) is discussing prep with competition department foreman Ben Warwick.



The Prototype car never made it into production because it would have required expensive new tooling

sight heavier than the TR3 body so the prototype was completely relieved of the sports car performance the TR was noted for. Finally, we could never have put the car in production anyway because it would have required a full set of new press tools to manufacture the body. At that time the company was crying poverty anyway because forward production was being focused on the design of a brand new small family saloon to replace the Pennant, namely the Herald, so the general policy of the company was just styling facelifts for most of our cars including the TR. "

"Michelotti, who fully appreciated all this, told me all about it when he was under contract to BLMC Longbridge when we were talking over old times in the industry. And, as Giovanni said, who was he to argue what type of sports car his customers wanted when he was looking for new business and he had no real idea what our company's policy was when he designed that American styled TR for us anyway.

I was working at Longbridge then as well you see and this was about the time the Morris Marina was on the drawing board.."

Vic then explained that Standard Triumph became involved in modifying American saloons and estate cars in the mid to late fifties by fitting Vanguard engines under the bonnet to make them more economical for sale in Europe for U.S. manufacturers and Vic became involved in minor aspects of any front end styling adjustments needed. He recalled. "This was just to sell our engines and gearboxes you see and that was the state the company was in then we seemed to be faffing about in the spares

marketing business instead of focussing on well thought out design packages for our own future projects." Experimental engineer Ray Henderson who actually completed a Vanguard engine conversion on an American estate car also made similar observations.

I've already published Vic's account of how Giovanni Michelotti was contracted to style the Herald in a previous issue, but returning to this particular interview with Vic, he asked me if I'd like to see some original drawings he had of



Giovanni Michelotti at the Drawing Board, pen in hand

Michelotti's. After showing me about two dozen of Michelotti's remarkable prototype renderings for new saloons when he was contracted to BLMC- which were obviously drawn and etched with a black felt tipped pen - Vic related as he pointed out Michelotti's approach to styling.

"Giovanni loved sketching with those thick, black felt pens you know. In fact he gave me a set of that coloured variety the Germans brought out, and they were the ones that were eventually developed into those so called magic markers that became all the rage. I've always preferred HB drawing pencils myself, because you can rub out styling lines you're not satisfied with and re style things." Typical of Vic's sense of humour he enlarged. "I don't like drawing with indelible felt pens anyway because I can't afford to waste cartridge paper being a self employed stylist working from home, especially when I'm doing quarter scale side elevations - and I never do those when I'm styling buses! "

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AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,
Dolphinholme, Lancaster. LA2 9DQ. Tel: **01524 791607**

e-mail: pip1272frank@homecall.co.uk

TSSC PUBLIC RELATIONS OFFICER

TBA

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: **01302 850740**

Julie Hazell Tel: **07813 589799**

TSSC

Area News Review

January 2012

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STANDARD TRIUMPH DAY

SUNDAY 22ND APRIL 2012

(DRIVE IT DAY)

BOOKING FORM

Name _____

Address _____

Tel _____

e-mail _____

Vehicle make/model _____

Please send booking forms to:

Claire Hill
32 Holly Hill Road
Selston
Notts
NG16 6EF

Tel Enquiries to:
07976 163006 - Nigel
07971 017012 - Claire

e-mail: clairehillmrs@hotmail.co.uk

New Venue: Heritage Motor Centre
Banbury Road
Gaydon
Warwickshire
CV35 0BJ

	Special rate for those attending in classic cars ONLY		TOTAL
Adults - pre booked	£5 per person	Number	
Adults on the gate	£6 per person	Number	
Under 16's	FREE		
Adults in Modern cars	£11 (usual admission fee for Gaydon)	Number	
Under 16's in Modern cars	£8 (usual admission fee for Gaydon)	Number	

Cheques Payable to TSSC Notte Please

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) from December 2011.



AREA DIRECTORY

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
PLEASE REGISTER
OFFICIALLY!!!
YOU ARE MEETING
WITHOUT TSSC
INSURANCE COVER!**

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

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

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 www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
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 Flegel: 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	New Hall Tavern, Salmesbury - Preston. PR5 0XA	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	Ian Blair: 01302 820119	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Martin Appleby: 01535 634239	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 Embery: 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 Haywood: 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 857203	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 Goodling: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 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 The Star Inn - LIVERTON	1st Sun. Lun 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	John Moore: 01722 710429	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
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS
	Soulis Papatathanasiou 00 30 6977280215	ATHENS
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@fiscalinet.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.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland
	Philip Bellamy: 0041 79 347 1221	Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.

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, Dolphinholme,
Lancaster.**

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

ALO REPORT ANDOVER . . . AVON . . . BERKS EAST



AREA LIAISON OFFICERS

Tel. 01524 791607
e-mail: pip1272frank@homecall.co.uk

TSSC AREA NEWS



Due to unforeseen circumstances Frank and me could not attend the Xmas Dinner Dance at Hinckley Island Hotel. But from what I can gather a good time was had by those that did attend. And maybe we could organise something similar next year, let's wait and see.

I would like to Congratulate Bernie and his small team of Volunteers, Dave Richardson, Nigel Hill, and John Edwards (not forgetting Matt and Gopher, John F) for the fantastic job you did on the Herald Bar at H/Q I know you put in long hours but take great credit for your hard work, it looks fantastic, I haven't seen it in the flesh but my Mancs lot sent me loads of pictures, Fantastic!!!!

Volunteers, Dave Richardson, Nigel Hill, and John Edwards (not forgetting Matt and Gopher, John F) for the fantastic job



Someone from the West Wales Area has answered my call for volunteer A/O and I am asking for anyone in the Wales Area if they could offer Jonathan some help and advice on getting him started you can contact me if you can offer any help and I in turn will speak to him.

Congratulations to **Surrey Area, £50, Canterbury Area £25** and **Scotland Central West £10** Club Shop Vouchers please get in touch with Angie Hill who will send them to you.

Due to unforeseen circumstances (I have been indisposed) your Tool Kit Packs will be going out to those Areas that have registered in January, which brings me to please!! please!! please !! get your Registrations in as soon as possible so I can update the Area Website and remember you are not insured without your registration. Can you send them direct them to me so I can update and Bernie can update the Courier right away thank you.

I know the A/O Seminar and AGM is a while off yet but I would appreciate any questions, ideas and opinions you would like to include on the Agenda and don't forget

The TSSC Member of the Year Award,
TSSC Special Achievement Award,
TSSC Area of the Year Award,
TSSC Special Thank You Award .

All The Very Best for 2012

Pip n Frank

ANDOVER Tel. 01672 514241
e-mail: guy.singleton@virgin.net

A pleasant night for the November meeting - and even space in the pub for us at our usual table!

We discussed the Christmas meal and agreed to have a

change and go to Stokes restaurant in Stockbridge (tomorrow evening as I write this so hoping for a good evening and will tell you all about it next month).

Our news is that Suzie broke her ankle last week and will be in plaster (or rather fibreglass) for the next 6 weeks so has handed most duties over to Guy!

I doubt this will arrive in time but if Bernie performs a miracle and gets this out before Christmas you might like to go along to one of the Boxing Days meets at Romsey or Wickham Square. We are unlikely to go this year unless the weather is particularly clement as trundling Suzie around in her Chariot may be a bit chilly. We may well go out for a while on New Year's Day with the local vintage car club crowd.

I'm not aware of any local general New Year's meets but if you know of any perhaps you could let everyone know through the TriumphSouth yahoo group.

Hope you all have/had a great Christmas and a prosperous New Year.

The next meeting will be on **Thursday 12th January** at the White Lion in Wherwell (SP11 7JF). I'm sure we will continue to discuss a possible alternate meeting venue so please put your thinking caps on and perhaps take the opportunity over the Christmas break to investigate some possibilities to report back on.

Guy & Suzie

AVON

Tel. 01454 327059

Hope you all had a good Christmas and New Year. I need the Coleford forms back early **January**, so if you are not able to make the meeting on **2nd January** please get in touch and I can extend the deadline by one week. We will need to find another venue for meetings in **February and March** due to closure of the Cross Hands for refurbishment so **January** will be our last meeting there until April. Not sure where this will be but will put it in the next area news. If you are not sure, please contact me before travelling (preferably not at 7pm on the club meet night though!) It will probably be close to where we normally meet.

Another date for your diaries is **Christmas Breaan 2012** which is booked for **22 to 24 June**.

I haven't booked anything else yet, just the campsite as waiting to hear what people want to do.

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm
e-mail: mark@serapeum.co.uk

Well, sorry for the lack of news recently - I went on holiday for a week so had to deputise the area running for a month, and then last month there was a disaster with the band - the other guitarist did his back in so we had to schedule a couple of emergency rehearsals with a different guitarist so that the show could go on! Hence, last month, the area meet was re-scheduled to the week after it would have normally been. I tried my hardest to contact everyone who's ever turned up in the last 5 years or so but if I missed anyone please accept my apologies! (I've already apologised to John P whom I thought I had told, but I had instead told another John who no longer comes to



Berks East Continues

the meetings! Ho hum, sorry anyway, circumstances beyond my control etc. grovel grovel... I have at least now got my email and telephone number lists together.

Please send me a one-liner email on the above address so that I can keep you in the loop.

As it happened, a few of us still made it to the November meeting, and it turned out to be the Sunbeam club night too. A guy there had a (I won't say nice) Sunbeam Alpine in white, which was his daily driver, so kudos to him, and which was about to be taken off the road for some sills etc. I learned a bit about Holbay heads and stuff, but then our group outgrew the spare spaces at their table and we departed for our own. We had a chat about the then upcoming bowling night and a possible Xmas meal. More on the former later, and on the latter I think as it's so crowded in December, I'm going to follow Mickey's lead from Thames area, and hold ours early in the new year when people's social calendars won't be so full up. I'll sort something out and let you know at the December meeting (which will have been by the time you read this).

In other news, I've now fixed Dog's 2.5L engine. If you remember, I had been travelling to Swindon on the M4, pulled off at a junction and one of the inlet valves stuck open, bending a pushrod in the process. I've since diagnosed what happened. The little screw in the end of the rocker shaft had fallen out, probably with the vibration from the silly cam I have in there, and fallen into the sump, allowing the rocker shaft to turn, cut off the oil supply and hey presto the valve stem melted. Rebuilt rocker shaft with 2 good s/h rockers, very good s/h shaft, solid spacer kit from Moss and loctited the little screw in, AND peened one edge over so it can't fall out again! Found a s/h valve in a bag in the shed, ground it into the seat, replacement tubular pushrod from Moss to replace the one that got bent, all back together and it ran. Mixture's all wrong since I reset the tappets with feeler gauges (previously I'd done them with a dial gauge, but I think mine's out of calibration), but all the cylinders were there. Got to my lockup garage round the corner and opened the bonnet - coolant everywhere! Turned out not to be a split hose as first suspected, but the alloy water pump housing I'd put on was lacking a certain amount of metal around the holes for the long bolts that fix it to the head, and one of the drillings had broken through into the water passages so water was peeing out of the bolt head!

Temporary fix with silicone saved the day but one day I'll have to drill and sleeve it properly. Not so impressed.. Anyway, for now, Dog lives again!

On to show and event reports then. The Aldershot classic car show was quite a nice little event to attend. Sam and I went along in Bob (the brown Spitfire) and had a wander about. There was a rather nice Daimler Dart, Austin Healey 3000 and a mint condition VW Scirocco that caught my eye, among other things. The only other Triumphs were a 2000 saloon and George's white Vitesse, but I'd say in all there were about 30 cars lined up in the town centre and lots of interest from the passing shoppers! The show organisers were also giving out free tickets for a cup of tea at the local cafe so Sam and I took advantage of that and went inside for a bit, buying lunch while we were there. All in all, a nice day out and I'll probably go again next year - thanks to Mickey and Julie for keeping track

of these smaller events which are often so friendly.

A few days after that was the bowling night in Maidenhead. Great to see so many from Thames area there, only me and Jeff from East Berks, but Jeff pretty much made up for that with the scoring! I talked to Andy re: a rolling road session while I was at it, and he thought it might be a possibility, subject to his boss's approval. Probably April time I think would be best - just a power run for each car, no tweaking. It's the kind of thing that the Mini clubs all do, and from the sound of it could be fairly cheap and fun. Aside from that, I'd like people to contribute any ideas they have for events next year - thoughts are pub lunches, the rolling road session and maybe go-karting.

All ideas and comments gratefully received - please email me (address above) with your thoughts - tell me what YOU would like to be doing with the club and I'll see if I can make it happen.

Next year, on **4th March** is the **Triumph spares day at Stoneleigh** - put that one in your diary as it's probably the best autojumble show all year. Also, put the **Isle of Wight Camping Weekend** in your diaries - seriously, you need to try that event at least just the once - I guarantee you'll go back. This year it's **4th-7th May**. If you book the ferry early, there are often promo codes which will get you 10-20% off (I've managed to find one for the last two years running, so ask me).

Right, that's it for now. I'll update you all on the Xmas dinner soon, which will probably be in **mid January**, possibly at the normal January meeting. See you all soon, now I'm off to fix that £500 bargain MX5 I've just bought...

Mark

CAMBRIDGE Tel. 07764 324345
e-mail: kevin.rochfort@btinternet.com

The December meeting doubled up as the area Christmas dinner. Rather than trying the festive menu at the John Barleycorn, Tom booked us a large table at the Wok 'n' Grill in Cambridge, which is a large buffet style, self service, eat as much as you can Chinese restaurant. Excellent value for money, even more so for Toby - I lost count of the number of visits to the buffet.

A great evening was had by all, including our partners who accompanied us to make sure we behaved ourselves.

Wishing you all a Happy Christmas and a Triumphant New Year.

Date of next meeting - **Monday 9th January**, back at the John Barleycorn

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
www.canterbury-triumphs.org.uk

What a month it's been!

In my last report I wrote about the sad death of long time club member **Dennis**. I can report that his funeral was well attend-



TSSC AREA NEWS

ed by club members and his presence will be sadly missed. **It is with a heavy heart that I have to report the sad death of another club member, Eddie. I think it's fair to say that he was a founder member of "Canterbury Triumphs" and for many years he was our Treasurer.**

Eddie had been ill for some time but his passing has been a terrible shock to all who knew him: his wit and easy humour will be sadly missed.

Nine Triumphs escorted Eddie to the Crematorium led by his best mate, Del, driving Ed's immaculate 13/60. Needless to say the ceremony was sombre, although lightened by some lovely tributes from family and friends.

Coincidentally, the funeral was the same day as our club meet. That evening we met as usual in the Duke and it was entirely appropriate that I called "Canterbury Triumphs" to order and we raised a glass to absent friends. I can report that the whole bar fell silent for a few moments as people made their own silent tribute to friends no longer with us and sadly missed.

The rest of the evening was subdued, but various car based conversations ensued and the evening passed with great conviviality. Charles was collecting deposits for the annual **Christmas bash in January**. If you would like to attend and possibly stay over at "The Clifton", contact me or Charles asap. The calendar for next year is looking bare, but invites have not yet started coming in. When they do, I'll be sure to pass them on. Peter is still basking in the glow of his rebuilt TR4a and loving every minute of it. I have flushed the tank on the Spitfire, and am still amazed at the amount of rubbish that came out. Derek was a little subdued as his Stag had stopped and pulled out of Ed's procession after a lead came off the fuel pump. Phil the Stag and I stopped with him on the A2 and the fault was found and rectified in 10 minutes.

We nearly caught up, so no damage done. Apologies for such a short report, fellow members, but there's not a great deal more to say apart from to report that Ed's family were overwhelmed by the turn out of cars and the obvious regard in which he was held.

Well done.
Absent friends.
Regards,

Phil R

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

Happy New Year to all.

First, some details about the year to come. There's the Triumph bash at **Stoneleigh on March 4** (but Stoneleigh don't have it on their web site!!), events at **Capesthorpe Hall on 27 May, 29 July and 26 August**, the **Tatton Shows 2 to 4 June and 18 to 19 August** – this last clashing as usual with the **Stafford do on 17 to 19 August**. There's probably a **Restoration Show at Stoneleigh around 21 October**, but there are no events in the web site calendar for **October**. All dates subject to the usual disclaimer of E&OE, of course.

We should be holding runs round the Cheshire countryside at the **June, July and August** meetings. There has been a generous offer from Richard to do a run nearer his neck of the woods – according to Mr Google it's 21.6 miles as the car wiggles from Chateau Henry to Chateau Richard and should take 42 minutes to get there. There was also mention of the fact that Cheshire is flatter in those parts so there aren't as many

narrow roads and challenging hilly sections.

At our meeting I mentioned the position of AO and in the course of the next second or two I was nominated, seconded and voted in again. So you have me for another year.

The Herald being rebuilt in Macclesfield is making slow progress (mostly in a forward direction) and the same appears to be the case for the Herald near Crewe, although some trunion bits from one of the shows have proved to be of chocolate fireguard quality. There has also been a meaningful discussion about Herald front valances, which seem to have a habit of falling apart due to the ideal breeding place for the little worms behind the rubber bumpers, and, it seems, often get replaced with fibreglass Vitesse valances. I understand the Vitesse in Leek hasn't progressed much this month, with the threat of the sale of the stainless exhaust bits mentioned. That brings us to the subject of a certain Carmine red GT6 which once again cooked its carburettors courtesy of the shiny stainless manifold, and stopped working until it all cooled down. This time it was at number one daughter's wedding, so some heat shielding is being added, and reversion to cast iron threatened if that doesn't do the trick.

And now a complete diversion. I took Hark the Herald's front number plate apart as the modern black on reflective white plate was attached to the remains of a white on black plate with the numbers removed. These numbers were 2 TTT, and a receipt that was found in the glove box indicated that in 1973 a Herald 13/60 with registration 2 TTT was serviced at a garage in Blackburn. That number plate now resides on one of Mr Porsche's Chelsea Tractors. Shame it didn't come with Hark the Herald, but it might have increased the price of the car a little bit.

Our next meeting is on **Thursday 5th January at the Cock and Pheasant**. That should allow enough time for the excesses of recent times to dissipate. See you there.

Henry

CORNWALL Tel. 01726 851687

Happy 2012 everyone, we hope you all had a wonderful Christmas and new year. Helen and I went to the Devon area Christmas party, we had a wonderful time and would like to say a big thanks to Sue and John. You can see there report under the Devon Area.

Next we have a report from Mike Crewes on the Cornwall Area Party at The Falmouth Hotel.

This year's Christmas Dinner Dance returned to our traditional weekend of 3rd December and a new hotel. After the great venue last year and a disappointing year trying to find a replacement, Sally-Ann and Anthony came up trumps. Most of us made it to Falmouth for lunch, parking at the hotel and finding that many rooms were already ready to check into. Bags dropped we headed into town for our arranged rendezvous at The Chain Locker, Customs House Quay. There were some late arrivals! But it was soon explained that a small group had had a pre-lunch drink at The Seven Stars on The Moor. Now all together we had a very nice lunch watching the sunshine across the harbour. Eventually and naturally enough we got restless and the men moved onto The Front (Southwest Region CamRA Pub of the Year – will it become National Champion?), whilst the women went for some retail therapy.



CORNWALL COVENTRY . . . CUMBRIA

TSSC AREA NEWS

Cornwall Continues

After a very nice pint, we moved on again to 5 Degrees West, where we all met up again for the stroll back to The Falmouth Hotel. Some quiet time to ourselves quickly led to the evening dinner dance. Great food, great drink, excellent DJ and very good live band, even if some of the oldies (Graham) had to repair to the bar because it was a bit loud! There were several other groups enjoying the function and Dan now wishes he had gone to Specsavers, although he was seen heading back into town on Sunday morning! It was a very enjoyable Do and thanks must go to Sally-Ann and Anthony for arranging it. Just after midnight, with the disco still ringing in our ears, most of us went back to our rooms to prepare for the sumptuous breakfast, well it was a full Cornish! To all our regulars who missed this year, you missed another good one, hopefully see you all next year.

Our next meeting will be taking place **Thursday 5th January 2012 at the Hawkins Arms, Zelah** from 8pm.

We hope to see you there.

Tony and Helen

COVENTRY

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Hi Everyone. The mild weather has enabled us still to be out and about in the "Smiffy" Spitty. First trip was to the Heart of England meet at The Griff on Sunday the 13th of November, a nice mild Sunday with a bit of sunshine which saw 41 vehicles turn up of which 11 were Triumphs and at least 8 of them were TSSC members, nice to be joined by David and Janet Clarke of Kenilworth in their Yellow Mk IV Spitfire, they have been members for a long time, but this was their first visit to the Griff, lets hope we see them a lot more in the future.

Sunday the 20th was our second "Dalos" Day (Drive And Lunch On Sunday). There were 12 of us in 6 cars, the destination was again Wood Farm Brewery, Willey, but a different route was taken, down narrow lanes which most had not been down before, a lovely sunny day once more, we can't believe how the weather is holding, the lunch is now a carvery and a pound dearer at £7.95, still great value, another great day out in great company and of course in great cars.

Saturday the 3rd of December was the Heart of England dance at Bulkington, there were 16 of us in our group and we think a good time was had by all, with an unbelievable buffet with plenty for everyone, and excellent live entertainment, terrific value at only £5 a head. A total of £370 raised for the Marie Ann Evans Hospice. Thanks goes to Roger, Tommy, Sandra and co. for their hard work.

Sunday the 4th was the trip to Lubbenham, TSSC open day, 10 of us met at Lutterworth and travelled in convoy to the event, may we pass on our thanks to all the TSSC staff who made us very welcome and supplied us with some excellent refreshments.

Can't report on Tuesday 6th monthly meeting has this newsletter to be in by the 6th for the Courier, but we will add an appendage for the email one.

Forth coming events :-

Sunday 11th December the Heart of England meet at the

Griffin Inn, Bedworth from 11.00am

Sunday the 18th December our next "Dalos" Day, this time organised by Pete and Ann Martindale, we will meet at the Elms Hotel, Lutterworth, (the one by the roundabout with the Sir Frank Whittle Jet), we will be leaving there at 12.30pm on an unknown route through the Leicestershire countryside, led by Peter and Ann, to The Black Horse at Foxton for lunch, cost being £9.95 for main course, two course £12.95, three course £15.95. There is also a classic car meeting taking place there which starts at 11.30am so we should catch the end of it. Anybody wishing to join us lets us know by **Thursday the 15th December** so we can reserve the places.

If the weather is bad the drive will still go ahead but in our everyday mode of transport.

January "Dalos" Day will be on **Sunday the 15th**, venue to be arranged, hopefully by Rick and Jeanette, will keep you informed when and as we know.

January Heart of England meet at the Griff is on **Sunday the 8th** from 11.00am

Well that's about it for now, for those of you that receive this newsletter by email may we wish you all a very Merry Christmas and a Happy New Year, for those that don't and only see it in the Courier we hope you had a good one.

Bye for now, keep them Triumphs going throughout the winter. Regards

Phil & Lynn

CUMBRIA

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www.tsscumbria.co.uk

We had a good turn out for the last meeting at Boot at the end of November. Fourteen members and four Triumphs in the car park. My Spitfire, Ray's Dolomite, Roger's Acclaim and Mike's TR7. A warm welcome to the Area for Ross Hayman who has moved from Worcestershire to Cockerthorpe. He has been a TSSC member for a number of years and owns a 13/60 Herald.

Forthcoming Meetings: Sunday January 29th, Kirkstone Pass Inn, top of Kirkstone Pass. **Sunday February 26th, The Farmers Arms**, near Greenodd turn left off the main road past the pub and the car park is on the left, if you are coming from the West of the county. Both meets are at 12 noon and I have arranged a room for the meeting at the Farmers Arms. This is so that we can finalise the events calendar for the year.

At the November meet a lot of things for the coming year were discussed with some new ideas for events. Some of the usual area events are becoming boring and it was decided that they should be dropped from next year's calendar. More on this next month. The elected AO for next year is again yours truly; I did try to bribe some to do it but obviously it didn't work. Thanks to all members for their support over the past years. As AO I only organise what members have suggested that they want to do. If there is any member who would like to see us participate in any event or have any ideas for runs out etc then please let me know and I am sure that it could be added to the calendar for next year.

A very Happy New Year to all. Safe Motoring

Roy

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



TSSC AREA NEWS

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

Hi all. As you all read this write up you might find we are in January but forget that we must rewind to December, the party season!

It started in early December as early as the 3rd; we all set off for the TSSC Christmas Dinner Dance at the Hinckley Island Hotel down Leicester way.

There was loads of areas joining in the fun and the 70's and 80's disco went well into the early hour of the morning.

Some went to bed early and some got into more mischief, not to mention any names (Nigel from Notts and some other TSSC directors!) Everyone had a good night, the breakfast was not only lovely, but it was out this world.

Many visited the club HQ which was only a few miles away and then everyone went home at their leisure.

Carrying on with the party season, our very own Christmas Party was on Tuesday 6th December. It was great to be able to welcome visitors from Notts and Hallamshire areas who joined us for a lovely buffet. Even Santa came and gave us all gifts what we wanted or may not have wanted.

Everyone was in good sprits and some were drunk...natural. We all did well on the three Christmas Quiz's from Colin and Roger. We had to name the four ghosts from Christmas Carol and identify some Christmas songs using the first letter of the words plus we were challenged on our Christmas film knowledge.

So that's just a few of our party nights, don't know what will happen for the rest of the month. That's including the 'Big Day' and the New Year.

One event you must attend is the **Annual New Year Run on Sunday 8th January**. Meet Ripley in the Sainsburys car park at 10am for a 10:30am start.

Sunday lunch somewhere on route. Hopefully we will see you then dressed in your nightwear.

Dates for your diary:

3rd January – Monthly meet at Smalley Common
from 7:30pm

8th January – New Year Run

7th February – Monthly meet at Smalley Common
from 7:30pm

May we wish you a prosperous, happy and healthy New Year. Cheers

Roger & Colin

DEVON

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A very happy New Year to all our Devon members. How about a Resolution to come along to one of our area meetings this year? If you have not been before, you will find a warm welcome from the enthusiastic group who attend, remember North Devon sub group meet on the **2nd Thursday monthly** (ring Steve for venue details on 07968 7027611) while the main group meet on the **3rd Wednesday of each month at the Star Inn, Liverton** near the A38 junction for Newton Abbot (TQ12 6EZ).

Going back to November – we were missing a few regulars for Club Night, and the weather prevented most from bringing their

Triumphs, though Dan and Steve brought theirs – both hard tops. Our usual convivial gathering, while Julie told us of another call out by the AA when the TR7 would not start – shame it was lack of fuel again! It seems though that the AA men enjoyed the trip to the garage to get the fuel! Memories were revived of some of the Devon Triumph dealerships, Evans & Cutler, South Devon Garage and County Garage Teignmouth, from an article in the local press.

At the beginning of December we held our annual Christmas meal at the Dartmoor Lodge at Ashburton and what a success it proved to be. 42 of us, and young Robbie, sat down to enjoy a really good meal, in a private room which was ours for the night and where we stayed nattering until nearly midnight. Members travelled from all over to be with us and we had a great evening. Thanks to the huge generosity of our members, we held an enormous draw with prizes galore to replenish our funds. Allan was the recipient of the free table draw, for £30 of Club shop vouchers, maybe he'll spend them on something for Jackie's 13/60 project?

We already have some interesting things planned for 2012. Apart from our usual monthly meetings and outings, on **Sunday 22 April (Drive it Day)** we are planning a joint venture with TSSC Cornwall, and hoping to involve the local Stag Clubs and maybe even the TR Register – our very own West Country Marque Day perhaps? As yet, we have not decided on a venue, but it will be somewhere interesting around the 'borders'. The following week (**29 April**) is the **Club's AGM** up in Leicestershire – a long way to go, but it is where we as members have a chance to influence the future policy of the Club.

This year we are hoping that a Proposal jointly put forward by this Area will replace the contentious rule introduced last year. Details of the proposal will be included in the Council of Management Report in this edition of the Courier.

May brings our now annual trip to the **Isle of Wight weekend – from Friday 4 to Monday 7 May** – last year we took 8 Triumphs, 2 moderns and a total of 20 people. We had a whale of a time. Most of us chicken out of camping and use the static caravans on site so we can have fun in comfort so early in the year.

Later in **May, on Sunday 20th, Triumph Marque Day** comes back to Prescott near Cheltenham, not too far for us to get to. Two years ago, when it was last held there, a good number of us made the trip and had a great time – you can even take your car up the famous hill.

In **June**, in addition to Marc arranging a **Go-Kart session, on Sunday 10** we intend to join up with the local TR Register again to hold our **Trains & Triumphs Day at the South Devon Steam Railway at Buckfastleigh**. Colin is again hoping to arrange a camping weekend at Martock at the end of **June** which we so enjoyed last year.

July of course is **Powderham Show**, the big one for us, which unfortunately will again clash with **Classic Le Mans on 7 and 8 July**. Remember, details of all our events are published here in the Courier, and we also have an email list of local members whom we regularly keep up to date. If you are not on the list, and would like to be, please contact us.

JANUARY EVENTS

As the first Sunday is New Year's Day, we decided that some may have sore heads, and have moved our regular outing to **Sunday 8th**.



Devon Continues

Jackie and Allan have again booked the **Smugglers Inn, at Holcombe** on the A379 between Dawlish and Teignmouth. We do need NUMBERS at least a week beforehand please. Be there for 12 noon and we will have a short drive afterwards. **North Devon will meet on Thursday 12th** and our regular Club Night will be at the **Star Inn, Liverton TQ12 6EZ on Wednesday 18th.**

We would issue a serious plea here – it really is important that you let us know in plenty of time if you are coming to a **Sunday event** – as each organiser has to arrange with the venue for there to be enough room for us all.

If the weather is too bad for our Triumphs, members are always welcome to bring their modern cars, we'd rather see you in a Eurobox than not at all!

Finally – did you find your 2012 windscreen sticker enclosed with your 'award winning' Courier when you opened it? If you need any extra stickers for all those additional cars you have, either get in touch with us, as we will have a stock of extras, or contact Angie at TSSC Headquarters.

Thank you all for your 'confidence' in asking us to continue as Devon Area Organisers this year – we look forward to seeing you out with us.

DEVON DIARY

Sunday 8 January Lunch at Smugglers Inn, Holcombe

Thursday 12 North Devon Meeting

Wednesday 18 Club Night at the Star Inn, Liverton

Sunday 5 February South Devon run –

contact us for details

Sue & John

ESSEX

Tel. 01375 672072

www.freewebs.com/essexstss

Here we go again, another year, hope Santa brought you all the new shiny bits for your car, if not then there is always our trip to Stoneleigh and the all Triumph spares day. There is now only a few months till the warmer weather and the cars come out to play, until then we have a winter programme of events and a tinkering day to oil trunnions and finish off those last small jobs that have been hanging about all winter and you have been promising to get to. My list gets longer every winter and the last month the modern car has needed some work.

My office - The modern cars needed some work and it was just as frustrating as working on classics, my MGTF developed a squeak, binding front brake, after stripping it the pads were ok but the disk seemed out of line, went on the MG part of the web site of a well known Triumph parts supplier that had always given good service, found the part, phoned up, ordered it, took a day off work to fit it and the wrong parts arrived, the web site was giving out the wrong information and despite pointing this out to them in my numerous phone conversations it still is, so don't trust the info on suppliers web sites, query with a real person before ordering, at this point it is still off the road, see what I mean about just as frustrating as classics.

I have managed some work on the classics, Janet's TR7, Theodor's exhaust pipe was blowing, upon investigation it turns out it needed a new down pipe, the only bit of the pipe not stainless!

Off to Robsport, collect new stainless down pipe and new studs for manifold, I was back home by 10:30, all the bits in hand, things were going too well, old exhaust off, I had been soaking all the bolts all week in WD to help it, did on most, even two of the odd exhaust to manifold studs came out with out too much fuss but the third one needed a bit more persuasion and then BANG not the stud snapping as I expected but the manifold breaking, the corner came off!

On close inspection of the manifold with a view to taking it off and replacing it, I found two of the bolts fixing it to the head were missing, presumed snapped by a previous owner, now reluctant to remove the manifold from the head, an alternative plan needed to be hatched, with the snapped bit of the casting in place I could get a slightly smaller bolt though the hole and by using a washer spread the load, managing to hold the broken piece in place and clamp this part of the exhaust, with a bit of fiddling I managed this, all bolts on the exhaust now tight, time to start the car but the car now has other ideas and wont start, booster pack retrieved from the garage and I find this is flat as well, the car is not meant to start today, booster pack and battery on charge and go and write AO report, so here I am still only one car working pounding away on the key board working out my frustration, so it will be a short on this month.

Out and about - NEC this year, the club members decided to make it a one day event rather than a weekend this reduced numbers to just two cars of chaps so a boys day out was planned. No one had too much to get this year, John had some bits he had ordered from Rimmers to pick up, the correct bit as it turned out.

The rest of us just perused the stalls and spent some money on small bits and pieces then lunch at the club stand where Bernie informed me that the Courier magazine had won Club Mag of the Year award, well done Bernie! Then more car looking and home, it was a very quiet NEC this year for the Essex team with no evening meal and lap dancing.

Club day - no TR7, on run, Janet took the MG with squeaking brakes, but it's not too far, I took Tallulah my Spit, roof down big coat and fur hat on, it was a cold but bright day, a big welcome to Ken who joined us at the club day after many years belong to TSSC but not coming down to see us, he enjoyed him self that much he phoned up in the week and booked two tickets for our club Christmas dinner, no one wanted to leave, it was four a clock before we left the pub, the car had got very damp parked in the car park with the roof down and I was driving using the "force" for the first mile as the windscreen would not clear on the inside but the heater eventually got to work and it was a fun run home .



CHRISTMAS DINER DANCE only two couples this year making a week end of it, HQ open day on the Saturday, Bernie's Bargain Basement and the chilli were up to their usual standards. Few purchases in club shop then on to hotel. Dinner and dance, the ladies were in their finery and us two chaps scrub up ok as well, the food portions were on the small side

GLOUCESTER . . . HALLAMSHIRE



TSSC AREA NEWS

- Sunday January 8th** The TR register Glavon area walk
starting from The Rose & Crown SN16 9PF
- Sunday January 15th** Coffee and rock cakes at Barry's
- Monday January 16th** Area meeting at the Swan,
Coombe Hill.
- Sunday January 29th** The Malvern Drive in
Bike & Car autojumble.
- Saturday February 4th** Glos area annual dinner at the
Swan inn, Coombe hill.

HALLAMSHIRE Tel 07837 110325
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e-mail: ade@adrianhadfield.wanadoo.co.uk

(we made up for it at breakfast though) that was the dinner part and as per tradition I did not dance. We teamed up with a couple from Devon who were on their own and a big hello to Emma and Richard, hope to see you again sometime, probably at the next dinner and dance. Enjoy the isle of Wight at Christmas, Janet is so jealous. Back to Club HQ on Sunday, Ian decided he needed carpets for his boat, then home.

Up and coming

NEW YEAR AUTOJUMBLE Monday 2nd Whitewebbs
Museum, Enfield

MONTHLY MEETING Sunday 15th The Halfway House
DONNA'S DOGS Saturday 21st (EVENING)

TRIP TO THE SECRET NUCLEAR BUNKER Sunday 29th.
Kelvedon Hatch, Essex

For more information look on the Essex web site
www.freewebs.com/essexstsc

Birthdays - Only the one this month and that is Malcolm Wing
from Kent on the 18th

Allan

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

I'll make no apology for the lack of area news last month, if you've been as busy as I have you'd struggle to get it done too.

That said Happy New Year to all you good folks I hope you've all had your fill, whether it be turkey, chocolate or just a gut full of it all, a new year is upon us so let's give it a good shake and see what joys it affords us.

Moving on, December is quite a quiet month on the classic calendar but the club HQ Christmas open weekend got Paul and I out for a jolly in the Bond.

Paul as always managed to find goodies to take home from Bernie's bargain bazaar and the Millers oil rep was able to explain some queries that we had regarding oil, add to that a bowl of chilli from the very resplendant Herald refectory and a jolly good outing it was.

The next morning there was a very exclusive gathering at Don & Bj's for coffee and cake topped of with a good old natter of course (at least we had their address, Chris and Mel you know what I mean). Thanks to Don & Bj for hosting us and the fact that only a select few turned up meant that a very handsome goody bag was taken away to be enjoyed later too.

A slight recap to the November area meeting (the AGM) and it very nearly didn't happen but as is usually the case it was quickly decided and agreed that those in office will remain in office, jobs for life spring to mind Eh Bern. (*you get less for murder Andy! Ed.*)

If you haven't been along to the Area meeting (shame on you) but would like to acquire one of our very fabulous and exclusive Area calendars the contact Jane but be quick as demand quite often outstrips supply.

Last but not least slightly more than six months to Le Mans so all those xmas goodies should be getting bolted to your pride and joy and think of the calories burned off whilst doing so.

Keep an eye on the events list and we look forward to seeing you out and about soon.

Andy

Events.

Sunday January 1st The CCCC New years day meet at
the Frogmill from 11am.

Happy New Year to all our Members. Hope you all had an enjoyable Christmas and looking forward to the new year, writing this day after the Club open weekend/dinner dance event Arriving midday at the hotel with Carl & Lisa we were quickly unpacked and heading for the leisure area of the hotel to make full use of its amenities, two and a half hours later saw us all relaxed after using the swimming pool, spa, steam room and sauna (didn't fancy gym). After bumping into many friends now descending on the hotel from the opening of the HQ's newly fitted bar we headed to our room for a chill (ok sleep) before the nights dinner dance.

The evening saw a 100 + members sitting down for the meal and the disco, unfortunately Julie had some tragic family news which would mean we had to cut short our weekend and leave home early the next day. But in true members spirits they all helped take Julie's mind off things for the night with helping keeping her constantly dancing drinking and chatting – what a night, everyone had smiles on their faces and at two o'clock we staggered out. Julie Would like to thank everybody for their support at this sad time. Can't wait for next years event.

With January now nearly on us we have stated to plan for next year and the events all the events in bold are the ones we are planning to support more will be added once dates released,

Local Events.

- January 3rd** South Yorkshire Meet
January 3rd Derwent Valley Meet
January 16th Hallamshire Meet
January 17th South Yorkshire Meet
January 18th Motornutz chippy run 7.30 on wards
January 30th Notts [Meet

Future Events .

- January 8th** Notts/Derwent valley New Year Run
April 22nd Drive It Day Venue to be confirmed
May 5th - 6th Donington Park Historic wkd
May 10th Leatherhead
May 17th - 19th Prescott hill
May 25th - 27th Wickstead Park
June 15th - 17th Dales
June 21st - 25th Peak Run
July 6th -8th Le Mans
July 19th - 23rd Silverstone Classic wkd
August 10th - 12th Stag/Tr wkcd Malvern
August 17th - 19th Stafford Showground Family Wkd
August 31st - 2nd Sept Lincoln family wkcd
September 21st - 23rd Mile of Triumphs
October 6th - 7th Round Britain Run

Adrian & Julie



HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

TSSC AREA NEWS

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

Here's hoping you all had a Merry Christmas, some nice presents, a sniffer at the Port and Brandy, and managed a few Mince pies.

Just to let you all know some feed back from our area AGM. We had 28 guys and girls at the pub last night, the Committee remains unchanged, Peter Lewis Area Organiser, Alan Gower Treasurer, committee members Barry Huffer, Pete Saunders, Stuart Saunders, and new to the group, Ray Peet And a show of hands confirmed you're all stuck with us for the next year!

I will complete the TSSC AO registration to enable our public liability insurance is in place and register our area as Herts and Beds in the club's Area Directory.

I won't circulate the balance sheet on a general circulation, if anyone wishes to have a copy, e mail me or Alan.

Your Area's Club Funds are held in an account "the Herts and Beds car club" this keeps us out of any taxable connection with TSSC Ltd, area funds are significant and we are open for any practical ways to benefit members or events.

Ideas on the night were: Polo shirt/sweat shirts with logo, Lightweight hi lift trolley jack, Lift up/jackable car ramps, discount at an event or theatre trip eg golden oldie pop groups at Stables or Grove .

The Committee will meet up a soon as possible and make up a programme for next year

Christmas dinner on Dec 9th is now finalised and we have 25 places filled.

Dates for next years meetings

Here are the meeting dates for **2012 at the Three Moorhens PH Hitchin SG4 9AJ. It's always the fourth Monday** (not the last) of the month. at 8pm.

January 23rd, February 27th, March 26th, April 23rd, May 28th bank hole, June 25th, July 23rd Best area car award, August 27th bank hole, September 24th, October 22nd, November 26th and December - none

Regards

Peter

and your committee for 2012

ISLE OF WIGHT

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

January...no more turkey, no more mince pies, everyone on a diet..... but on the plus side, the evenings are getting lighter and Spring is on it's way.

The Christmas meal at the Hare and Hounds was very enjoyable, well that is what I am anticipating as I am writing this 3 days before we go!

The menu and the company look good anyway.

Well we have all the usual events to look forward to this year.

The International Weekend is celebrating 50 years of the Vitesse and the Spitfire, **Spa Franchorchamps and Classic Le Mans** if you fancy an overseas trip. As well as our very own mini-overseas trip, the **Isle of Wight Camping Weekend** which will run from **Friday 4th-Monday 7th May.**

If you need any help with your old banger – oops I mean your beloved classic, then do come along to a meeting for some

advice, support or just a friendly chat then these are the dates you need to remember: **Monday 20th February and Monday 19th March**, we would love to see you, everyone welcome, just turn up around 8 o'clock. See you all soon,

Regards

Tracy.

WEST KENT

Tel. 01732 743747

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

I was unable to get to the meeting this month, but Del has kindly penned together the following report in my absence.

Well what a surprise! After a day that blew gales and rained buckets, I half expected there to be minimal attendees, but the turnout was good. But not a Triumph to be seen – very wise. It was a very relaxed meeting, but my discussions ranged over an amazing set of topics.

There was the rather senior member (in both age and length of membership who must remain anonymous – until he comes clean) who told me about his new lady friend. Seems he's being helpful to a lady who is restoring her father's car - a Herald – in her lounge. Been going on for some time I gather. The French doors are wide enough to get the car out, but there could be difficulties getting it out of the back garden. Anybody got a crane and a drive-on platform?

Then Darren told us about a Mk1 Spit that he once had. I hope I've got this right – but his was registered on 1-1-64 and had an overdrive. At some time he met a member down in Wales, who has a mass of documents issued by Standard Triumph for service and maintenance updates.

That straight-from-the-horses-mouth data suggested that overdrives were not available until much, much later in 1964. But since all part numbers tallied, it only goes to show that there's always an exception to upset systems.

We moved on to discussing local companies capable of doing good quality chroming and also powder coating. Several of us commented against powder coating because of the problems that arise when the coating is damaged. Water gets under the coat and rust sets in as bad if not worse than ever.

Several good coats of 2-pack seem to be the best option. Our local excellent Tunbridge Wells chroming company folded a couple of years ago, and I've not found a good replacement yet. Anybody any ideas?

Then de-rusting came up and we were told of an idea that I've never heard of before. Make a bath of Fernox solution – as used for clearing rust in central heating radiator systems. Drop your rusty part into the bath for about 24 hours and hey presto – no rust, but paint quickly.

The final name to be raised was everybody's satisfaction with Bondaprimer. This primer coat has an unsurpassed sticking capacity to clean metal, but where can it be bought these days of low VOS (volatile organic solvents)? Small use DIYers can still spray it but it's now called Bonda Rust Primer + Zinc. If your paint supplier hasn't got it in stock, you might be able to get it direct from Bondaglass-Voss in Beckenham.

Finally, we come to our own meetings. In the absence of any other suggestions, December's meeting for 27th December is to go ahead as usual. Should give us a nice respite from the excesses of Christmas; and our **Christmas Dinner** is pencilled in by Glyn for **Friday 20th January** for up to 25 of us at a cost of £19.95 plus any extras you order.

The Christmas Dinner Dance

Let's hope that was the first of many. The club held its first Christmas dinner-dance on 3rd December - and successful it was too. It was a pleasant change to meet members with their partners and to be able to chat about just about everything except our cars.

The hotel was a huge, high quality place, with several halls available to organisations for, at this time of year, their company Christmas get together. Ours was just the right size for the 130 or so members who indulged.

LANCASHIRE LEICESTER & RUTLAND . . . LIVERPOOL



TSSC AREA NEWS

The meal was a high quality item, if a little economic on size, while the disco had lots of good 70s and 80s music. You could easily tell the most popular pieces as everybody knew the words and the actions - remember YMCA and Ooops Up Side Your Head? You don't! Square pants! To pad it out a bit there was some more modern stuff that I simply didn't recognise.

Lots of our members reserved rooms at the hotel - a Barceló hotel at Hinckley, for favourable prices, so there were no drink-drive problems. No doubt there'll be photos and reports elsewhere in the Courier.

Then to add to the weekend, it was HQ open weekend where lots of members congregated for a free snack lunch and drinks. We had the chance to inspect the new cafe-bar area that has been fitted out with the bar removed from the former Herald pub at Canley, Coventry. This is a real coup to have recovered this as the pub had become isolated, had closed, and was due for demolition and the site redeveloped a week or so later. The club recovered not only the bar, but also the Herald name letters from outside and the pub sign and support post, and many other artefacts. A special word of thanks to Bernie for achieving that.

Next year, maybe we can assemble a West Kent gang and - just a thought - share a mini-bus with Canterbury.

That's it from me. Just hope Steve has a bit more to add !!

Del

In response to Del's comments, the menu for the Christmas Meal now follows - Can I ask that people either let me know at the next meeting of their choices, or email them to me. I also need a £10 deposit for each person

Starters: Chorizo, roasted tomato and goats cheese with wild rocket salad, Sweet potato and Rosemary soup with garlic toast, Smoked salmon with lemon and capers on mixed leaves, Pork, chicken liver and cranberry parfait with fruit chutney and toast

Mains: Roast breast of turkey with cranberry stuffing, sausages wrapped in streaky bacon, roast potatoes and seasonal veg, Pan fried Scottish salmon and tagliatelli with a white wine and tarragon sauce, Slow roast brisket of beef with Yorkshire pudding with roast potatoes and seasonal veg, Spiced lentil and moussaka served on mixed dressed leaves, Slow roast belly of pork with buttered savoy cabbage and black pudding with apple sauce, pork gravy and seasonal veg. [Where are the roast potatoes?]

Puds: Xmas pud with brandy sauce, Apple pie or Selection of Ice creams

All for £19.95. Thanks

Steve

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Well, Happy new year to you all, and I hope you had a merry Christmas. Our November meeting was a very quiet affair with only about ten of us turning up. Chris had concocted an epic of a motoring based quiz (took me back to my college days, exams and all). But the might of the Moran's were eventually triumphant winning a bottle of bubbly and screwdrivers!!! Those who follow my emails will know that we cancelled our Christmas dinner dance which was a bit of a let-down, but may be this initiates a change for the area, watch this space as they say.

Also arranged at the meeting was the AO's position for 2012, undated (not) with candidates..... you are stuck with me for another year having been nominated and seconded by Pam and Mark.

January's meeting will be dominated with our annual raffle and discussions on what our itinerary for the coming year will be. So please make the effort and pay us a visit.

Before Christmas I got an MOT on my Vitessé saloon having

done a mini restoration over the previous 18 months, this gives me an idea, if you are working on a project let me know about it I can then report on it here. That's all for now...

.... **STOP PRESS...STOP PRESS!**

Starting in January We are changing the monthly meeting venue to

New Hall Tavern, Cuedale Lane, Samlesbury, Preston, Lancashire, PR5 0XA

Still on the **last Tuesday of the month** at 8pm.

Kevin

LEICS & RUTLAND Tel. 07774 276564

As always, may I wish my reader a Happy New Year and welcome to 2012 and the prospect for warm summer evenings. I seem to remember that we were promised such this time last year, but it somehow missed Leicestershire. Oh well.

The weekend of 3rd December started off with the HQ Christmas Open weekend where the new Herald bar was unveiled. Our own John Edwards and his trusty toolkit played a major part in fitting it all into the room at HQ. To mark the occasion, our Andy had brewed a barrel of his "Rusties Winter Warmer" and it was very well received. You can now see why our area members have such trouble getting through an evening and remaining lucid when he turns up with a barrel of summer quaffing beer at our local shops.

In the middle of the open weekend the Club held the Christmas Dinner dance at the Barceló Hinckley Island Hotel. Good evening, lovely food both evening and at breakfast the next morning and the hotel certainly catered for all the guests very well. Our area table had a couple of spare places and we were joined by a couple who had travelled up from Kent.

Hopefully no one turned up for our meeting in December, as the Red Lion was fully booked doing Christmas meals. We are due to hold our area Christmas dinner there on Saturday 10th December, when the area awards and maybe a few Brussels sprouts will be presented. Over forty members and guests are booked in for it.

As our January meeting would fall on 3rd January and mine host at the Red Lion will still be in recovery mode he has requested that we move it to later in the month, so **no meeting on the 3rd**. As I wish to combine the meeting with the AGM (presentation of the area finances) and the slot car challenge we have booked the room for **Tuesday 17th January**. February onwards back to our normal meeting time, **first Tuesday of the month**.

Dave

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Hello again folks, Happy New Year and all that! At the behest of one of our members (Hi Ken), I'm going to do my best this month to bring you some fab Liverpool Area News. So what's been happening? Well, apart from the usual sojourn at the **Derby Arms (3rd Tuesday of the month)** by the way, we had a rather good Christmas Meal, organised by Steve and Cath, so thanks to them for that, and also to everybody else and their Triumph-weary partners for some great company. Special thanks to those who didn't retire early and had a sore head the following day *cough*.

Other than that, things seem to have been a bit quiet on the



LIVERPOOL . . . MANCHESTER NEWBURY . . . NORTHERN IRELAND

TSSC AREA NEWS

Liverpool Continues

car front, strangely most of us seem to have swerved away from any Gremlins out there, so I suppose we should be grateful for that.

So what's new for 2012? As mentioned previously (I hope), from this year onwards our emphasis will be based upon getting out and driving our cars, as opposed to spending 6 hours on a cold, muddy, windswept field in the middle of nowhere. Don't get me wrong, we'll still be at Woodvale.... Seriously though, Steve has some exciting events planned for this year, with plenty of advance notice, I'll even have time to mention them on here.

That's all until **February**, when things start moving again. Just a quick reminder that our new website is up and running, you can find it at <http://www.triumphliverpool.com>, our email is triumphliverpool@gmail.com

Have a fantastic 2012,

Alex

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

Newsflash Newsflash We are back at Barton Aerodrome!!!!

It seems every one enjoyed being back home at Barton Aerodrome it has been fully refurbished and we are booked it for next meeting **3rd January 2012**

Frank & I couldn't make the TSSC Dinner Dance at Hinckley Island (for reasons beyond my control) but Mark kindly wrote a few lines to express how much Manchester Area enjoyed themselves.

"Seventeen Manchester TSSC members braved the cold and windy drive to Hinckley Island Hotel for the TSSC's first annual Christmas Dinner Dance. Since Hinckley is the home of Triumph motorbikes, the hotel boasted a Triumph-themed bar, which seemed apt for us! Around 100 TSSC members attended in total, and our very smart room had its own bar, dance floor and resident DJ. The party night started in true TSSC style, with whistling balloons being aimed at rival areas, crackers pulled and silly hats donned. Whilst the more hungry amongst us felt a little let down by the quantity of food, nobody could complain about the quality - all three courses were lovely. The DJ did a fantastic job of keeping the dance floor filled with his mixture of 70s and 80s music, there was lots of dancing and some dodgy "dad-dancing" - even Gary "I don't dance" Russell joined in! The party ended at 1.00am but some hardcore Manchester members were still sitting there at 2.00am while the DJ packed away his equipment, I wonder who they could be..... Delicate heads were treated to an "all you can eat hot buffet breakfast in the morning, just what the doctor Ordered!"

Piat has created the Calendars for Bernie to publish and they should be available for the January meeting. Thanks Piat.

We were unable to attend the December meeting which I truly apologise for and would like to thank Les for stepping in at such short notice. (What about a permanent job Les)

One of the Items on the Agenda was organising a small sub-committee as we will be holding our very first event "**Manclins Hi de Hi**" on **14/16th September** at Elm Cottage Touring Park Winsford Cheshire Camping and B/B will be available so watch this space. We already have our entertainment committee and 3 x Hoite - Cuisine Chefs, in place (more Michelin Tyres than

stars) I am looking for volunteers for Marshalls and bossy people. We will be getting stuck in early in the New Year.

There were approximately 22 members present at our meeting and I had quite a few Members have to give up as M60 was totally gridlocked, we couldn't make it ourselves but Les stepped in Thanks Les brilliant.

Dates to have a think about next year 2012.
Area Meeting Barton Aerodrome Tues 3rd January 2012
Event City 24/25th March indoor Trafford Centre ASAP
Prescott Hill 19/20th May
Spa 25/27th May.
Le Man 7/9th July.
Tatton Park 2/4th July.

Wales week 4/11th August cottages.
"Manclins Hi de Hi" 14/16th September
(Manchester Area Event)

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

Have a good New Year

Pip & Frank

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Happy New Year and hope everyone had a great Christmas. A few of us went to the TR Register's skittle evening at the end of November and had a good time. The food was much better than when we went there last time, so we could bear this in mind for the future.

December was a quiet time of year except for the Christmas meal and a quiz evening with the TR group.

There will be a report on these next time, as they were after the news deadline.

Don't forget to bring your diaries to the meetings in **January** as there are already a few dates in the pipeline. **Stoneleigh is the first event on 4th March**, and once again advance tickets are available. Just the place to get your spares for the new season's projects.

The Triumph Day at Prescott Hill Climb is on this year too, as is the new event at Chippenham that was cancelled last year. Many of you will already have had your **Popham** forms!!! Details of all these events will be passed on as soon as we have them.

Next Meetings
11th and 25th January starting about 7.30p.m. at the Spotted Dog

Keep 'em flying

Mary and Dave R.

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Happy New Year everyone and welcome to 2012! I hope you all had a great 2011 and that all the projects, restorations, etc are progressing towards being ready for this year's events.

The AGM went smoothly enough and we had a good turnout, Paul treated us to an overview of the year in pictures with three different presentations, obviously we added our own commentary and I can see the potential for a caption competition later in the year! The other piece of news is that I was re-elected for another year as Area Organiser, either that means that I did a reasonable job in 2011 or no one else was willing to put themselves forward (I think it was the latter!), Michael kindly agreed to stay on as Treasurer and I would like to thank him for all his

NORFOLK NORTH EAST . . . NORTHANTS



TSSC AREA NEWS

hard work during 2011. Paul and John both volunteered to be the ANICC representatives for the club, I think that Paul is slowly talking John into taking part in some hill climbs this year!! We discussed several events during the meeting and **Totally Triumph** was raised, as you all know (and for those who don't) this is on **12th May 2012 in Wallace Park, Lisburn**. As it is the 50th anniversary of the Spitfire and Vitesse in 2012, we want to get together a display of all the models for these two cars, after a quick discussion we realised that we should be OK for Spitfire Mk3's, Mk4's and 1500's and Vitesse Mk2's, however some of the earlier models may be more tricky (although Paul has assured me that a Spitfire 4 will be at the show!!)

To make a complete display, we need the following vehicles: Spitfire Mk 2 Vitesse 6 and Mk1 2000 (saloon and convertible) Can any owners of these vehicles get in touch with me at markjraine@gmail.com to see if they would be available and willing to bring them to the show. It would be a real achievement to get them gathered for the show as well as making an excellent display to mark this milestone anniversary.

While we are on the subject of events, a reminder that the first event of the year will be the **Annual Dinner on 25th February** at a venue to be confirmed at the time of writing this, please keep the date free in your diary and I will confirm in **Feb's** courier or via email sooner.

Please can I ask people to let me know if they are planning to attend so we can get an idea of numbers.

The first proper gathering of cars will be the **Spring Wake-up Event**, the now famous **Trunion Oiling on 24th March 2012**. Last year was such a success we will be holding this at Carrickfergus Castle again and if you want to see last year's event, we are still on Youtube!! This event is always followed by slap up feed at a local restaurant!! Hopefully we will get the glorious weather again!

Here is a list of the other events for **2012**, at this early stage they may be subject to a few changes!

Saturday 28th April 2012 - The Argory.

Contact the National Trust for an entry form.

Sunday 6th & Monday 7th May - Steam Fair at Shanes Castle, Antrim.

Saturday 12th May - Totally Triumph, Wallace Park, Lisburn.

Saturday 16th June - Kilbroney

Sunday 17th June - Cars of Yesteryear event, Mount Stewart. Contact the National Trust for an entry form.

Saturday 28th July - Tulip Rally.

Saturday 18th August - Sperrins Run.

Saturday 15th September - Antrim Hills run.

Saturday 13th October - Co Down Ramble

Wednesday 5th December - AGM

If anyone would like to suggest any additional events, please drop me an email or give me a call, all ideas gratefully received. Well, that's all for this month, I hope to see as many of you as possible at the **Annual Dinner on the 25th February** and at the club events through **2012**.

Mark

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Hi everyone, by the time you read this Christmas Day will have come and gone for another year, so I'm hoping you had a good one. I'm writing this on the 4th Dec, just after our Christmas Dinner, I hope you all enjoyed it as much as we, the Talbots, did. Needless to say that this morning I was not as bright and bushy tailed as usual, but it was worth it. We had a really good turn out for the Dinner, a combined total of 50 TSSC and TR members. The dinner did start a little later than we had planned, but this enabled Yellow John to strike early with his, yes you

guessed it, the Christmas Special Quiz. What a stunner, 36 questions with a possible 37 answers, well that's what he told us, however our table, being the contentious sort, queried several answers, but to no avail, sorry Laurie. Congratulations to the several final contestants and the overall winner, Charlotte from the TR Wensum Group.

Prior to the answers to the quiz David and I each gave a summary of our relevant clubs year of events and thanked you the members for your support. Awards were made by the TR club to Adrian for his work in supporting the club and his work on TR Action, their club magazine. The TSSC gave a joint award to Brenda and Yellow John for their support and turning out at all of this years events and carrying the flag when I was unavailable. We also gave an award to Laurie for his work on our web site and the local reports. Thanks to you all.

Next year is looking very promising, as several events are being supported by joint or even multiple clubs support, **Classic Le Mans** being a case in point. Have you booked yet? Over the Christmas break and into the New Year several of us will be compiling our new events list, so any suggestions please forward them to me or better yet, bring it to a meeting. Look forward to seeing you all soon.

Merry Christmas and Happy New Year,

Mark

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Hi all. Brief report this month cos not a lot has happened. Thanks to Geoff and Deryck for their work organising our party, also to the Falcus crew for sorting the entertainment. Hopefully it all went well, lots of people have already paid up and quite a few more pledged to attend as I write..

Andy Boyes is looking to sell his Vauxhall Victor estate, tax exempt '72, green, he's looking for £1800. Please pass the word round. Also for Andy, happy birthday for 1st January, he'll be 49. Either the paper rounds in Seaham are tough or it's hard work bringing up a daughter.....

There are plans in place for 2 new runs next year, a **'cobweb' run probably early March**, then another **April** time, though the details of that one are still sketchy as the organiser wants to prep stuff first. Likely to be into the Dales though.

Only two club cars at the meet, Grahams Spit and Ians' Herald. Well done to Graham for bringing it with the roof down on a bitterly cold night.

I hope everyone had a good Christmas and New Year. Wonder how many people will/have made the **January First meeting**. Always one for the stalwarts! Once again, thanks for everything this year, best wishes for next.

All the best

Mark

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December arrived very quickly, so much so that you begin to wonder where the year has gone.

Dave's GT6 came out from under cover for the last time in 2011, it run very well considering the cold weather and the fact that it hasn't been out now for a good few weeks. We had an excellent run up to HQ on the Saturday for the open weekend, where



NORTHANTS NOTTINGHAM . . . SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Northants Continues

we had a chat and some nibbles, and a good look at the newly re-constructed Herald bar, which looked lovely, a real piece of history saved.

On from there we headed off to Hinckley, where the 1st annual dinner dance was being held.

The hotel was very good, with a nice comfortable room, swimming, spa and sauna if you wanted. Breakfast the next day was a help yourselves to as much as you wanted affair which kept you going most of the day.

There was 14 Northants members in all that attended the dinner dance, we all scrubbed up nicely and really enjoyed ourselves, having a good meal and letting our hair down on the dance floor, to 70's and 80's music that got everyone up and dancing for most of the night. One we all agreed we would do again next year given the chance.

Time to say goodbye to 2011 so Northants would like to wish everybody a **HAPPY NEW YEAR for 2012**

A couple of important dates for your **2012** diaries

Northants camping weekend at Wicksteed Park

25th, 26th and 27th May

Silverstone Classic weekend 20th, 21st and 22nd July

Hope to see you there

Dave and Angie

Woo Hoo, approximately 120 members attended the first ever TSSC Annual Dinner Dance, (hopefully not the last) The hotel was super, what you got for the money was amazing, although piggy chops here could have done with a few more spuds, but I suppose they were only thinking of me to allow more room for liquid. I heard a few moans about drinks prices Err, it's a hotel at Christmas, live a little, anyhow, by the end of the night there was an orange orangutang with a city hat, a bare chested Hill and some cheesy water with some wet shoes, super night.

Sunday morning came round fast and it was really nice to sit down with folk to eat breakfast at a table and not in the campsite. Glynis missed my joke when I asked her to get me a nice pear from the breakfast buffet, ended up with some fruit!

Another year is done, another awaits, still not sold the Stag, it's sat forlornly awaiting a new owner, may have to stick it on flea bay as I just want it out of the way and the dosh to modify the 2000.

ps, Peter, if you've still got my Spitfire, I still want it back but have lost your number.

So **New Years run in January**, hopefully well attended by all from Northampton (!!!!!), catch you soon

Jonathan

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Hello again, well that month went quick! And finally! Sybil is home! I know a few of you have been following the saga of my Spitfire, which went in for new sills at the end of June and was due to be ready come Stafford. Sadly, 5 extra panels and a few more £100 quid later with many new hand crafted panels by Tom, she finally returned home at the end of November. The disappointing moment came when we tried to get her to the trailer, only to find the gear stick stuck. On checking later, it looks like a bush had come adrift leaving the stick in the 'up' position to clear the reverse gate. I now need to paint.

Hmm bit cold at moment...

And on to more good news for the area... Charlotte, Claire and Nigel's eldest daughter has just passed her test. I'm not sure if it was in the Triumph Acclaim at this time as she is now driving a new Automatic Vauxhall Corsa and wanting to challenge folk at the lights like any teenage Boy Racer!

Good luck and drive safely.

At our November meeting we had a general knowledge quiz which the ladies won by about 2 points. So why did I end up bringing home the Chocolates? Mike had laid up his car for the winter, which is a shame as we have the Notts and Derwent valley area joint **New Year Run** coming up on the **8th January**. Usual meeting place of Sainsburys car park at Ripley, Derbyshire 10am start.

Short news this month, so all that is left is to say Happy New Year and hope you stay warm in your garage fitting all the new bits Santa delivered.

Andy

SCOTLAND CENTRAL WEST

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This is an extra Area News as it is being written the day before the December AGM, so you get me for another month at least. A Very Happy New Year to Everyone. We have had the first snowfall and my Spitfire is under its cover outside due to lack of space. I have seen a few Triumphs out and about and in commercial garages for repairs and general recommissioning.

I am running out of magazines to give out, we should get a few new members soon as they were impressed with the award winning publication.

I am beginning to collect dates for this year but have no definite ones until the SVVF Scottish Yearbook is published. We have our **Christmas Night out** in Glasgow City Centre on the **14th January**, venue to be decided, phone if you are interested in coming.

The first (spectator) event will be **The Monte Carlo Rally Start**. The Start has been moved to **Clydebank College, Clydebank** on **Sunday 29th January** and will not now start from Glasgow City Centre as thought. Same format start but more time to see cars and stars throughout the day. Cars will head off towards Erskine Bridge direction. This is a good chance to see and hear historic rally cars, in their natural environment. Check before you visit as there are events (car tours) on both days. Last year I nearly ended up in the rally as I had to move the Spitfire out of the parking bay as time was up. Hope we get it dry again.

By now things should be returning to normal after the break. If you come to the **January** meeting then there is a chance that we will be in the general area at one of the Sports Clubs. Lochinch should be open as normal? I will report on the AGM next month as the copy deadlines have been moved forward.

No Reports Yet for 2012. This is the time for planning what to do to your car and possible events to attend. The Area has a few cars undergoing restoration, repairs and general fettling, so we hope to see them sometime in 2012, mine might be a little longer, (having the car at a distance away is challenging).

The Events at the front of the Courier give a good indication of the shows further away over the border. Again group travel may be possible if enough commit and we can find cheap bus hire. And for those thinking of going abroad (Le Mans, Spa) good deals are available through the TSSC.

Shows nearer to home are all possibilities, but we will need the numbers for an area stand. I will also see if the Transport Museum has any events throughout the year we could attend. We also need ideas for the area run in **April**, we went east last

SCOTLAND NORTH EAST NORTH STAFFS



TSSC AREA NEWS

year and got excellent weather, so a different direction in 2012? I promise to get a navigator as I am still finding verge in my passenger wheel arches.

The Area will be back for **2012** at the shows we attended last year. As the dates come in I will print them here. Many thanks again to all Area Members who helped out over 2011. There is



Scottish Guess Who Stafford 2011

a photo from Stafford 2011 for you to peruse.

Does anyone have pics of the girls?(careful! Madonna and Bananarama only please!).

Show Dates 2012

14th January 2012 - 2011 Christmas Night Out ?

Glasgow City Centre - Area Get Together. Venue TBC.

28-29th January 2012 - Monte Carlo Rally Start, also Road Run (entrants only) Blythwood Square, Glasgow.
See websites for exact details.

4th March 2012 - Triumph Show Stoneleigh, Warwickshire. If enough numbers a cheap minibus 24hr round trip anyone?

August - Stafford. Scottish Area Stand in Main Hall - to be discussed. Start thinking Vitesse and Spitfires will be Big 5 0. Will need manned, but cars will be inside.

The rest of the info from the SVVF is at www.svfv.org.uk when published. Possibly Feb or Mar. Any more suggestions?

Next Meeting is **Wednesday 4th January 2012 at Lochinch.**

It seems strange to be writing this for January now A Good New Year I trust will have been had by all. Remember the **Area Night Out on 14th January in Glasgow City Centre**. Hope to see you all in 2012. Roll on the better weather.

Gregor G

SCOT NORTH EAST

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Hope you all had a good Christmas and best wishes for the New Year. At the time of writing - end of November - the weather up until now has been really good, no snow or icy roads so no salt has been spread giving us extended use of the cars.

Our next meeting and first for this year will be at the **Four Mile Kingswells on Thursday 26th January**, it will be the events organising meeting. Come along and help plan this years calendar, all will be made welcome.

Because we have a relatively small population in this area the four main Triumph clubs (TSSC, Stag OC, TR reg & 2000-2500-2.5) combine for local meetings and some events, our local group is called Grampian Triumph Clubs www.brmmbrmm.com/grampiantr.bb. This year I would like to see more TSSC members at our meetings and events. Normally our monthly meetings combine a meal evening where some of the group and their partners have a meal, the rest of us just go for a drink and a chat, so come along and introduce yourself.

The first run of the year will be the national **Drive it Day 2012**. This event in the NE is growing and growing the first DiD our local group held was in 2005, since then and for the last couple of we have combined it with the GVRS (many of us are also members of this local club) and last year we had a record breaking 74 cars. Currently we are working on a location to

visit so keep a lookout on the various websites and news reports for more information. Let's see if we can beat the 74 cars of last year. Remember to put the **22nd April** into the diary.



A previous Drive it Day pic

While on the subject of events planning the biggie this year is the **Le Mans 24 Heures Classic, July 07-08**, our local Grampian Triumphs Group is organising a trip, Graeme Crawford is hoping to go, I unfortunately cannot make it.

For the Stags in the club, currently on the forum there is a post trying to organise a group to go to the **2012 Goodwood Revival** - is there anyone here that would be interested in taking a trip south?

I have again this year applied to be your area organiser, unless of course there is anyone else that particularly wants to take on the role. Looking forward to a good year with the classic car scene. Awe the best,

Danny

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<http://triumph-sports-six-staffordshire.blogspot.com>

Hello, I'm sitting writing this on what should be club meeting night, but as the refurbishment of the George & Dragon will not be completed until the 6th Dec the meeting for November was then cancelled.

Due to this we decided to have a combined November & December meeting as the December meeting would follow Boxing Day and infringe on the Christmas holidays.

It will be interesting to see what's been done to the pub, not sure if this will be for better or worse as many are now being turned more into restaurants than traditional pubs. However if we ever get to a good size I believe they have an upstairs room which could be used exclusively for our meetings.

I have now designed a flyer with photos of some of the member's cars; I will be passing this to Bernard to run off some copies for us to help promote the North Staffs Area.

I spotted a Herald this week and members have seen other Triumphs out on the roads of North Staffordshire so we need to capture them, and if not members of the TSSC get them enrolled and help the group grow.

Due to personal circumstances I have not done any work on my own car now for nearly 2 months, and unfortunately the situation isn't going to improve for a while yet so it's unlikely to be ready for the International at Stafford, but I do hope to get the engine out over Christmas.

I would like to thank those who have taken the time to come along to the new North Staffs area meetings and wish you all a very happy new year.

I ask those who live in the Staffordshire to get in touch and join us to help make 2012 a year to celebrate the Triumph brand and help keep it alive.

Don't forget to check the club site blog and the areas own blog <http://triumph-sports-six-staffordshire.blogspot.com/> for updates on meetings and events. Happy New Year

Dave



SUFFOLK . . . SURREY THAMES . . . NORTH WALES

TSSC AREA NEWS

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

Just a few quick notes this month as the date of submission of the notes is earlier than usual and is the same day as our December meeting. Hence I am writing these around 11pm. Chris has sent his TR6 to the bodyshop for repairs and new panels before a respray. Probably won't get it back until next Spring at the earliest. He also decided he could no longer stand the noise from his Stag so a replacement gearbox and back axle are being fitted at a garage in Copdock that only deals with old/classic cars.

Lindsay has booked his Vitesse into the same bodyshop as Chris which will follow on from the TR.

Mike has got the roof and its rear door onto his Herald estate. No glass in the door yet.

Hope you have a good break at Christmas and see you in the New Year.

The next meeting is followed by the **7th February and 6th March**. So, see you at the **Sorrel Horse, Barham on 3rd January** at 8:00pm

Peter

SURREY

Tel. 0208 8733022

Happy New Year to you all. I hope that you all have your cars nicely tucked up in their garages, unlike mine which I use all year. However if it snows I need you to make sure you at least venture out in your car a short distance to take some pictures in the snow for next years calendar. So far all the snow pictures have been of my car in the snow and this year's calendar is no different. I do have some 2012 calendars left so if you still want one please let me know. They are £6 each.

This month we have again decided to hold a run down to the seaside for fish and chips. This is a replacement to a Christmas meal and will be on **Sunday 15th January 2012**. We will meet at the car park at **Ryker's bar** at the bottom of Box Hill near Dorking and 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, before taking a look round the Brighton lanes. If you are intending to come please let me know so we don't leave without you.

Phone me on **0208 873 3022**.

Other than the trip to Brighton this is a quiet time of the year for events but if you come down to the area meetings we will be having some quizzes for us all to do. They won't take up the whole meeting but will just be a bit of fun to do for some of the meeting as we are unlikely to go outside and take a look round the cars. Not even the hardened few! We have a room reserved if you haven't been before or for a while. We are now in the conservatory which is accessed through the main bar, turn right as you enter the bar and the conservatory is to the right of the restaurant.

Meeting this month is - **Wednesday 25th January** from 8pm at **The Well House Inn, Chipstead Lane, Mugswell, Lower Kingswood, just off A217**

Karen

IMPORTANT NOTE

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

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Happy New Year 2012. We hope you had a great Xmas. We finally got to have our bowling match read on for the results. Julie and myself would like to thank you all for your support and encouragement for the past year.

Here's to another great year

SOCIAL EVENINGS AT THE FOX & CASTLE

10th November At the Fox & Castle to keep Julie and I company we have Andy & Paul, George B, David H, Mike H, John S. The car park is empty of Triumph's to night. Work on our Triumph's has been also very quiet. But we did have a raffle and Julie's winners tonight were Mike who won a bottle of wine, David won upholstery cleaner, John won a box of Eclairs, Andy won a pair of polish applicators. Afterwards we gathered outside to set off the fireworks that we brought with us. Julie's toad firework seem to get the most attention and kept going for a fair while. There were other rockets and ground mortars to enjoy also, but all to soon it all came to an end and we were soon back in side the warm pub. A big thank you to those that supplied a firework and put a smile on our faces.

24th November Julie and I are waiting at the Fox & Castle to be joined this evening by George B, John S, Mike H, Mick C. A big warm welcome to John P on his first visit to the Fox & Castle. John owns a lovely blue Vitesse convertible & we have met at local shows. No Triumph's tonight. Work on our Triumph's has been, Mick has been overhauling the rear suspension on his Spitfire. On returning the hub puller he has made a brace to hold the puller steady whilst in use. This will aid other using the puller in the future when they wish to hire it out. John has been helping Ben sort out his GT6's poor running. No raffle tonight due to lack of numbers.

Shows & Events - Bowling night did finally happen on the 1st of December. It was the usual winters night, dark, wet and cold. We met up in the bar area of Maidenhead bowling centre, sat chatted and relaxed while everyone turned up and waited on our start time came around. We had three lanes with two lanes of five players and one of four. Due to the lack of members joining in it was opened to friends and family to make up the numbers but this just added to the wonderful time we all had and the games were relaxed if sometime very frustrating. Contact me for a copy of the final scores but basically Mick (Friend) was this years winner and Karry (Family) our bottom feeder. Thank you all for coming & making it such a fun evening.

Our next meetings at the **FOX & CASTLE** are from 8 pm in the New Year on **January 5th & 19th** and in **February** on the **2nd & 16th**. Please come and join us for a warm welcome or call me on **07773623807**.

Up coming events January

**1st Brooklands new years meeting
8th Thames Area New Year Meal**

Mickey & Julie

NORTH WALES

Tel. 01492 516479

For Derrick and myself the NEC Classic Car Show is part of our annual holidays. The dates are first in our calendar - and we take ourselves off for three days of self indulgence. We park the car, spend three nights at the Ibis, jump the monorail into the Centre and get up to date with all the classic world has to offer.

This year we maybe overdid things... not just the food and the GBH we do to umpteen bottles of amber liquid. We went a lit-

SOUTH WALES WESSEX . . . WIRRAL



TSSC AREA NEWS

the mad with our flexible friends and seriously damaged the N Wales balance of payments account. Derrick went well past four figures on bling for the Vitesse – and I fell base over apex for an XJS coupe. And that was just on the first day! We weren't the only ones. All the serious guys from our group were there, doing the same thing.

There were at least twenty of us at the show – and most of them seemed to be around, egging me on, as I did a deal with Robert Hughes (an upmarket purveyor, not a dealer!) – and had the 'reserved' sign put on that lovely four-litre Jag.

It was a particularly hectic time for Derrick. The HQ had offered him up as 'technical advisor' to the Practical Classics and Wheeler Dealer team who were rebuilding a Mk 4 Spitfire over the three days.

Derrick did a super job on behalf of the club, being introduced by PC editor Danny Hopkins as "the Spitfire Expert"

I had him memorising all the chassis and engine numbers – and after a little work with some emery paper he was able to declare: "Yes, that is the correct, heavy-crank 1300 engine". He was very authoritative.

He did three stints each day before the Spitfire was driven off on the Sunday afternoon. I thought he did very well, but the effort did cut into our time to view the exhibits and we didn't see it all, despite taking the full three days.

It was good to meet up with all the other members. We were joined by Mick and Mike at the very moment that the chimes of Big Ben struck for the two minute silence on the Friday. They were poignant moments as the silence was immaculately observed by the thousands of enthusiasts. It was the same on the Sunday – a credit to everyone.

My Jag was not the only purchase of the month. Roger bought himself another (that's three Jags now) a 4-Celebration. Very nice, too. Young Sam has finally got his Mini (a real Issigonis, not one of those German things) and Lyn and Debs have sold their Spitfire and gone back to a TR7.

I must admit I had reservations about parting with my Porsche: it was so wonderfully chuckable. But Debs has had a go with the Jaguar and fell in love with it, which at least proves that it can withstand being driven by a hooligan. Anyway, the 944 had begun to remind me of a woman I once fell in love with – gorgeous, but heavy on maintenance and seriously untrustworthy. Parting was still sweet sorrow.

The advent of the Jag has perhaps ended my lust after a TR6, but I'm not deserting Triumph. I've had ten years of fun with GT6's, so perhaps I'll replace that with a Vitesse.... But not before Prescott!

Talking of which, we've finally got Mark Champion officially signed up, so that means we've got his TR8 for the hillclimb. Looking ahead, 2012 should also bring us Derek's TR3, Deg's Vitesse and maybe that Mimosa GT6 that's been longer in gestation than a female elephant.

These notes had to be written before our Presentation Night, so there are secrets I dare not divulge until next month.

Until then, Happy New Year

Bob

SOUTH WALES Tel. 01656 861709
www.triumphwales.moonfruit.com
e-mail: gwynndjevans@dolomite1300.plus.com

Happy New Year to the South Wales area! Hope you all had a good 2011 and our best wishes go out to you for 2012! November was a strange month, I did manage a long "top down" run in my Spitfire in the middle of the month the weather was sunny and exceptionally mild so I bagged a late one! Up the Swansea Valley, Sennybridge, Brecon, to Bronllys and return over the Storey Arms and the Beacons, to top it off I saw

a pair of Red Kites near Penderyn so they are moving further south! This was probably the last run in the Spit as I have now received my rebuilt engine from Mike at Lyons engineering Brynmaur, so the first thing in the New Year will be, out with the old and in with the new, in more ways than one!

To those of you that follow the area website please note that we now have a blog page with an excellent posting from Bern and Jack Littlewood on their TR4A engine rebuild. Such articles as these give a special kudos to the website so please send in your Blog or anything that you feel could be of interest to fellow members. I will be trying to give a complete "what's on" 2012 in our area however please let me know of any events you think may be of interest.

11. members attended the November meet and one of the items agreed upon was a "Chilly Willy" run to be organised for **Monday 2nd of January to Brecon**. Details will be put on the website and sent out by e-mail. If you are interested in joining the run please keep checking the website as if there is Bad weather details might change, also do not worry about bringing your classic as modern cars are more than welcome.

Cheers

Gwyn

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

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

Whilst we have not yet fixed on an events calendar for 2012 there are a couple of events which spring to mind to start the season off. Firstly, the **Triumph Show and Spares Day at Stoneleigh on 4th March** which is always a good start to the season. Secondly is our Area's **Wessex and New Forest Run** which is always very well supported by the local Triumph Clubs – see our website www.triumphnewforestrun.co.uk for more details. This event is held in support of the Federation of British Historic Vehicle Clubs "**Drive it Day**" which encourages all Classic Car Owners to "take to the roads". This year's event will be held on **Sunday 15th April**.

We are currently in the process of mapping out a route and arranging the half way stop and the location for the end. This year, we have decided upon Christchurch Quay as an end point. It is a good few years since we last ended our run here so hopefully this will prove popular along with the local amenities that are available. If you would like to join in, either as an entrant, or to help out on the day please do not hesitate to let me know – or come along to the monthly meeting which until further notice will be on the **THIRD Thursday** of the month at the **St Leonards Hotel**. That's about it for now, except to wish you all well for the New Year. Hope to see you in 2012.

Trevor

WIRRAL

Tel. 0151 339 4150

Hi, I'll start by wishing you all a very happy new year, I hope you all had a good Christmas. There is very little to report this month, we haven't even had our annual club **Christmas dinner** yet, this is scheduled for **Sat 14th Jan**.

As usual over the coming months I'll let you know of any events or runs out which we will be doing, I'm sure there will be a planning meeting of some sort soon to put together the calendar for this year. There are a couple of events which will be well worth the effort in attending, these being the **Cholmondeley Pageant Of Power in June**, and the **Triumph Marquee Day at**



WIRRAL . . . WORCESTER . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

TSSC AREA NEWS

Wirral Continues

the Prescott Hill Climb course in May. I attended the last Triumph Marquee Day at Prescott two years ago, and the day was well worth the early start and two and a half hour drive to get there. This year I fully intend to run my GT6 up the hill.

That's about it for this month, so best wishes for 2012 and I'll see you all soon. Cheers.

Andy

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Well the sprouts are on, the tree is up and the house looks like a mini Santa's Grotto so it must be nearly Christmas! That would also explain the slow down in things we have done this past month, in fact the only thing we did was go to the NEC Classic Car Show. As ever it was a huge show with the shoe leather being given a good workout. A few bits and pieces were obtained to help finish off various projects and we saw the beginning of the Spitfire restoration from the Wheeler Dealer chaps along with the Practical Classics crew.

Other than that it was just lots of looking at and talking to the various car clubs that were there and adding to the dream garage that we would have should those lucky numbers show up. I think the problem that I have is that I would need a multi storey car park to house my dream collection.

We did finish off the year with our Christmas meet, so thanks to all who came along to that including two new members Allen and Stephen, it was good to see you. Please note that our next meeting is on January 9th as the 2nd is a Bank Holiday.

I think all I need to do now is say I hope you all had a good Christmas and here's to a Happy New Year.

Cheers

Vicky

NORTH YORKS

Tel. 07766 354449

Hi everyone - Hope you all had a good Christmas and a great new year! I've no idea because its still December (the 5th) and snow has just arrived!

We had a great meeting and as I suspected would happen, I was voted in as AO (again!) A few trips were organised and here are the dates so far!

Club nights Monday 9th January Monday 13th February 14th January Christmas dinner at the White Bear, Stillington! It was an error in last months when it said the 4th! Please let me know ASAP if you are coming and haven't told me or Grace! **18th - 20th May, North Yorks Bash/camping/relax weekend at --- Dent.** If you can make it up for the **Friday** its a 3 day event! **15th - 17th June, Dales Run Dalesbridge campsite near Settle 21th June, Solstice Run to Helmsley.** Not a long write up but it's so early yet!

Rich

SOUTH YORKS

Tel. 07980 010741

www.southyorkshiresstsc.yolasite.com

Happy New Year to one and all and I hope you all had a smashing Christmas. Now it's all over, perhaps your thoughts are turning towards what to do in 2012? Here in South Yorkshire plans are underway for this year's events, and although they are like-

ly to include the usual mix of runs, camping weekends and car shows, the high-light of the year will surely be **Le Mans in July**. The SY TSSC turnout looking promising again this year, with at least 7 cars booked so far.

Coming up over the next couple of months we have our meeting on **Tuesday 3rd Jan and the Noggin n Natter on Tuesday 17th January**. In **February** we have our meeting on **Tues 7th Feb and the Noggin n Natter is on Tuesday 21st Feb**. We usually like a run to the coast early in the year to blow off the cobwebs, so keep an eye on the website for more details.

By the time you read this we will have voted in the AO for 2012, so from next month there will be a new author of these write ups. Thanks to whoever that is! I'm going to continue on editing the website, for the time being, southyorkshiresstsc@yola.site.co.uk, so please remember to keep checking it out and sending me anything you'd like adding. Thanks to Graham for sending photos of his new TR6 for the website.

So why not come along to our meetings on the **first and third Tuesdays** from 8.00pm onwards at the **Crown Inn, Ludwell Close, Barnburgh, Doncaster, DN5 7JQ**. Tel 01709 89345, where you will be assured of a very warm welcome.

Paula

x

WEST YORKS

Tel. 01274 781814

www.tssc.org.uk/westyorks

Hi ALL Happy New Year to all West Yorkshire members and to all TSSC members. I hope all have had a wonderful time over the Christmas period. The **New Years Meal** is booked for **Saturday 7th of January** at 7.30 for 8.00 at the **Hunsworth Restaurant/Pub near the bottom of the M606 / J26 M62**. If you require more info just call me **07944 909823**. By the way we will be running our customary raffle and donations for the raffle will be accepted on the night.

National drive it day is on Sunday the 22nd April 2012. The venue is the **National Coal Mining Museum**. More info in the Courier in New Year on this

I would like to thank Richard & Martin for all the hard work that they have put in over the years. Brenda for being the register Sec, George for looking after the club tools, Bob our Treasurer and for doing the raffles and lastly our web master Richard Baines for setting up and running the new web site.

Keep your Triumph wheels turning

Alan

And now over to our New AO Martin

Hello! Well it was a close run thing but I think I got it by an odd vote. Well I don't know what I have let myself in for? (I do really) and I am looking forward to the challenge. I hope I can continue to build on what Alan has already achieved and keep everything going in the same vein. I know I have Alan and Richard to help me so I should be ok.

I will be trying to get some new ideas from our members of things we can do and for any format changes to the monthly meetings (I will bring the thumb screws if I have to).

I would just like to thank Alan myself and on behalf of all the West Yorkshire members for the excellent job he has done by really putting the West Yorkshire area on the map whilst he has been AO and for the entertainment (long may it continue) he has provided not only for West Yorkshire members but also for anyone from any other area who has been fortunate enough to meet him. Happy Triumphanting

Martin