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Triumph Sports Six Club

The Courier 380

FEBRUARY 2012



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.380 Vol 33. FEBRUARY 2012

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

Sunderland Court, Main Street,
Lubenhams, Market Harborough,
Leicestershire. LE16 9TF.

TEL: 01858 434424 H.O. FAX: 01858 431936

H.O. e-mail: info@tssc.org.uk

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

Headquarters open 9am - 5pm Mon to Fri

PRESIDENT

Bill Sunderland

CLUB MANAGER

Nigel Clark e-mail: nigel.clark@tssc.org.uk

GENERAL SECRETARY

Vivien Thompson. Ivy Cottage, 5 Rectory Mews,
Sprotborough, Doncaster, South Yorkshire. DN5 7LG
Telephone. 01302 850740 email: gensec@tssc.org.uk

CHAIRMAN

David Smith, 50 Wymondham Way, Melton Mowbray,
Leicestershire. LE13 1HX. Telephone. 07774 276564
email: chairman@tssc.org.uk

OFFICE MANAGER

Trudi Prettyjohns e-mail: trudi@tssc.org.uk

TSSC MEMBERSHIP

Angie Hill e-mail: info@tssc.org.uk

CLUB SHOP MANAGER

Garth Jupp e-mail: clubshop@tssc.org.uk

Courier copy / Area News

e-mail: courier@tssc.org.uk

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Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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

COUNCIL MEMBERS 2012

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

For a full list of TSSC officials see page 82.

Honorary MEMBERS

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



COVER PIC - ALEX CAIN
SPITFIRE MKIII AT
CONWAY CASTLE



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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.O.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

April 2012

SUN 15 APRIL 2012
TSSC WESSEX AREA
NEW FOREST RUN
CONTACT TREVOR 01425 475376

SUN 22 APRIL 2012
STANDARD TRIUMPH DAY
HERITAGE MOTOR CENTRE
GAYDON - WARKS
CONTACT 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

SAT 12 MAY 2012
TSSC NORTHERN IRELAND
TOTALLY TRIUMPH
WALLACE PARK, LISBURN
CONTACT MARK 028 2587 9189

SUN 13 MAY 2012
PLUS CAMPING ON SAT 12
SOUTH OF ENGLAND MEET
CONTACT GUY 01672 514241

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

FRI SAT SUN 25/26/27 MAY 2012
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SPA FRANCORCHAMPS CLASSIC
TEL 01858 434424
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June 2012

FRI SAT SUN 15/16/17 JUNE 2012
THE DALES RUN
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FRI SAT SUN 22/23/24 JUNE 2012
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July 2012

FRI SAT SUN 6/7/8 JULY 2012
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August 2012

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

September 2012

FRI SAT SUN 14/15/16 SEPT 2012
TSSC MANCHESTER AREA'S
HOLIDAY WEEKEND - MANCLINS
ELM COTTAGE TOURING PARK
WINSFORD
CONTACT PIP & FRANK 01524 791607

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
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www.tssc.org.uk

**PLEASE SEND ALL 2012 EVENT
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“Comment

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

MoT Changes

This month we will take a look at a subject that affects us all as car owners. The government is constantly reviewing the traditional MoT test of vehicle condition, from two perspectives:

- Which vehicles should be covered.
- Updating of the content of the test.

Often, it seems the driving force behind changes in these regulations is the European Community in Brussels. So perhaps we need Sir Humphrey Appleby of “Yes Minister” fame on our side. In fact, we are fortunate to have a far more effective mouth piece!



The Federation of British Historic Vehicle Clubs, to which the TSSC is affiliated, is the voice of the classic vehicle movement when it comes to government action and regulations; over the years the FBHVC has been successful

when lobbying over a number of classic vehicle issues. They are active in seeking our views and passing them back to the civil servants who deal with proposed changes to the MoT system.

When considering which vehicles should be covered, the DVLA has recently decided that all Goods vehicles over 3,500Kg registered before 1960 should be exempt from MoT testing in future. The next proposal is that cars and light commercial vehicles registered before 1960 should also be exempt, which would affect TSSC members who have early Heralds or TR's. Personally I am not in favour of such a change.

The majority of classic cars are owner-maintained. And that means the majority are maintained by amateurs. Now I know that most of us are highly-skilled home mechanics and conscientious too. But within the classic car movement I also know that there are one or two owners who either lack the knowledge or lack the concern to look after their vehicles properly. So the MoT test should be retained for classics, to ensure so far as possible that all are kept in a roadworthy state. If one unroadworthy car is involved in an accident, there is potential tragedy for the victims of the accident and the reputation of the whole classic movement is tarnished.

Perhaps we need Sir Humphrey?



I strongly feel that having my Triumphs inspected annually by a qualified MoT tester is a valuable experience. If the car passes with flying colours, that's a good feeling and an affirmation of my maintenance skills. If it fails, I have learned something that is well worth the cost of the test fee. Let us hope that classic cars continue to be subject to the annual MoT test.

There are also changes to the items tested in the MoT, some applied from 1st January, and some more to come in from 1st April. There is not enough space for me to review these changes here, so look out for a more detailed article in a future issue of the Courier.

Now for a call to action! There are still spaces available for our camping trip to the Spa Francorchamps Classic (25th – 27th May) and Le Mans Classic (6th – 8th July). These are tried and tested, top-class trips to historic race circuits with stunning grids of classic competition cars. At Le Mans, we have the very best location with our track-side camping at Tertre Rouge. So if you haven't booked yet, there is still time to get on the Triumph trip of the year but please book soon to avoid disappointment.

In closing this month, I would just like to add a little reminder for the Club's Annual General Meeting. This year's AGM will be held on Sunday 29th April. It is a great opportunity to find out more about how your club is run and have your say. For the first time this year we are combining the AGM with an Open Weekend at Club HQ, so this gives even more reason to come. Please see the news item in this issue of the Courier for more information.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 29th April 2012**. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to the General Secretary to be received by 29th February 2011. Any item received after this date will be regarded as null and void.

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

If any member (of at least three consecutive years membership prior to the AGM) should wish their name to be put forward as a candidate for the Council of Management please give me a call and I will be happy to discuss the duties and responsibilities involved. If you wish your name to be put forward, please contact me before 29th February for a nomination form. A paragraph (not more than 200 words) describing prospective candidates will be published in The Courier along with the AGM agenda.

Any enquiries regarding any of the above should be addressed directly to me; my details are in the beginning of The Courier on Page 3 under General Secretary

Vivien Thompson
General Secretary

Annual General Meeting TSSC HQ Open

You have probably seen the announcement that this year's Club Annual General Meeting will be held on **Sunday 29th April**.

We would like as many members as possible to come to the AGM, so to make an additional attraction we will Open the Club Museum and Shop before the AGM, with refreshments and food available. **Sunderland Court will be open from 10am until 2.30pm**, at which time the **TSSC AGM** will start in **Lubeham Village Hall**.

So please put a note in your diary to come along, see the Herald bar, enjoy our hospitality, pick up a bargain in the Club Shop and have a say in the running of your club.

Nigel Clark
General Manager

International Liaison Secretary

The Club needs to appoint an International Liaison Secretary, as the post is currently vacant. This is an important voluntary role within the TSSC, maintaining contact with Club members and Area Groups across the globe. In this position, you would both ensure that our overseas members get the support they need from the Club and report on overseas news and events in the Courier. If you would like to find out more about what is involved in becoming International Liaison Secretary, please contact Pip and Frank (Area Liaison Officers, details in the Courier) or myself.

Nigel Clark
General Manager



HQ OPENING TIMES

FEBRUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



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MARCH - 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

TSSC Annual General Meeting

SUNDAY APRIL 29TH 2012 - LUBENHAM VILLAGE HALL

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

TSSC HQ will also be open from 10am to 2.30pm

Council of Management Meetings

MARCH 25TH 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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Colin Lindsay

A Polish Herald - Barn Find

The first month of 2012 has flown by almost without noticing - I've rebuilt two differentials and two sets of brake callipers and restarted my 1200 convertible restoration in a very cold and draughty garage but haven't written down a thing so I'm very grateful to **Aaron Tucker** for supplying information on a friend's Herald in Poland - I saw it on the TSSC message board but wanted more details and he has very obligingly come up with the story. Here's what he sent me:

The story starts when I was at secondary school in 1989. Andrzej joined my school, from Poland, and we quickly became friends with our shared interest in cars. At this point my Dad had a Triumph Spartan based on a 13/60 Herald which was really good fun. Andrzej and I remained in contact when he returned to Poland a few years later. The years rolled

by and we both moved homes and we lost touch, then earlier this year via my sister and facebook we got back in touch.

So what has this got to do with Heralds you

are probably asking yourself? Well when catching up and sharing photos I sent Andrzej a picture of my 1200 convertible at Le Mans. He really liked the car, but commented that he had never seen any in Poland before.

By complete chance, Andrzej noticed a small ad in a classic car magazine for a Herald 1200 described as a barn find, the owner only decided to sell it in June 2011 after having it for several years. After some significant time spent negotiating with the owner Andrzej finally managed to buy the car, taking delivery in October 2011.



The car is going to need total restoration but is in safe hands as Andrzej has restored several other none Triumphs including a Fiat 126 and even a Porsche 911.

HERALD 948 -1200 -1250 Register

The Herald KAR 3416 is a 1961 herald 1200 Saloon, in two tone white over Wedgewood; it's on a mark one chassis and is left hand drive being first registered in

of Triumph, the early black dash, the engine is bolted to the chassis, directly, rather than the front suspension turrets and it also has a really strange front bumper and lower valance.



Andrezj also got with the car some old telex correspondence from the seventies between the previous owner and the logistics and parts factory and a list of parts that was ordered with it. The car looks 100% original without any substituted parts from other cars.

The car was bought in Poland from a car shop that was called PEWEX. It was a government owned chain of shops for the civilians who were (lucky

Poland. Engine No. ends in LE (denoting a low-compression model) and body no is: GAT 14248. It's a 2 owner car and has been in storage for a significant time.

enough to go) abroad in the communist times and came back with dollars or GBP's, as you could only buy items in those two currencies.

Some features to note in the pictures are it has the word HERALD on the bonnet instead

Among other cars offered in those times, there were: Diahatsu, Datsun and VW (Beetle and Mark1). In those

times 20\$ was an equivalent of your monthly pay cheque, therefore only rich people coming back from abroad with savings could afford to buy such.

If you wanted another car such as the Polish Fiat or Warszawa / Syrena (other Polish makes) you had to approach the government for a special token that would allow you to buy a car, then you had to wait for it 10-



15 years before you received your new car.....this resulted in used cars being sold on the market for the price of new or more.

Andrezj's guess is that this Herald was bought by some rich doctor or lawyer who came back from abroad and bought it new in PEWEX for

ashtray now being under the glovebox, and there's a strange switch in the centre between the wiper and ignition switches. I think that's an oil pressure gauge to the left of the speedo, which itself is clocked to 160 Km/Hour, but the gauge appears to read right to left in the East



\$ or GBP's. The car is now wrapped up for winter for a restoration starting in the spring; I will provide a further update once work starts.

Aaron

An interesting Herald indeed! The front valence is unusual, as the rest of the exterior appears original down to the single-bulb sidelights, the bonnet handle and the Herald lettering; the engine is original and it has the full-width radiator of the early cars. As there is no damage to the front overriders it's not an early version of parking sensors... Even the view from behind, visible in the engine bay shot, looks professionally done and far from a botch. The rear has the usual white rubber bumpers with the overriders painted in body colour - this last is probably NOT original! The dashboard is also slightly unusual, given that a radio now sits where the ashtray should, said

European style rather than our usual left-to-right. Thanks Aaron for the photos and information, and I wish Andrzej well with the restoration. I'm looking forward to seeing the finished product.

Two things before I end: firstly thanks to John McNeill for replying to my article on heaters and supplying the easy solution to a blocked or defective valve of bypassing the valve altogether during the colder months; by simply connecting the heater hoses together at the valve you can have a highly-effective hot water flow at the time of the year when turning the heater off is not an option. Simple!

Secondly, can the gentleman who phoned me regarding the Snip exhausts please get in touch; I deleted the message instead of saving it so please accept my abject apologies and make contact again, as I really want to know what I've bought and how to fit it...

Colin

Welcome to NEW MEMBERS

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



THE
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| | |
|--------------------|-----------------------|
| Harold Calder | Aberdeenshire |
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| Eddie Mace | Berks |
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| Ian Smith | Bucks |
| Jamie Lumsden | Cambs |
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| Chris Brake | Dorset Returning |
| Philip Osborne | East Sussex Returning |
| Tim Johnstone | Glos |
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| Ian Cullmore | Herefordshire |
| Louis Mcconnon | Herts |
| Donald Barker | Herts |
| John Furlong | Herts |
| Jack Hays | Herts |
| Philip Fitzsimmons | Lancs |
| Joseph Hodgson | Lancs |
| A D Durnin | Leics |
| Charlie Noble | Lincs Returning |
| George Stevenson | Manchester |
| Barry Clarkson | Merseyside |
| Nick Martin | Middx Returning |
| Chris Lunt | Middx |
| Ian Smith | Northants |
| Jane Mothersdale | North Yorks |
| Howard Jones | Notts Returning |

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| Scott Spencer | Staffs |
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| Steve Griffiths | Surrey |
| Philip Hobden | Surrey |
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| Colin Dingley | Warks |
| Tim Jaynes | Warks Returning |
| David Meacher | West Sussex |
| John Williams | Wilts |
| Alan Law | Worcs |
| Bernard Taylor | Worcs |

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

HERALD 13/60 Register

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



Derek Giles

I.V.R. Feedback

I don't know about the other register secretaries but I rarely get feedback from owners on what they have discovered when they follow up on the information I pass onto them. So I was pleased when

Ken Wood of Doncaster's letter dropped through the letterbox.

The story started back last year when Ken sent in an I.V.R. for his Signal Red convertible. He included some brief notes on what he already knew; this though contained certain details that could not be explained without further investigation.

Set out below is the gist of what was known and what Ken came up with after his search.

He purchased the car on 22/12/10; it came with some service bills from 1996 and most M.O.T's, but nothing much more than this. The car seems almost original apart from a "convertible conversion" which uses an original CV tub. He is in the process of fully 'waxoiling' underneath. It looks like it

has had new wheel cylinders, calipers and master cylinder, plus clutch slave and master. H also has to make a small repair in the boot. Apart from that it looks like a solid car.

Ken then give me the names of a couple of previous owners, a Mr T Hartley had the car from 1996 to 2006. Then Mr P Burton from 2006 to 2010, this is when Ken acquired it. He



also adds the M.O.T's run from April 1997 to 2002. Then a gap of 4 years to the new type from 2006 to present day. The mileage (at 86,051) seems consistent according to the speedo and M.O.T notes.

We now come to the feedback that Ken sent me in December.

Hi Derek,

After filling in my I.V.R, I had a reply from you giving details of how to trace my cars history. I tried phoning the "Oxford County Records" office, but 'no chance'. I then sent a letter with SAE to see if they could help, but still nothing. As I had always believed my car may have been a saloon converted at some time to a convertible I decided to contact B.M.I.H.T for a copy of the factory records, (a copy of which I have enclosed)! It seems the car was a 'convertible' with, for some reason, a 'saloon' commission plate! The records have now been amended! Although the build date states 06/01/69, it did not leave the factory until 06/03/69 (some 2 months later) when it was dispatched to 'Eyles Coxeter' Ltd, Oxford.

I then wrote to the DVLA for a history of the car. 8 weeks later I received a full (previous owner) history. It was registered at Oxford with the saloon suffix as per the buff logbook! I then wrote again with a copy of the factory build

record explaining the factory error and asked if it was possible to have the V5 amended. 28 days later I had my new V5 with the correct CV suffix: which after 43 years now matched the factory records.

Thanks for all the help you gave me as I now know the car (photo 1) WAS / IS a true Herald 13/60 convertible..

Ken.

Thanks for that interesting insight and documentation Ken! Just goes to show, even after all this time things can be sorted just as long as you go about it in the right way.

One thing I will say is all "County Records Offices" are under-funded and may not have the time or staff to help with your request.

Don't let this put you off submitting an IVR they are still important, so, do it now please!!

Cheers for now,

Derek



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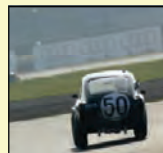
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Derek Ford & Hugh Glossop



Clutching at Solutions?

Many of us over a lifetime of Triumph ownership will experience clutch problems and although we have covered clutch replacement in these columns before I thought it might be handy to give you an idea of what causes clutch failures and how to recognize each problem from your used clutch plate.

The photos used for reference are not Triumph clutches but are taken from the Quinton Hazell clutch fault diagnosis guide (thanks to them).

Believe it or not most clutch faults arise from mishandling while fitting, although the clutch

Fig.1

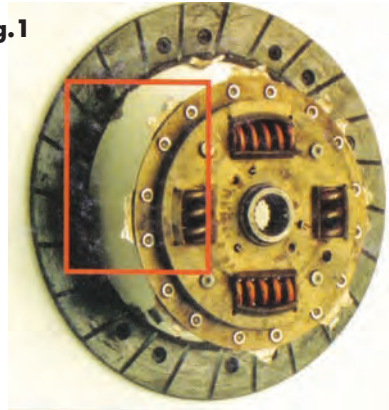


plate may seem very robust it is in fact a delicately engineered item designed to withstand high acceleration and heavy torque load but very easily damaged during fitting.

Fig 1 shows what is probably the most common Triumph clutch fault. The section of clutch that has sheered off is designed as a safety fuse so that rather than cause extensive engine or gearbox damage this section will break. Due to the rather flimsy build of this section any mishandling during fitting will show itself up not necessarily straight away but at any time leaving you motionless.

Fig 2 shows the connecting straps, in this case damaged. Any damage to these straps will lead to clutch judder and although a vehicle can

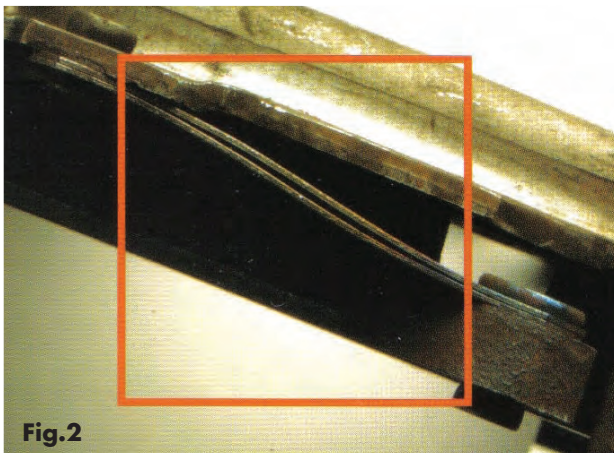
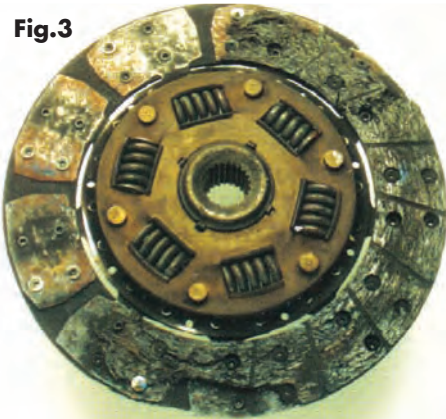


Fig.2

be driven with this condition it is very uncomfortable and wholly avoidable. These straps are normally damaged during handling and should be checked on purchase and again before fitting. If you inadvertently drop the clutch you will probably damage these straps so buy another clutch.

Fig 3 shows an extreme case of clutch slip and this vehicle would have been displaying

Fig.3



clutch problems for a long time before its total failure.

Fig 4 shows a damaged drive plate which you may think would be a component failure

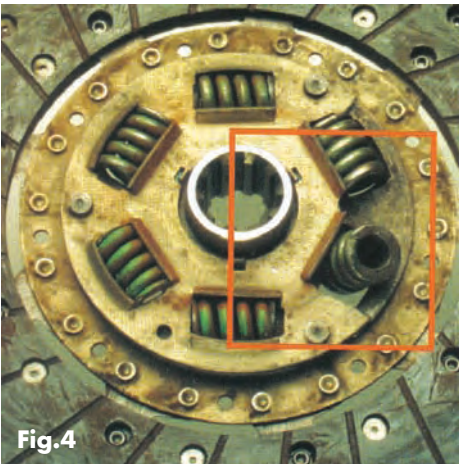


Fig.4

but again this kind of damage would have been caused on fitting the clutch. It is extremely important when fitting a new clutch that the

gearbox is not allowed to hang off the clutch plate at any time. This is particularly difficult when you are working from inside the cabin.

An assistant when handling a gearbox is an absolute must.

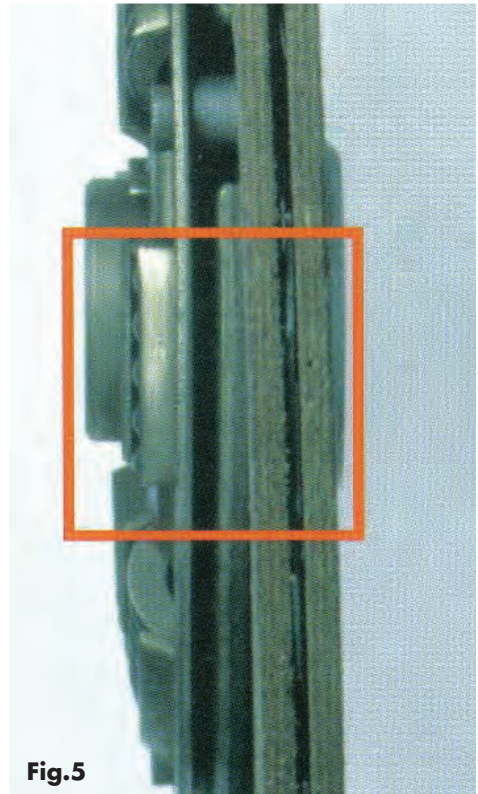


Fig.5

Fig 5 shows how the plate can become distorted easily by just resting the gearbox without having it on the dowels.

The dowels also ensure accurate positioning of the engine to bell housing and without them clutch failure will be imminent

Finally and probably most importantly do not lubricate the splines of the clutch with anything other than the grease supplied and use it very sparingly indeed.

Any excess grease will fly onto the clutch plate and cause clutch slip evident on removal of the gearbox by radial lines of lubricant running out from the centre.

Standard Triumph Marque Day at Prescott

Sunday 20 May 2012



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

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

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

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

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

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



Images courtesy of Richard Dredge; www.richarddredge.com

Standard Triumph Marque Day at Prescott

Sun 20 May 2012

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

EVENT BOOKING FORM



Entrant's Name: _____

Address: _____

Post Code: _____

Tel (day): _____ Evening: _____ E-mail: _____

Your Club: (TSSC etc) _____ Membership No: _____

Vehicle Details- Model: _____ Registration No: _____

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

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| Menu | No. required | Units | Cost £ Pre- booked | Cost £ on the day | Totals £ |
|--|--------------|---------|-----------------------|----------------------|----------|
| Saturday 19 May – Cotswold Run (limited numbers) (Route book tour of the Cotswold Country side) car | | car | 3.00 | 3.00 | |
| Saturday 19 May – Evening Barbeque per person. (At Prescott – numbers will be limited) | | persons | 10.00 | 12.00 | |
| Camping - (Fri/Sat/Sun) cost per unit per night (At Prescott site – limited spaces) nights | | nights | 10.00 | 10.00 | |
| Sunday 20 May - Event Entrance only (one car and occupants – no hill climb or cavalcade) | | per car | 8.00 | 10.00 | |
| Sunday 20 May - Event Entrance and Cavalcade (one car and occupants – slow speed cavalcade up hill climb) (This option only available by booking now) | | per car | 10.00 | Pre booked only | |
| Sunday 20 May - Event Entrance and Hill climb (2 climbs; passengers permitted) | | per car | 25.00 | 35.00 | |
| Sunday 20 May - Exciting Rides (Not including Event Entry) (One climb - as a passenger - with experienced driver) | | per run | 25.00 | 25.00 | |
| Sunday 20 May – Additional Hill Climbs (subject to availability) | | per run | 10.00 | 10.00 | |
| | | | | TOTAL £ | |

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

I enclose cheque/postal order payable to TR Register for £ _____ OR:- _____

Please debit my Visa/Mastercard Number: _____ Expiry Date: _____

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

Entrant's Signature: _____ Date: _____

SPITFIRE I - II - III Register



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



Suzie Singleton

Bonjour Suzie - Deux!

If you cast your minds back to last month **Colin Lemmis** had got to the point in the story of his wife, Val's Spitfire Mk3 where it needed some restoration work to be done.

moment after a rebuild is wondering whether

"I decided that a body off restoration was not a goer so it would have to be more of a rolling restoration. Before starting on the bodywork the engine and gearbox were removed and subsequently stripped to reveal all the wear and tear of the last 15 years. It was found that the engine's 'full of nails' sound was the fault of the timing chain tension spring being virtually non-existent, allowing the chain to rub against the chain case. The black smoke was, of course, caused by worn bores and valve guides.



It was the first time that I had ever thought of rebuilding a car engine and it was certainly a labour of love replacing all those new bits and pieces after having a re-bore and crank regrind. The gearbox was found to be in not too bad a condition so was refitted to the engine with a new clutch assembly.

everything has been put back in its right place before trying to start the engine. After a few

The rear axle was also checked and, like the gearbox, was found to still be in good condition.

Always the worst



tense moments of turning the key the engine started and lo and behold there was no more black smoke and no more sounding like it was full of nails. The tappets were adjusted and the timing was reset with the aid of a strobe - it sounded wonderful.

I was given a few pats on the back by the person who had been waiting so long to be able to drive her car again but it was now on to the bodywork so she would have to wait a little bit longer.

The only big problems seemed to be the two sills, inner rear wheel arches and the rear lower valance which was subsequently replaced using my new MIG welder. The rear valance and sills were painted in their primer colour so I decided, after reading an article on how to repaint your vehicle using aerosol cans, to have a go at re-spraying all of the visible outside bits myself. So 40 cans of No. 32 Triumph Red were purchased and after a couple of weeks of preparation and rubbing down the paint was applied. It wasn't a professional job but at least it was all the same colour now and a bit shinier than before.

We were now the proud owners again of a Spitfire that was in full working order, looked great and had a brand new MOT. To test the car out and to run it in gently I decided to use it to travel to and from work for a couple of weeks while my wife used our modern car - she was not happy but I was over the moon!

In the end I had to give it back I but now realised that there was much more to motoring than just sitting behind the wheel of a new car. I then knew that I wanted a Triumph for myself, but what Triumph? After giving it a lot of thought and consideration and having to do an eighty mile round trip five times a week decided that maybe the larger GT6 would be more appropriate, so the search was now on.

We didn't have internet in those days so we had to rely on the classic car mags to do our searching. A GT6 Mk3 not far from where we lived was being advertised so we decided to have a look. The body work had just been repaired and re-sprayed and it looked to be in really good condition and it also had overdrive, it was just what I was looking for

and it was also painted red. After a test drive I knew that it was the car for me, a two litre engine two-seater sports car. I had no problem selling my modern car which was a Rover 200 and had some money left over after buying the GT6. The GT6 was to be my daily user for four years when it again started to become evident, as with the Spitfire that the engine was going to be in need of some major attention - but that's another story."

(Suzie note: I'm hoping that Colin brings us the story of his GT6 sometime.)

"Our Spitfire was in daily use up until 1990 and it was in this year that I was offered redundancy and a pension from my job on a national newspaper. It was always our intention that if the opportunity arose that we would move to the South West of France and start a new life.

The Spitfire would have to come with us as we knew that the three of us couldn't be separated and would love the traffic free open roads in a warm and sunny climate.

We then both decided that the paint job that I had done with the aerosol cans was now beginning to look a bit shabby and that our spitty deserved a new lease of life with a professional paint job so as to impress those people the other side of the English Channel.

So Spitty came off the road in 1991 and went into the garage of a friend who worked for a local bodywork shop to be worked on as and when time allowed.

All the removable panels were removed and put to one side, fortunately there was very little rust and so the rubbing down and preparation could begin. In the meantime I was working on our house and getting it ready to put on the market as this was going to be our nest egg in France. We finally sold our house in April 1993 and with only two months to complete before we moved out we were worried that our Spitty would not be ready. All the paint work was completed but the panels were not aligned up properly but weren't too bad a fit.

We decided that after being off the road for nearly two years it would be a bit foolhardy to risk driving her down to the South west of



to deviate slightly with a couple of 'alternative' Triumphs which George Walker spotted on ebay recently. The first is actually a vehicle - this time a two-wheeled version - a Pink Witch.

France without being re-commissioned so she was carefully put into the back of the removal lorry to have a leisurely trip south. On our arrival Spitty was unloaded and put into temporary store so as I could get at her and get her on the road as soon as possible as the glorious French summer had started.

She was given four new chrome wire wheels and tyres and she did look great and got lot of admiring glances and comments, unfortunately the glorious summer was too glorious and Spitty was experiencing overheating problems. We limped through to the Autumn and decided that heat shields, a bigger radiator and insulating the exhaust manifold might solve the problem so Spitty was driven into the barn of our newly acquired farmhouse ready to be worked on - and that is where she stayed for the next seventeen years, abandoned but never completely forgotten."

As you can see, the photos here which Colin has sent are of the car in France but still with its English identity . Next month Colin's story continues with the re-emergence of the Spitfire into the light and registering it in France.

After all this 'proper' Triumph stuff I'm going



Not sure I fancy a Spitfire in this colour scheme - but on the other hand....

And the second item is rather more closely aligned with our cars, being 'an original unused entry form for a competition run by Together Perfume in which the first prize was a



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Triumph Spitfire4' dated 1964.

At £25 it's a bit pricy but certainly an unusual Triumph memento.

And finally, a brief addition to one of last month's photos in that I can now name **Nick Mountford's** children as **Courtney** (10) and **Lucas** (7). I hope they enjoy seeing their names in print!

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Dave Rumens

What's under your Bonnet?

H

ello everybody. We take many things for granted you know, things like the cost of fuel and booze always

going up. Both of these have an impact on most of us in one way or another but the item I am thinking about is a bit closer to our interest. I am referring to the engine that powers our Vitesse. Have you ever wondered as to its actual origin?

First of all we need to understand a little bit about the background of Standard Triumph. So let's start from where the Standard Motor Company purchased Triumph in 1944. Little was left of the original pre-war Triumph Motor Company in the way

Standard Motor Company components to build cars using the Marque name that we now all support.

Post World War Two the Standard Motor



Picture 1.



Picture 2.

Company had three engines available from their pre-war car production. A 1247cc 4 cylinder sidevalve, a 1776cc 4 cylinder now in overhead valve form and a 2500/3500cc 6 cylinder in both side & overhead valve form.

The 1247cc was then used in the Triumph Mayflower, **Picture 1.**

The 1776cc was used

of parts and assembly facilities so effectively what Standard purchased was the trading name of Triumph and they intended to use

in both the Triumph 1800 Roadster and the Triumph 1800 Town & Country Saloon, **Pictures 2 & 3.** Pre-war the 6 cylinder engine



Picture 3.

no 6 cylinder to power their post war cars. As it was obvious that these pre-war engines though reliable lacked the room for further development and that they now had no six cylinder unit made Standard start a new development programme to provide replacements.

The first to be produced was the now the world famous 2 Litre 4 cylinder overhead valve Vanguard engine. This engine was designed for the new Standard Vanguard Saloon, *See picture 5.*

It was also a replacement for the 1776cc used in the post-war Triumphs. It went on to be used in the TR series of sports cars and even the Ferguson Tractor.

The next to be produced was an 803cc overhead valve unit, known as the Small Car (SC) engine. The engine was first used in the new Standard 8 and was then bored out

had been used in Standard's large saloons and it also supplied to SS cars (Jaguar) to power their SS

famous 2 Litre 4 cylinder overhead valve Vanguard engine.



Picture 4.

sports models, *Picture 4.* After the war Standard, some say foolishly, sold the assembly gear and rights for this 6 cylinder engine to Jaguar who continued to use it until the introduction of their own now famous XK engine.

This left Standard with two ageing 4 cylinder engines and



Picture 5.

Picture 6.



Picture 7.



to 948 for use in the new Standard 10, **Picture 6**. The capacity of the SC engine was enlarged over the years and went on to power the Herald, Spitfire, 1300 / 1500 Saloon, Toledo, Dolomite 1300 / 1500 and even the last version of the MG Midget.

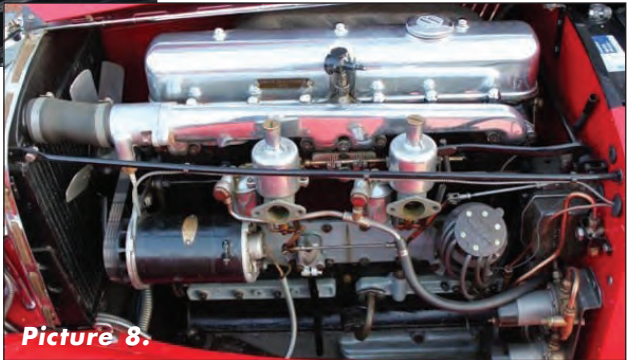
So where did the Vitesse Six cylinder unit come from? One thing is for sure it wasn't a pre-war Standard or even a pre war Triumph engine as Standards did not have the production facilities to produce these. Well in times gone by the British motor industry had a make do and use what was available as a policy to solving problems. This good old British approach resulted in the well known method of producing a six cylinder engine. This being to take the current 4 cylinder unit and add two more cylinders. Strange as this may sound most of the then UK car manufacturers were doing just that. Standards were no exception and the SC engine formed the basis for the 6 cylinder unit. This method of producing a 6 cylinder engine made for a compact and relatively light

unit that could be accommodated under most bonnets.

So much so it went on to power the Standard Vanguard 6, Triumph Vitesse, 2000 / 2500 Saloon and TR5 / 6 Sports car.

The production engine was first produced in both 2 Litre and 1.6 Litre form. Later on it was to be enlarged to a capacity of 2.5 Litres, a long way from the original 803cc 4

Picture 8.



cylinder unit. The first car to receive the new engine was the Standard Vanguard 6 in 1960. The second car and first Triumph was the 1600 Vitesse in 1962. The third car and second Triumph was the replacement for the Vanguard 6, the 2000 Saloon.

I have often wondered if Standard had kept their original pre-war straight six, **Picture 7 & 8**, whether we would have had the Vitesse, as it is doubtful that this engine could have been accommodated under the bonnet. So maybe what appeared to be a foolish decision at the time had a better long term outcome.

See you all next month and...

...Keep Running On All Six

Dave.

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Mark Blease



1972 Pi Rescue

February is traditionally when I realise that the classic car season isn't too far away, and that I have far too much to do in the remaining weeks. Thankfully this year I

haven't started too many projects - fix an oil leak at the front of the engine, rebuild the carbs, fit a new alternator and attend to some peeling underseal and a little welding to the rear floors.

A member who has a rather longer "to do" list is **Neil Spencer**, who has just started a renovation project on a 1972 Pi saloon:

"My name is Neil Spencer and along with my wife Wendy we are TSSC members in Dave Smith's gang, namely the Leicester & Rutland Area. Wendy drives a 1974 Magenta Stag featured in the May 2011 Courier, and I drive a Signal Red 1969 CP series TR6. We are active members of the group and attend as many gatherings as we can. I have even been known to turn up in an MGB, but I only do this to wind people up!

I have had a good selection of Triumphs over the years, the most common being six 2.5Pi's, all in various degrees of decrepidness. I have always wanted a nice Pi but for various reasons it just hasn't happened.

Until now that is.

Three months ago I was horrified to read that there were only around 200 2.5 Pi's left on the road! I don't know how accurate this figure is but it spurred me in to action to find one quick.

I found a French Blue 1972 saloon with

manual o/d box - a guy from Club Triumph had bought it six months previous just to enter the Ten Countries Run around Europe which the car completed without incident.

I paid £1100 for the car and collected it from London.

The drive home to Leicestershire confirmed that the car ran well but was obviously a bit tired mechanically so by the time I got home I had decided to fully renovate the cars mechanics before starting the bodywork. As is usual with my renovations I spent the first couple of months just looking at the car and planning in my head the order of events involved in such a job.

I did hope that maybe the engine had been rebuilt before so I might get away with new shells, rings etc. I started gathering parts from eBay, and the first thing I bought was a reconditioned head of the correct type that had been ported and gas flowed and converted to unleaded. I paid £255 for this which was cheaper than getting my head done.

When I finally evicted the TR6 and Stag from the garage and put the Pi in the middle it was a few days before Christmas (Photo 1). First job was to remove the steering cross member and steering rack.

This will be replaced by a power steering rack and cross member that I picked up from Stoneleigh. I have also found an engine front plate suitable to mount the pump bracket to, and a pump and brackets plus pipes, pulley, belt and track rod ends. It is also necessary to change the lower steering column and a few other parts that I will go into in more

detail when these are all put back on the car.



1. Removing the steering cross member and steering rack.

The sump was removed and number 2 big end cap removed. This revealed that the journals were scratched and a regrind would



2. Cylinder Head removed

be necessary on the whole crank that had all standard size shells. The end float measured out to 10 thou, which though not that bad will need a bit of playing around with over size thrust washers. I have located a pair of +2.5

thou thrust washers and will try these when the engine is reassembled. I will be aiming for 5-7 thou end float though different workshop manuals give slightly different figures.

After removing the throttle bodies, exhaust manifold, radiator, pedestal complete with dizzy and metering unit, alternator, rocker cover, water pump and housing etc the head was removed (Photo 2).

Number 2 piston was pushed out and the bore inspected and this was a little worn with a bit of a



3. Wear on Piston sides

step at the top of the stroke. Some wear on the sides of the piston (Photo 3) showed a bit of piston slap so the bores will be bored out to + 20 thou and the crank +10 thou.

I will be having the gearbox, overdrive and diff reconditioned too as I want to get the car right first time and use it.

Next was the prop shaft, exhaust system and gear change from inside the

car. The gearbox is propped up with a trolley jack and the gearbox cross member has been removed. In the next few days I will take the weight of the engine with a trolley hoist and remove the engine mounting cross member and



Engine ready for removal

drop the block and gearbox out of the bottom of the car that is raised on axle stands.

Once stripped the engine bits will go for a chemical clean and on to Welham Engineering in Leicester who know these engines well. The throttle bodies, throttle mechanism, injectors, metering unit and PRV valve will all go to a chap called Neil in Stafford who is an ex Lucas Pi man to be reconditioned. I will fit a Chris Witor sports exhaust manifold and semi-sports

exhaust system. Along with the head work the car should be fairly rapid for an old 'un."

Many thanks Neil and I wish you all the best with your project - it's good to see another saloon rescued and being rebuilt to such a high standard. Neil has promised to keep us up to date with progress.

Until next month!

Mark

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Nigel Clark

Tale of a TR4

This month we have a story of TR ownership from the 1960's, which has kindly been sent to us by long term TSSC member **Fabrice Perrot**. He asks if any TSSC members may know the present

whereabouts of both the TR's featured here, so if you can shed any light on the recent history of either car, please let me know and I can pass any information on to Fabrice.

Here is his tale of 1960's TR4 ownership.

A colleague brought this story to my attention. The owner was named Barry Cook, who lived in Stafford before going to Oxfordshire and then on to Australia. Does anyone know if this car still exists?

My colleague obtained more information from Barry, which is as follows. From Barry to my colleague:

TR4 model 1963, late. Bought by me just after we got married...therefore in late 1967. Sold in 1971 to an old chap who had an Invicta circa 1934 known as the 100MPH model. He wanted something modern but still capable of 100mph to use every day. A run up the M6 impressed him as while doing over the ton in 4th I flicked

it into overdrive top (note from Register Secretary – the TSSC does not recommend this style of driving on the public highway).

The TR4 started out new in white, but sprayed by the man in Preston whom I bought from in Silver. When the crank snapped in half I approached SAH in



TR4 96665 VM

Leighton Buzzard who were the "unofficial arm of Triumph for racing purposes" who offered a trade in for my engine if not too badly damaged internally. I took a fist full of cash & found with the very generous trade in I had lots of cash to spare so I told them what I had left asking them to hot it up as much as there was cash. While they were doing this the chap dealing with me took me for a spin in a Dolomite Sprint, externally it looked bog standard but went

faster than my TR4.

You will remember how technically chal-

in the space behind the seats, the rear sus-



Barry & Pete

lenged I was so I cannot remember all they did to the engine, except something to the head, re-jetted the carbs and fitted a special exhaust. Whatever....it put 10mph on its previous speed. (Please see the letter from John Macartney in the January 2012 issue of the Courier for more detailed information about SAH of Leighton Buzzard).

A friend in Rugeley pulled apart the gearbox to replace a nicked cog.



Pete's TR5



TR4 Interior revamped

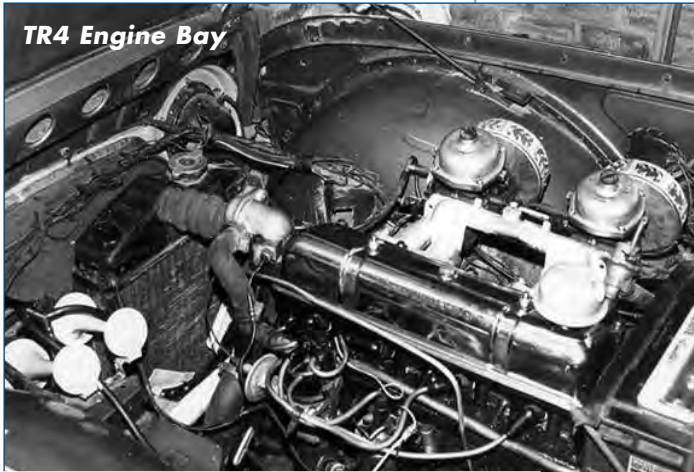
Then you sprayed it a Ford metallic light green, including the dash and a new hood was purchased. As I regularly took an adult

pension was starting to sag. As I was going to Stoke on Trent three nights a week for my M. Inst. Purchasing & Supply qualification I took it to a firm who made truck and bus springs and they hand made a scaled-down set for me. They thought it was a huge joke I paid less than true Triumph parts for replacements that were much stronger. The ride was firmer but the road holding slightly

improved. Then to remove the usual rot in the front wings; the outer fronts were replaced and we decided it was too difficult to match the colour, hence the switch to a dark metallic colour.

The TR4 was fitted with the electric overdrive on 2nd, 3rd & 4th so all together 7 forward gears. Even my MX5 Roadster only has 6! Once during a little race on the then unconnected & empty M6 for mile after mile I was side by side with a

Lotus Elan which has a true top of 120mph and my speedo needle was banging on the stop. Then his engine went, either steam or



TR4 Engine Bay

TRs" the total number of TR4's supplied in the UK was 2,592, very close to the figure that Barry has. But this figure is dwarfed by total of 37,664 TR4's that were exported. Currently there are 752 TR4's licensed in the UK and 155 on SORN.

Many thanks to Fabrice and Barry for this fascinating account of TR ownership in the late 1960's and early 1970's, and for the period photos.

To conclude this month, here's an appetiser for a return to a more technical flavour next month, when we will look at the first stages of the body improvements of CBJ, my TR6. I have just started the removal of all trim etc. Then I plan to remove as much of the paint as possible before CBJ goes off to Mike Wilkinson of MW Restoration for new panels and then a respray.

That's all for this month, so please keep enjoying your TR.

Nigel



Metallic Green Added

burnt oil was billowing out. (Please refer to earlier Register Secretary note regarding driving style!).

According to my Triumph book a total of 2,586 TR4's were sold in the U.K with 742 still licensed in 2011.

Barry

Barry's story continues with details of his brother's ownership of first a Spitfire Mk3, followed by a TR5, so clearly a committed Triumph family.

Fabrice

According to Graham Robson's book "The Triumph



CBJ Trim Removal started



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GARRON POINT HILL CLIMB

MY START IN MOTORSPORT **PART 5**

by Paul Robinson



The story so far: Having decided that 2011 was the year when I

would finally get around to competing in speed events I entered my Spitfire MkIV for hill climb events in the Historic Road Going Production Class (Class 16) as part of the Northern Ireland Hill Climb championship. The first events were Drumhorc followed by Cultra, Cairncastle and Craiganlet. Next on the list was Garron Point on the 13th of August, sponsored by Maxwell Freight Services and organised by the Mid-Antrim Motor Club.

Those familiar with the famous Antrim Coast Road will have passed Garron Point probably without realising it. 20 miles above Larne between Carnlough and Cushendall, the only thing of note there is St MacNissi's college (also known as Garron Tower). It was built in the nineteenth century as a summerhouse for the Marchioness of Londonderry and turned into a grammar school in 1950.

The site is 200 feet above the Antrim Coast Road. The hill climb starts just above the junction with the Antrim Coast Road and finishes just before the entrance to the school.



Heading down from the paddock to the start line.

It's a popular event with motor sport photographers because of the fantastic backdrops and a section of the course where the road cuts through the rock. Look up Garron Point for yourself on the Internet and you will see how dramatic it looks. No TSSC members have done Garron Point before but my fellow competitors thoroughly recommended it.

I was advised that it was very short, very

technical (which I have learnt means has lots of bends) but most of all great fun.

It's a long haul from Belfast to Garron Point and despite starting at what seemed like the crack of dawn we were probably one of the last to arrive. There was not a large entry list (about 46) and most of these were members of the organising club (Mid Antrim). As expected the MGB

GT and 1500 Midget I had come up against at earlier hill climbs were there. What I had not expected were the two Lotus Cortinas! Like most events here the paddock area was the side of the road but this time at the top of the hill, not the bottom. As a result of this unusual arrangement competitors are brought in batches down to the start where they have to turn around on the narrow road.

Marshals were on hand to help the single seat cars turn.

There are a number of advantages to this arrangement. First, you get to see the course as you drive down and secondly when you cross the finish line you (very) quickly find your self in the paddock area once more.

By now Jacqui and I had settled into the routine around hill climb events: find a space in the paddock, unload the cars, go and see what the arrangements are for scrutineering and signing in and, most important of all, where are the toilets and the hot food van! Scrutineering and signing in went without any problems and a polite but firm marshal on a quad bike herded the cars from the paddock.

The weather was reasonably bright with the occasional showers but so close to the Antrim



Spitfire in action.

plateau there was no way of predicting how it might develop. Behind us was steep hillside and in front, the Irish Sea and an uninterrupted view across to Scotland (where the sun appeared to be shining). For whatever reason, there was a small number of entries, but due to the informal but efficient organisation or just the decent weather and great views, I felt reasonably relaxed about this event.

The first practice went well. It's a very much a roller coaster of a course with plenty to keep you thinking as you fling the car through the corners while trying to remember what comes next – a right or left hand bend? The road surface was far from smooth but the Spitfire held on tenaciously regardless. The only significantly long straight is coming up to the finish line, which, with tall trees on both sides, is both dark and usually damp. Most hill climbs have a simple white line to indicate the finish followed by marker boards warning you to slow. Possibly because of the proximity of the finish to the paddock, Garron Point also has a marshal with a chequered flag at the finish line. Regardless of the reason it's a nice touch.

First practice over and back to our space in the paddock. Jacqui was on hand to check how

things went and then a quick chat with some of our fellow competitors. There was a small stream of spectators passing by but few

In the second practice run he shaved off over three seconds but was still slower (55.68 compared to 55.23). However practice is just



Lotus Cortina gets ready to take the chequered flag.

stopped to talk. Given the remoteness of the location the lack of spectators was no surprise and most I imagine had some connection with the Mid-Antrim club. I must admit I really enjoyed the first run and was raring to go again. My time was 77.06 seconds, 19 seconds behind the fastest car in the class, the MGB GT at 57.6 seconds.

I was disappointed at how far behind I was as I thought the course suited the Spitfire, however I did better than one of the two Lotus Cortinas, which failed to finish.

The second practice run saw my time come down to 73.71 seconds as I started to learn the course. I was still enjoying myself immensely. The Spitfire was going well, conditions were reasonably dry, and all was good. The battle between the Robert Davison in the MGB GT and Michael Adams in the 1500 Midget was intensifying. Despite having a smaller engine Michael is definitely the man to beat in this class and Garron Point is one of his favourite courses. However in the first practice run he was slightly slower than the MGB GT (58.66 seconds compared to 57.6).

practice – the first official timed run would be the real test for me.

There were a few light showers before the first official run but nothing too worrying, as the roads seemed to dry quickly.

My first official run was a little slower for some reason (74.99). Michael Adams managed got his time down to 54.43, faster than the MGB GT (56.11). They are both nice people but you have to root

for the underdog (plus the Midget has a Triumph engine).

In total we got five runs – two practices and three official. All were great fun on a real roller coaster of a hill. My best time was 71.98 seconds, notably better than my first run. I am confident that I could improve considerably with more experience of the course. Michael Adams in the MG Midget was the eventual winner at 53.32 seconds. Second place was the MGB GT at 53.92 with the two Lotus Cortinas in 3rd and 4th (58.77 and 62.06 seconds). That put me in fifth place and 1 championship point. Not enough to keep me in the lead in the Championship but still on the podium.

Garron Point was the last of the County Antrim hill climbs in 2011. For the last two championship events it would be back to County Down. Next up – Spelga Hill Climb in the Mourne Mountains. Will the Spitfire continue its record of faultless running?

Will I manage to cling onto a top three place in the championship?

All will be revealed next time.



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

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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,
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Ben Broadbent

After Purchase Maintenance - 1

Hello again. Well I've had my Acclaim in the garage over the winter so I am going to start the pre-season maintenance checks this month.

I'm yet again indebted to 'Acclaim Guru' **Andy Ellis** for his advice on the website 'Highly Acclaimed', that as previously mentioned gave me excellent advice as to the needs and practicalities of buying and maintaining an Acclaim. Over the following months, we will look at many of the maintenance issues that are very easily dealt with.

This is what Andy had to say:-
Although the Acclaim is a dependable motor, there are some (mostly) little items worth attending to for trouble free motoring.

Cambelt change

*Cambelts need to be changed every 45,000 miles or 3 years **REGARDLESS** of mileage. (Andy changed one on a car with just 18,000 miles and it was looking well ropey).*



1.

Costs about £15 (DIY) or about £100 using your local garage. (pic 1)

Door locks and catches - rear

Rear door locks and catches can jam and fail in various ways (pics 2 and 3). This is usually



2.

from a lack of use, as few Acclaims are family vehicles. At a convenient moment, open and close each door a dozen or so times. Watch



3.

for catches jamming or lock button falling into door. Nothing to hard to rectify.

Ignition module

Ignition module can fail suddenly (pic 4). Good news is that this only happens about



once every 90,000 miles or so! Worth keeping a spare as new ones from Rover



cost over £50. (Ben added a new coil when he replaced the ignition module, pic 5)

Oil Consumption

Keep an eye on the dipstick. Most cars hardly suck a drop between services but



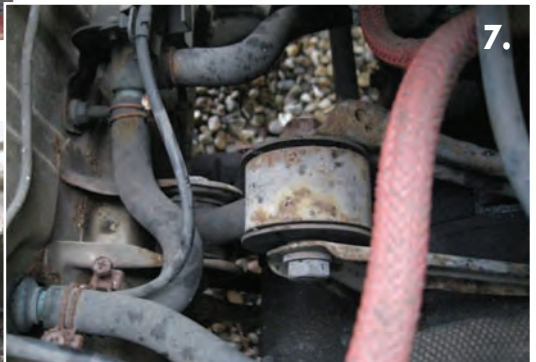
some do guzzle more than they should. (pic 6) Obviously, this is a weekly check!

Clutch - Judder

This is a particular problem on cars that have been standing for a while. Good news is that, although unpleasant, it does not seem to do any great harm. (One car of Andy's covered several thousand miles with the malady to no ill effect). Note that an Engine Mount problem can cause similar symptoms.

Engine Mounts - Judder

If you are suffering engine / drivetrain judder



on take off or on the over-run then suspect the top bush Engine Rear Torque Rod (pic 7). Or, for the more traditional: 'engine



mount'. (Refer to Haynes, chapter 1, section 5.32 and photo 5.32b). (see lower bush Engine Front Torque Rod, pic 8)

Hold the top of the bracket extending from the engine and shake it from side to side. Play should be minimal. If it is not, then the bush

needs to be replaced. This is a 10 minute operation - the main problem is freeing the bolt which has probably not moved since the car left the factory. On removal, you may note that the old bush does not feel any different to its new replacement. Put the new bush in, however, and you will find that the play has disappeared.

Keep the old bush as a reference, should you ever need to acquire another one. If the judder persists then you still have a problem elsewhere, but your time and money has still been well spent. (See Clutch judder above)

The replacement bushes are in short supply. When visiting your motor factor, take your Haynes manual with you and show them the photo. These can be had for around £20.

Thanks again Andy, sound advice. I will be checking all these items later this month. However, the advice and descriptions above are from

Andy's vast experiences, of many years maintaining the Acclaim, but are not intended as a replacement for the description provided in the Triumph Repair Operation Manual. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

Well, that's all for this month.

Take care and *JUST DRIVE IT*, with no worries.

Ben



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Pip Flegel



The Wilmslow Show

by Mark Blease

Sixteen Triumphs from the TSSC Manchester Area attended the Wilmslow Show on 10th July. Les managed to find a corner of the show field to call our own and we set up flags and banners.

We had a good selection of Triumphs on display including Spitfires, Stags, TR5 & 6, GT6, Vitesse, Dolomite and 2000. The show was very well attended, with 400 classic cars on display.

The show organiser told us that it was the first time he had managed to fill the show field completely, and it was a huge increase from last years 200 cars.

The show itself boasted a dog show, falconry,

chainsaw carving, fun fair, mini pet zoo, archery, craft and flower displays, auto jumble, trade stands, dancing & martial arts



exhibitions and an impressive flypast by a lovely Vintage Dakota.



Wilmslow Show

There was also a good choice of food and drink available, most of it was reasonably priced, and Pete took full advantage!

It was the first time we had attended the Wilmslow Show, which this year celebrated its 100th anniversary, but I'm sure it won't be our last visit.



This is Manchester Area enjoying the Triumph Scene

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| Tread plate repair panel | £8.50 |
| Front Footwell | £62.50 |
| Front floor mounting bracket fr 607548 | £6.50 |
| Front floor mounting bracket 607549/50 | £6.50 |
| Rear floor mounting bracket 607655 | £7.50 |
| B post mounting bracket 703625/6 | £16.00 |
| Stainless steel tread plate finisher | £22.00 pair |
| Boot side panel 804611/2 | £31.00 |
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| Rear quarter valences | £35.50 |
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| Petrol tank sender TKC3408 | £27.50 |
| Rear lamp assembly R/H TKC232 | £95.00 |
| Recon TR7 (exchange) distributor | £85.00 |
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| Recon steering rack (exchange) | £45.00 |
| Front strut assembly recon (exchange) | £67.50 |
| Front lower ball joint GSJ154 | £11.50 |
| Front suspension strut gaiter UKC4981 | £8.50 |
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| Upper steering joint UKC2449 | £32.50 |
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| Brake discs TKC780 | £17.00 each |
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| Fan idler pulley bearing | £9.50 |
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| Clutch kit TR8 Q/H | £110.00 |

STAG

| | |
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| Front suspension leg insert | £44.50 |
| Recon steering rack (exchange) | £140.00 |
| Steering column shaft 151032 | £80.00 |
| Track rod end GSJ157 | £13.50 |
| Gearbox (exchange)/Reconditioned | £290.00 |
| Recon exchange J Type overdrive | £290.00 |
| Rear shock absorbers | £20.00 |
| Rear sub frame mounting 150382 | £22.50 |
| Rear wheel bearing kit | £19.50 |
| Service exchange drive shaft 311914 | £140.00 |
| Recon rear hub assy (exchange) | £99.50 |
| Recon Brake Calipers (exchange) | £56.00 |
| Caliper seal kit inc pistons | £28.50 |
| Set brake pads | £13.50 set |
| Recon brake master-cylinder (exchange) | £110.00 |
| Recon Servo (exchange) | £148.00 |
| Rear wheel cylinder GWC1211 | £14.00 |
| Service exchange oil pump 215573 | £27.00 |
| Viscous fan coupling TKC101 | £75.00 |
| Seatbelts non-sensor | £94.50 |

TR6

| | |
|--|-------------|
| Front L/H flitch panel 907097/576477 | £120.00 |
| Late type rear centre bumper O.E. | £125.00 |
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| Recon (exchange) caliper type 16P/16PB | £56.00 |
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SPITFIRE MK I & II & III

| | |
|--------------------------------------|-------------|
| Spitfire Mk III bonnet | £730.00 |
| Nearside/offside front wings | £75.00 each |
| Steering wheel 'D' plate 706311/2 | £14.00 each |
| Front outer wheel arch 903137/8 | £49.50 |
| Front inner wheel arch 706548/9 | £39.50 |
| Bonnet hinge tubes 811679/811680 | £40.00 each |
| Hinge tube pivot bracket | £15.00 |
| Side light mounting panel 907157/8 | £55.00 |
| Door skins | £58.00 |
| Battery box 806707 | £25.00 |
| Rear valance lamp panel 569900 | £75.00 |
| Boot lid 575787 | £395.00 |
| Dash top cover 714482 | £35.00 |
| Vinyl hood Mk III inc zip window | £140.00 |
| Chrome bonnet catch 607663 | £40.00 |
| Rear lamp assembly 208532/217025 | £45.00 |
| Track rod ends | £9.50 |
| Gearbox 4 Synroc (exchange) | £265.00 |
| Rear leaf spring 305894 | £99.50 |
| Recon exchange brake caliper type 12 | £46.00 |

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|---|--------|
| Recon exchange brake caliper type 14..... | £41.00 |
| Original head gasket GEG314..... | £9.00 |
| Distributor cap..... | £5.50 |
| Front valance support bracket 712567/8..... | £6.00 |

SPITFIRE MK IV & 1500

| | |
|---|-------------|
| Bonnet stay 613045/613751..... | £15.50 pair |
| Front wings 909663/4..... | £49.50 |
| Front wheel arch outer 909351/2..... | £49.50 |
| Front wheel arch inner 909797/8..... | £39.50 |
| Headlamp support panel assembly 818871/2..... | £40.50 |
| Front quarter valance 815391/2..... | £72.50 |
| Door skins..... | £58.00 |
| Sills non original. 903097/8..... | £42.50 |
| Sills O.E. 903097/8..... | £62.50 |
| Sill reinforcement panel 806634/5..... | £7.50 |
| Inner sill 806638/9..... | £24.00 |
| Front sill end plate 706422/3..... | £6.75 |
| H half floor (deep pressing)..... | £117.50 |
| 'A' post lower filler panel 706288/9..... | £19.50 |
| Bonnet hinge pivot box RKC362/3..... | £46.50 |
| Chassis front gusset 218526/7..... | £19.50 |
| Bonnet hinge tube L/H-R/H 911107/8..... | £55.00 |
| Rear wing non O.E..... | £120.00 |
| Rear wing front repair panel..... | £21.50 |
| Rear wing rear repair panel..... | £28.00 |
| Rear lamp panel 716182..... | £165.00 |
| Rear valance 908970..... | £75.00 |
| Boot floor..... | £117.50 |
| Boot lid 911327..... | £425.00 |
| Rear inner wheel arch 725563/4..... | £125.00 |
| Rear outer wheel arch 909661/2..... | £79.50 |
| Windscreen aperture drip channel..... | £12.00 pair |
| Hard top rear screen seal 911040..... | £39.50 |
| H/ top seal roof/ door glass 716183/4..... | £8.00 |
| Front windscreen chrome insert kit..... | £36.00 |
| Door hinges 607824..... | £20.00 |
| Exterior door handle (black) YKC2837/8..... | £65.00 |
| Window regulator 911271/2..... | £55.00 |
| Window regulator glazing channel..... | £75.00 |
| Front outriggers 209398/9..... | £35.00 |
| S/steel tread plate finishers..... | £27.50 pair |
| Oil pump TKC 1974 (exchange)..... | £32.50 |
| Water pump 216939/GWP128 (exchange)..... | £29.50 |
| Radiator support cradle TKC 1761..... | £16.00 |
| Late type water pump (viscous) UKC774..... | £40.00 |
| Oil filter GFE119/150..... | £5.00 |
| Heater valve 724021..... | £18.00 |
| Front wheel bearing kit GHK1021..... | £16.50 |
| Front wishbone bushes 119451 (set of 8)..... | £10.50 |
| Front shock absorber GSA364..... | £20.00 |
| 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 |

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| 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

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|--|-------------|
| 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/flasher lamp assembly 155416..... | £20.50 |
| Delco distributor cap..... | £9.75 |
| HT lead set..... | £12.50 |

TRIUMPH 2000/2.5 PI/2500

| | |
|--|---------|
| Mk I front wing L/H-R/H 570195/6..... | £130.00 |
| 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 |

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|--|---------|
| 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 |

DOLOMITE RANGE

| | |
|--|-------------|
| Toledo Static Seat Belts O.E..... | £35.00 pair |
| Front underider XKC 83/84..... | £25.00 pair |
| Rear lamp assembly 1300 F.W.D. 211874..... | £37.50 |
| Dolomite Rear lamp assembly R/H TKC938..... | £52.50 |
| Head lamp assembly 1300/1500 Dolo (square)..... | £62.50 |
| Headlamp bowl 1300/1500 Dolo (Square)..... | £28.50 |
| Rear screen rubber 913937..... | £36.00 |
| 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 HT. 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..... | £55.00 |
| Rear subframe mounting cup washer 138626..... | £7.50 |
| Recon steering rack (exchange)..... | £45.00 |
| Track rod end..... | £9.50 |
| Upper steering column joint 157859..... | £36.00 |
| Lower steering column joint FAM1718..... | £22.50 |
| Front/Rear shock absorber (Dolo)..... | £22.50 |
| Toledo front shock/spring assembly..... | £48.50 |
| Front lower ball joint GSJ135/RH..... | £52.50 |
| Anti-roll bar mount bracket 154868..... | £7.50 |
| Anti-roll bar mount bracket 153669..... | £12.00 |
| Dolo recon exchange caliper..... | £41.00 |
| Brake pads Dolo/Toledo..... | £10.00 |
| Brake pads Sprint..... | £12.50 |
| Sprint brake shoes Original.E. GBS780..... | £22.50 set |
| Dolo 1500/18-50 brake shoes GBS746..... | £15.00 |
| Dolo 1500/18-50 wheel cylinder GWC1502..... | £13.50 |
| Sprint wheel cylinder GWC1121..... | £13.50 |
| Tank sender 1500HL/1850HL/Sprint 215652..... | £25.00 |

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Guy Singleton

Bond correspondence



Before Christmas I had the following email from **David Westgate** whose 2 litre convertible XHH 47H was featured in Classics Monthly in July of 2011.

"Hi Guy,

Got some good mileage in my Bond this summer which was fun - contemplating various winter garage jobs at the moment. Passed the MOT first time for the 2nd Year running, which always makes you feel good ! I have a Jensen Healy that I have been working on as well - which is a pain the behind, compared to old Triumph engineering !!

I recently bought a Bond Equipe tonneau cover on e-bay (£27 so - pleased with that !). Can't be many of these around, assuming they don't fit the Herald ? (Guy's comment - they don't) The seller says that it came from his Bond convertible he had in the 70's, that he sold, and the cover has been stored in his parents garage for 40 years. When opening the cover out, the original key fob fell out with "BOND CBF 649H " on it.

Out of pure curiosity, I wonder if this car is still around or on the register?

Regards

Dave.

I checked the register and the car was not there - but it's now logged in as having existed. David asked the vendor for some more information, and received the following email.

Hello David,

My father was in the motor trade in the 1970's, he was noted for buying anything a

little different, some would say oddball, ie Lancia Flavia Coupe, Renault Dauphine convertible, both spring to mind but the list goes on!

I was about 15 (1975) when he bought the Bond, it came from Bawtry Motor Auctions, near Doncaster, S.York's (it's still in business). The car was intended for me, after I passed my test. It spent a couple of years parked on the drive at home, where I used to tinker around with it, my mother got fed up with seeing it parked there and unfortunately it went to a local scrap yard, I recall seeing it some years later and felt saddened that I never got to drive it on the road. With regard to the colour I would describe it as similar to MG bracken. I believe that the car was the 107th built. (Guy's note: this is not correct as the CBF cars were produced in 1969 towards the end of the production run.)

Sorry that you won't be able to repatriate the cover, unless you know different!.....

An interesting story, it appears that the car was only on the road for 5 years. I also have heard from **Bob Buckby** who writes

Hi Guy, Good luck with your various enterprises in the new year!

We were at a new year's day rally in Stony Stratford MK when a chap stopped me and said he had a Bond under cover at his house that had been left there by a friend who had owned it from 76, and subsequently took it off the road to restore it, and after totally stripping it, galvanising the chassis and re-skinning the doors he found other stuff to do instead, and since this chap has a bit of spare ground he took it from in a garage at his house and under a tarp at this

one, (about 5 years ago), and not unnaturally this chap is a bit fed up of it still being there!

We went to see it expecting the worse, but the chassis looks pukka, the doors excellent and everything small in boxes, (mainly!). The engine looks a bit sad though, was a good runner, but who knows now?

The owner seems a nice chap, his name is Norman Durran 01327 811778 or 07714 203632. It is stored near Silverstone.

Cheers both,

Bob.



contact him and breathe new life into this car.

Finally I had a Christmas email from Carlos Moreira in Portugal which had this picture of his lovely 2 litre convertible attached.

Guy

I have spoken to Norman and he would like the car to find a good home, he is looking for £250.00 for it which is a fair price considering the re-skinned doors and galvanised chassis – hopefully one of you latent Bond Owners will now





CLUB SHOP NEWS

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by Garth Jupp

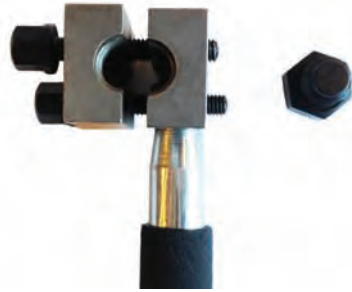
Brake Flaring Tool

How often do you need just one or two new brake pipes, if for example you were replacing the front callipers or refitting a rebuilt rear driveshaft and when you go to undo the pipe the union spins the pipe as well.



Fear not, the Club Shop can now able to offer a handy brake flaring tool, so that you can produce your own brake pipes for your car. Unlike some of the other professional quality tools on the market, this one is both reasonably priced and also can be used in situ on the car, rather than requiring a vice or workbench to hold the flaring tool.

This tool comes in a neat storage container and comes complete with a double ended form tool that will allow you to make both male and female flares on 3/16" brake or clutch pipe. The tool comes complete with illustrated instructions and is priced at a competitive **£52 inc VAT P+P 0.5kg**



Obviously the tool is no good without the pipe and fittings, so we will also be supplying

Male pipe nuts in brass at £0.90 each or £7 for 10 and female pipe nuts at £1.00 each or £8 for 10.

The reels of pipe are 25' long and are £10 per roll. P+P is 0.15Kg for 10 fittings, 0.3Kg for a reel of pipe.

Silicone Hoses

We have extended the list of models we can now cover with the addition of hose sets for the following models:-

Spitfire MKIII £93.50 inc VAT

Dolomite Sprint

(with Webbers) £115 inc VAT

Herald 13/60 sets with

Delaney Gallay heater £100 inc VAT

All the above prices are for the Matt classic finish and P+P for any of the sets is 0.75kg

GT6 Drop glasses update

At the time of writing this the interest in these stands at:

Tinted 12 sets, Clear 6 sets.

There are some other leads I have to follow up but we can't rely on those yet as they have not been confirmed. So please pass the word round and get anyone who you know who is interested but has not contacted the club shop to do so, we need to get more interest to make

it happen.

While talking about GT6 glass I suggested that new rear screens could also be made available with the heating elements. I have had a few expressions of interest. At the moment I can't get a cost or minimum batch size as I need to supply an example to the glass firm for them to measure and provide a quote.

Although I have been offered a couple of rear screens, the problem is transport. What is needed is someone who can lend a rear screen (preferably a spare one, the heating elements do not need to work) who is close to the manufacturer so that transport is not so much of a problem. The manufacturer is based in Tyneside, so if you are within a reasonable distance of that area and you have a rear window glass that you would be willing to



lend then please get in touch with me at 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.

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Trevor Collett

Found Alive!

A new year but the same old problem: Courier deadline approaching and not a clue what to write about. At times like this one of my tactics is to look back through my past articles, of which there are currently 242, to think about choosing one to refresh and republish; an old one preferably, so that recent members won't have read it, and older members will have forgotten it.

Whenever I do this exercise there is always one month that my eye rests on – November 1993. I've long yearned to show you again the subject of that piece, but for some unknown reason I don't have any original photographs of the car in question. I must have had some photos; the pictures used in the magazine were supplied by the car's owner, so I probably sent them back, but goodness knows where the ones I took have gone.

Definitely more in hope than expectation I thought I'd have a quick look around the World Wide Web. A search on "Spitfire E-Type" led me to a thread on the forum of Club Triumph. The opening message had a link to an EBay auction. Amazingly, the car that I hadn't seen or heard about since 1993 had been advertised and sold in May last year.

For those of you who can't remember my November 1993 piece, the car in question was a special, a one-off vehicle created by **Richard Poulter** from Shaftesbury in Dorset. Richard had taken his accident-damaged Spitfire MkIV and turned it into a scaled down replica of a Jaguar E-Type.

Back in September 1993 I first saw the car when it arrived at the Brooklands Museum in Surrey where I had organised a meeting for



Triumph-based kits and specials. For a while, as it drove towards me, I thought we an interloper from Browns Lane, but as it parked up I could see it was not like any other E-Type I had ever seen.

As I took time to study the car, view it from all the angles and find out what it really was I rather fell in love with it. I'm not going to

suggest that it's quite as good looking as an actual Series One E-Type, or that it's better

myself using the Spitfire chassis and altering the running gear and the bodywork to resemble the Jaguar E-type shape.



I have owned the car for the last 25 years, but for the last 15 years the car has been off the road and stored in my heated garage under dust covers and on axle stands.

I had intended to get it back on the road one day and enjoy it some more, but life has moved on and a busy work life with

looking than Spitfire, but it does have real charm, and when you factor in the dedication and skill that went into its creation...

For the original Courier article I got Richard to write some words on the gestation of his baby Jag. Rather than reproduce those words, here is his article description and pictures from the EBay auction, which gives the essence of the build story and brings things right up to date:

Up for auction is my lovely Triumph Spitfire E-Type Special.



loads of other interests competing for my dwindling spare time, has forced me to agree to sell the car on.

I bought the Spitfire Mark IV in 1986 and started a total body off chassis restoration in 1989, converting the body shape to 'E-type' as I went through the restoration. I spent three and a half years going through every aspect of the restoration. Every nut, bolt, bearing, bush, trunnion and such was replaced with new. I had spent over £3,500 by the time the restoration

was finished in 1992, and since its completion have only completed 5,900 miles!

was finished in 1992, and since its completion have only completed 5,900 miles!



I only took the car out during the summers for the next four years before life distracted me on to other things.

Everything was done during the restoration; all the sills and floor pans were replaced with heavy 16-gauge steel sheet. Spot welds were replaced with flat seamed continuous welds so as to remove all possible rust traps, and all voids, nooks and crannies were treated with 'Waxoil' injection.

I fitted an Alfa Romeo 2-litre twin-cam engine



I have all the receipts, MOTs and documents/history since 1986, plus a full pictorial history of the full restoration. The car was also the subject of a Triumph Sports Six Club magazine article in 1993, which I can email off to anybody on request.



In 2011 Richard's car seems to have attracted a new set of admirers and one was prepared to stump up 5,000 pounds for the right to take ownership, which seems to me a pretty good price for a non-road-ready car; a good price for the seller that is.

I hope to make contact with the new owner of this great little car, so that I can bring you the story of its re-rebirth.

It's a funny old world isn't it, and full of wonders and mysteries; be thankful you're part of it.

LATEST ISSUE



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GT6 FUEL INJECTION

...HOW TO PI YOUR 2LTR

by Stephen Attenborough

In pursuit of more power, thoughts turn to fuel delivery, there are a number of options for the Triumph straight six engine, ranging from the standard Stromberg, dual carburetors, through triple SU, triple Weber or Dellorto, Lucas mechanical injection to an all singing and dancing closed circuit electronically controlled fuel injection system.

The subject of this article though is the Lucas mechanical fuel injection (PI) as this is the system I have fitted to my GT6.

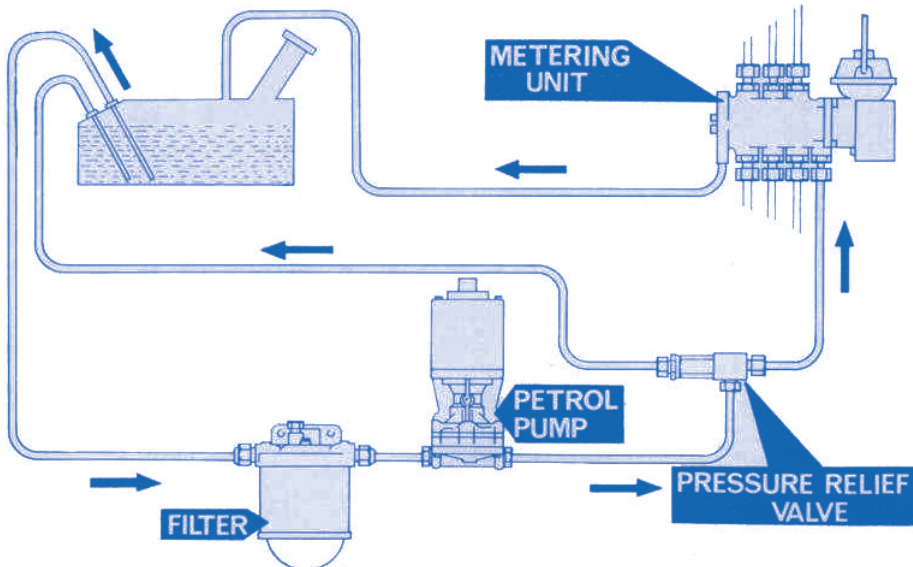
As the 2.5 litre engine as fitted to the TR6 and 2.5PI cars is derived from the later two litre six cylinder engine (the major difference being a

longer throw crankshaft is fitted along with a larger combustion chamber to keep the compression ratio down) it means the Lucas fuel injection system can be fitted to the later GT6, Vitesse or 2000 saloon, with minimal changes to the engine.

The system uses a high pressure pump to supply fuel to the metering unit, which distributes the fuel to the six injectors housed in the inlet manifold. The volume of fuel is dependant on the speed of the engine and inlet manifold vacuum, which varies with throttle position.

The easiest way to start the conversion is to find a second hand complete PI kit of parts, which can often be found on eBay, auto jumbles or by

Diagram of Lucas PI system



GT6 Fuel Injection

asking in the classifieds. It is probably safest to assume that all parts will need refurbishing as petrol leaking anywhere at over 100psi is not recommended.

manifold and fit the heater valve through the tapping on the back of the head or fabricate another hose to take place of the pipe which ran through the manifold.

On the other side of the engine, the mechanical fuel pump has to be removed, a blanking plate fitted and the distributor and pedestal has to be withdrawn to make way for the larger metering unit pedestal, which provides drive from the camshaft to both the metering unit and distributor. At this point it is worth noting that during this conversion I chose to fit a duplex timing chain due to extra strain put upon it and the tendency for the single chain to



Collection of PI parts

I chose to leave the refurbishment and re-calibration of the metering unit to the professionals as it requires a Hartridge machine and knowledge of the correct fuelling settings for the two litre engine.

At the same time I had all six injectors refurbished as the condition of them was unknown and new plastic fuel lines between the metering unit and injectors were purchased.

For good measure, the seals and 'O' rings in the metering unit pedestal were replaced; similarly, seals and 'O' rings in the Lucas high pressure fuel pump were replaced.

Starting from the front, the fuel injection inlet manifolds fit straight onto the head, though you do have to either block an outlet from the water pump housing, which would supply coolant through the carburettor inlet



Metering Unit fitted

stretch, which can be detrimental to the cam timing.

The throttle cable should be long enough to fit the new manifolds, but the choke or 'cold start' cable will need to be considerably longer as it will have to reach around to the metering unit, approaching from the front. You could try to adapt a LHD choke cable, though I am unsure if it has sufficient length, or as I have done, buy a generic choke cable assembly and adapt it to fit. By carefully removing the outer sheath from the threaded part of both assemblies, you can swap the inner cable and outer sheath from the new cable into the original choke cable body, retaining the original method of mounting in the dash.

There are two main types of inlet manifold, commonly known as CP and CR types. The CP manifolds are identifiable by their single balance tube and under slung throttle linkage system.

However, the CR manifolds have twin balance tubes, larger diameter throttle spindles, a throttle linkage system which works by transmitting the position through the end of each spindle and a 'D' shaped port as it mates with the head.

The 'D' shaped port of the CR manifolds causes turbulence of the fuel mixture as it enters the head, giving greater fuel efficiency. As is often the case, efficiency comes with a reduction in maximum power, so I found it is preferable to use the earlier CP manifolds, but line bored them to take the later and larger diameter throttle spindles from the CR manifolds. This means I could have (in my opinion) the better inlet port design, along with the simplified throttle linkage.

The choice of which throttle linkage system to use is of course down to personal preference. I prefer the later system as it has fewer moving

parts and hence less chance of slack in the system, but others prefer the earlier system. To make room for some of the larger exhaust manifolds, variations of the earlier style linkage system are available from some Triumph parts suppliers, extending the levers further down or flipping them over the top of the inlet manifolds. In addition, Weber 45 type ram pipes have been fitted to the injection manifolds and an air box fabricated, enabling a cold air feed from the front of the car to be installed.



Inlet Manifolds

At the back of the car, the high pressure fuel pump has to be fitted, preferably below the fuel tank, though this is not easily done with a GT6 as the tank sits on the boot floor. Prior to the pump is a filter, due to space constraints and availability I chose to swap out the Lucas item for a more easily obtainable Volvo 240 filter.

After the fuel pump is a pressure release valve (PRV) which keeps a steady fuel pressure of 100-110psi to the metering unit, the excess of which is eventually returned to the fuel tank.

The Lucas fuel pump is derided by some due to its resemblance of a windscreen wiper motor and by its habit of overheating, causing the fuel to vaporise, so to help overcome this issue, the excess fuel from the pressure release valve can be fed through a coil of pipe wound around the motor part of the Lucas pump in an attempt to cool the motor before the fuel is returned to the tank.

GT6 Fuel Injection

The fuel tank needs to have two extra pipes fitted to it, to allow fuel from the pressure release valve and excess fuel from the metering unit to return back in. Welding a fuel tank is of course potentially dangerous due to the fumes in the tank, so if you have any doubts it is best to seek a professional. Radiator repairers are good people to seek out for this job, having water tanks to submerge the fuel tank in, while welding or brazing in the pipes.

As the GT6 fuel tank is relatively shallow and without baffles, it is prone to uncovering the fuel outlet when the tank is below 1/4 during heavy cornering, this is not a problem for carburettors due to the volume of fuel in the float chambers, but

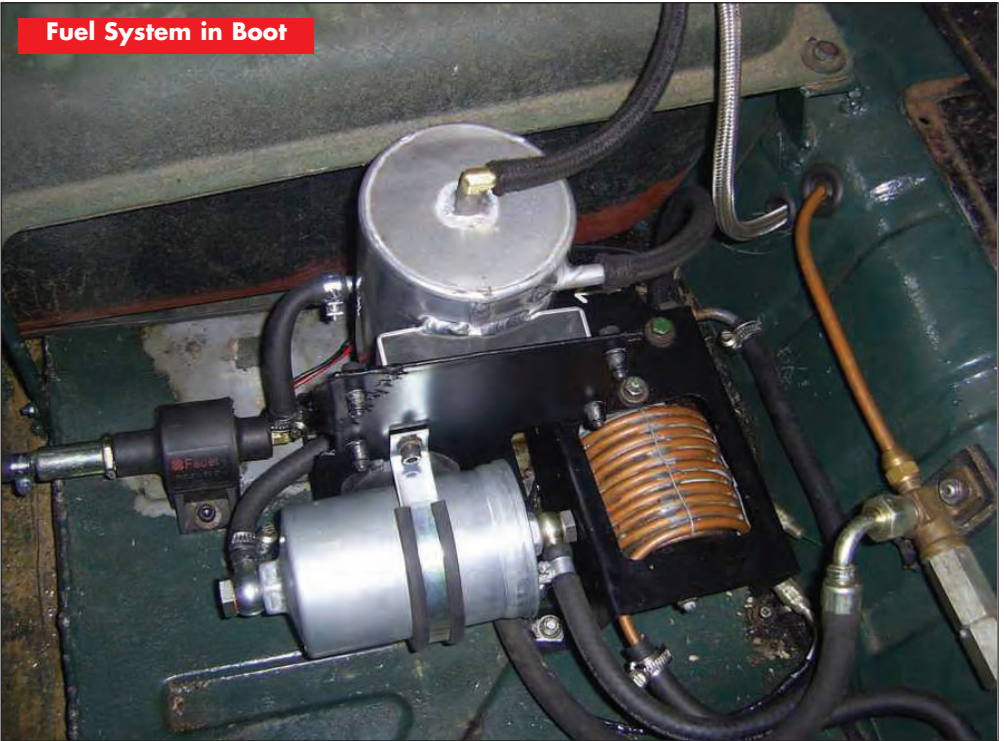
the bottom, so the fuel outlet is not uncovered during heavy cornering.

Fitting a surge pot does necessitate more pipes and wires though as you need a secondary low pressure fuel pump to push fuel into this pot and a high level output to the fuel tank, allowing air to be constantly purged from the pot. In my setup, the excess fuel from the metering unit is deposited into this pot, keeping the number of returns back to the fuel tank down to two.

Having a surge pot is particularly advantageous when using the Lucas fuel pump as it allows you to keep a head of fuel above the pump and the pressure from the secondary pump all helps to take the load from the Lucas pump.

Another step to ensure good performance from the

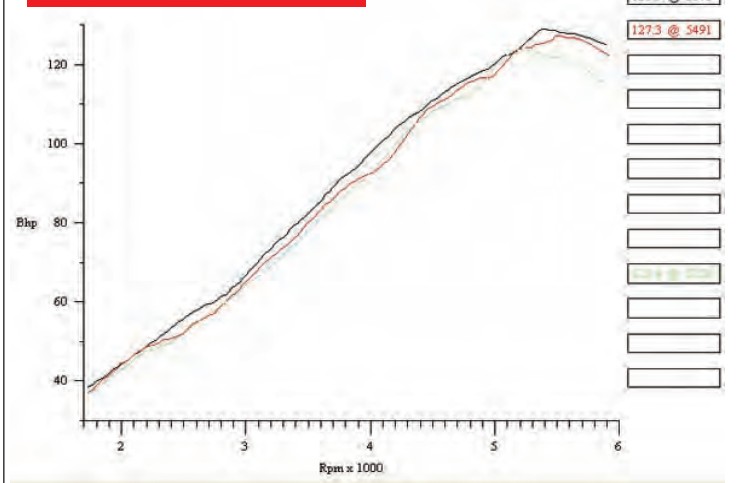
Fuel System in Boot



with a fuel injected car this can cause a misfire. To overcome this problem a surge pot can be fitted, which is a small secondary tank, through which fuel is pumped. The surge pot tends to be relatively tall and narrow with the outlet at

Lucas pump is to make sure it has a good power supply to it, which can be done by using a relay and large wires direct from the battery. For safety, a cut-out switch should be fitted to fuel pump, so that in the event of an accident, power to the pump is cut. This is a good idea as should there be any

Initial rolling road results



changed and the middle section of the exhaust replaced with dual pipes. Another afternoon at the rolling road gave around 150bhp with the standard silencer, but a huge 175bhp with the silencer removed, telling me loud and clear that the next job for me to do was to find a suitable alternative for the standard silencer. During this conversion to Lucas injection other work

break in the fuel line, it will stop the fuel shooting out, feeding any potential fire.

My engine specification was as per a standard GT6 MkII, with a fresh re-bore and set of pistons, but when the injection system was installed, a well designed 6-3-1 exhaust manifold was fitted also. To give me an idea on how the system was performing and what improvements could be made, a trip to the rolling road was undertaken. The results came back with 127bhp, an increase of over 20bhp on the book figure, just by fitting the injection system and exhaust manifold. I knew there was more to be had as the car still had a stock head, camshaft, exhaust middle pipe and silencer.

The drive was quite exhilarating with good low down torque and the ability to rev quite easily over 6000rpm, which says much for standard components.

Over the following months, the head was changed for a re-worked version, the camshaft

on this car has taken place, with particular attention to the brake system and handling to cope with the potential extra power.

If you want to learn more about the Lucas mechanical fuel injection system, I would



recommend the red book entitled Lucas service and training centre, Petrol Injection MkII, which has been reprinted by the Triumph 2000 2500 2.5 Register.

Copies of this book may also be available on the internet in PDF format.

Stephen



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



Ben Broadbent An Earlier Trip to Paris

Hello again! Last month Phil Smith shared his account of taking his Topaz Stag on two cross channel trips to Paris. Well, that got me thinking of an earlier trip to Paris by a very famous Stag. No other than LD1 (RRW 97H) the first production car that was used for the Press releases for the launch of the Stag in 1970. I decided to refer to the Club Archive and found the first sales brochure for the Stag.



As I remembered, there was LD1 not only in Paris, (pic 1) but travelling through France via the Alps to the south coast. I read with interest the descriptions given to the Stag by the British Leyland marketing team, knowing in retrospect the problems that the Stag encountered during the early years. The brochure firmly markets the Stag as a stylish Grand Tourer to rival the likes of the Mercedes-Benz SL class. Anyway, here is an abridged version of the brochure for you to make up your own mind.

Continental style doesn't begin in Paris

Some people think the Continentals have the reputation for really stylish grand tourers all to themselves. Well, that reputation had to run out some time.

The time is now. And the car that's overtaken them in style is the new Triumph Stag.

The Stag's styling is sporty, but suave. Its simple low-lying lines are impeccably cool, and give it stand-out sophistication among the lumbering herd.

With the hood down and rollover bar exposed, it takes on a wicked, hot-blooded look. And when you buy the Stag you can have it with the temperament that best matches yours. Serene hard top. Hot soft top. Or you can have both.

Built to beat off the Continental challenge

Whether you're tackling the rougher stretches of the murderous Route Nationale 7, or creaming it down the Autostrada del Sol, (pic 2) in the Stag you can show the Continentals the way home on their home ground.

Under that sleek profile you've a big muscled V8 engine tirelessly working for you.

And all-round independent suspension lets you take the rough and the smooth and hardly notice the difference.

You get true sports car handling with real saloon car comfort. You're past those endless-seeming camions in a flash. The Stag cruises so



effortlessly and silently that you're sure those long, tiring roads have shrunk.

Track is a wide 52 1/2 inches. Wheel 'rims are 5J with 185 HR 14 radials. So you get tenacious grip on the road-even on roads unworthy of the name. And a 14 gallon tank makes sure that on your grand tour the fuelling stops are few.

No privations going into Europe this way. Whatever the outcome of the Common Market negotiations, you'll have no discomforts



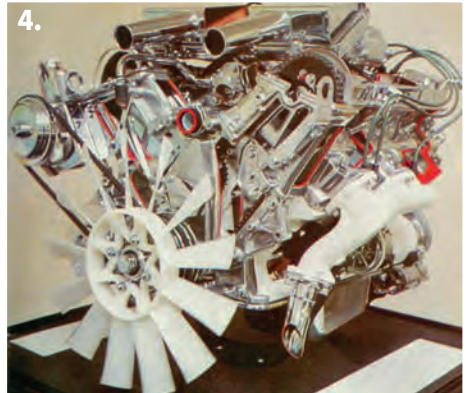
crossing the European barriers in the Stag.

The shaped-to-you front seats, covered in basket weave-pattern upholstery, maintain you in comfortable luxury however long the journey. And when you want to rest up for a spell they recline fully, of course.

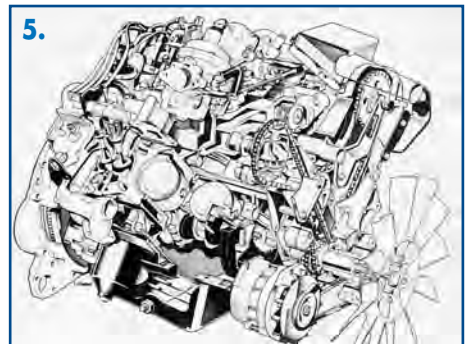
The full width rear bench (pic 3) accommodates a couple of extra passengers with comfort. And there's also quite a lot of boot space 9 cu. ft.

145bhp, 2997cc engine with twin Stromberg's

Under the beautiful hide of the Stag is an equally beautiful heart: A powerful, five main bearing V8 engine.



Specifically designed for the Stag, it upholds Triumph's reputation as creators of super-calibre engines. A belt round a racing circuit will give you a real idea of its smoothness and flexibility. (This is one of the many thrash-tests



Triumph have already given to Stag prototypes, so perhaps you'll take our word.)

This magnificent power plant has aluminium alloy cylinder heads and a chromium iron cylinder block. (pics 4 and 5)

It delivers 145 bhp at 5500 rpm, and provides the very sparkling acceleration figures of 0-50 in 7 seconds, 0-60 in 9.5.

In top, 40-60 in 7.5 seconds, 50-70 in 8. Maximum speed is 118 mph.

Twin Stromberg carburettors... 13-blade fan with a special viscous coupling designed to reduce noise and power loss at higher rpm ... alternator to ensure a constantly charged battery . . . 'no loss' cooling system ... to name but a few of the Triumph engineering features you'll find under the bonnet.

Overtake the Continentals in style

Those superb seats are just as comfortable as they look and adjustable to perfection. The Stag is loaded with luxuries. (pic 6) Electrically operated side windows. Walnut veneered fascia and console. Thick, moulded carpeting. Cigar lighter. Electric clock. Courtesy lamps operated



individually by each door. Map reading light. Armrests. Day/night driving mirror. A theft-foiling steering column lock that operates auto-

matically when you remove the ignition key.

The steering column also adjusts both vertically and axially. And so on. Hard top version incorporates a heated rear window. In the Stag you don't so much adjust heating and ventilation as adjust the climate, so variable are the combinations. Instruments are comprehensive and include a speedometer calibrated in both mph and kmph. Two special features are a light on the dash which warns you of impending brake failure; and an 8-light warning system for ignition, oil, choke, fuel, handbrake, main beam and direction lights in one quick-scan dial.

Though the Alps with the gulps

Alpine passes, (pic 7) switchbacks and hairpins present no problems to you in the Stag. Its steering, brakes, road holding and



suspension give you the confidence of a mountain lion. Power-assisted, rack and pinion steering helps you take all the fight out of tight turns.

Impeccably cool and confident

Journey's end finds you relaxed and ready for action. Every Stag safety feature inspires confidence. That padded, protective roll over bar (pic 8) also adds to the Stag's striking



looks. The divided braking system gives you foot pedal operation of front and rear brakes independently through a tandem master cylinder. It puts the massive authority of 105/8 in. caliper front discs and self-adjusting rear drums under your toe.

With an anti-roll bar up front and independent suspension all round, the ride stays smooth and stable whatever the conditions. And, whatever the road, the Stag's behaviour is as quickly sure-footed as its namesake's. The short gearshift governs a slickly responsive and disciplined box, and makes the Stag a never-fading pleasure to drive. (You have the option of overdrive or Borg Warner automatic transmission at extra cost.)

Triumph Stag luxury in detail

Stag instrumentation is clear, concise and complete. (pic 9) Quick-scan dials are set in a rich, non-reflecting walnut veneer fascia immediately in front of the driver. Controls, too, are



skillfully positioned for instant translation of thought to action. Fingertip operated column stalks operate twin speed wipers, screen-washers, direction indicators, headlamp flasher, dipswitch and horn.

Typical examples of Stag's refinements are... A circular knob provides precise control of the pivoting quarter-lights. The neat rear light clusters incorporate twin reversing lamps. Door operated lamps mounted in each armrest show red to the rear. The petrol filler cap is flush fitting and lockable. 2997 C.c., 145 bhp. V8 engine (see pics 4 and 5).

A characteristic leaping Stag motif is centrally mounted on the grille. Face level, variable direction fresh air ducts are located in the fascia centre. Wheel trims are magnesium style, in stainless steel. A small handle gives fine adjustment of rake while seated. The console houses twin rocker switches controlling power-operated side windows and a separate switch for all interior lamps. Both front seats adjust for height, rake and leg length with occupants seated. They also recline fully, Naturally. (Insert Pic 6).

Well, very positive descriptions that were belied by the problems encountered by the Stag in the 1970's. Note the confidence given to the engine and the positive marketing given to the T-bar.

The brochures descriptions can now be said to be more appropriate thanks to the endless work of enthusiastic renovators and the various Triumph clubs including our own Club and especially the Stag Owners Club.

Thanks, for the comments via email about the articles during the past year. I'm always interested in hearing for members of their experiences and exploits with their Stags.

So do you have any stories of unusual problems and remedies that you would like to share with the members? Please email me with anything of interest. I'm especially looking for unusual non-standard technical issues that can be shared.

That's all for this month.

Best wishes, keep those V8's purring

Ben



Paul Richardson©



The Prince of P.R. - Ivor Penrice

I was flicking through some notes on characters I knew from the good old days of The Standard Motor Company in the mid to late fifties, when I came across some notes about the company's Public Relations department.

The reason I know something of the workings of the department is due the fact that Ivor Penrice, the department Manager from 1946 until 1958, became a pal of my fathers, as did the redoubtable, Jack Croft who was the company's Press Officer who worked with Ivor. Another amiable character who joined the PR department in the mid fifties was Keith Hopkins.

Ivor was born in Meriden, Warwickshire in 1909 and after education at Coleshill Grammar School, where he became head boy. After his school education he took a course in technical drawing, art and graphic design at Birmingham College, and having passed all his exams decided to start his own business called Packwood Publicity.

Due to the out break of war in 1939 Ivor was conscripted to join The Standard Motor Company's drawing office as a draughtsman at Canley for the war effort and had to close his business. At the time the company ceased producing cars and began producing aircraft and aircraft engines which continued for the

next five years. Ivor, I remember, was a very personable, engaging and thoroughly amusing character. His natural flair for high-



**The inimitable and lovable Ivor Penrice
pictured at his desk at Standard Triumph**

lighting things he thought important led to him developing friendships with locally based RAF pilots during the war. This became a turning point in his career. He persuaded fighter and bomber pilots to give talks about their war exploits to company workers and staff in the works canteens. These talks proved extremely popular and came to the notice of Sir John Black, who doubtless attended these gatherings because he was known for his deep respect for the armed forces having been a soldier in the first world war and rising to the rank of Captain.

The Prince of P.R. - Ivor Penrice

Sir John, recognising Ivor's obvious talent in the field of public relations decided to invite

overall team was Frank Callaby, who was a design draughtsman at Standard throughout the war and after being involved with the styling of the Triumph Roadster with Arthur Ballard in 1946, Frank, being a keen and gifted photographer, started the company's photographic and film department which was obviously run in conjunction with the Public Relations department. I don't know whether Ivor was instrumental in persuading Frank to become involved with the company's publicity team but the fact remains that Frank did. Frank and his team produced photographic and filmed records of many of the major rallies the works TR team took part in including the 1954 Alpine rally, the 1955 Liege Rome Liege, and his film of my fathers TR team competing in the 1955 Le Mans race, with commentary by Raymond Baxter, no less, is a particular favourite of mine.

The Public Relations and publicity department was obviously very active throughout the Vanguard, Ferguson and TR2/3 era and I remember Ivor

often came round to our house at week ends to chat to Ken about works cars or rally results etc. because Ivor and his wife Gwen lived only some four or five hundred yards from us at 'Culmore' in Stoneleigh Road. Ivor was a keen motor racing enthusiast and one of the things he'd taken note of before the war was the way the German Mercedes and Auto Union racing teams presented details of race entries two weeks before Grand Prix and with full technical specifications and details of drivers ect, for publication by the motoring press. Thus impressed, Ivor instigated this forward approach to



Ivor Penrice (left) with the equally delightfull Jack Croft pictured at the Vanguard press launch at Banner Lane in 1947.

him to start a new public relations department for the Standard Motor Company immediately after the war. This included Ivor's masterminding of new model releases at motor shows all over Europe, which in those days included visits from Royalty and film stars, who regularly inspected cars on the Standard Motor Company stands. Another member of Ivor's

publicity and due to his initiative The Standard Motor Company was the first British motor manufacturer to devise and provide regular press releases with fully captioned photographs to announce new models etc. which were supplied directly to the motoring press. This approach also avoided mistakes being made on technical details.

Ivor instigated a fleet of press cars to be used by journalists from national newspapers as well as motoring magazines in order for them to produce road test reports, and my father's competition TR's and Standard Tens were sometimes used for this type of publicity. Ivor's 'coupe de gras' in providing fleet cars for publicity, however, was kindled when he found out that BMC had provided a large group of the leading motoring press with a ten day free trip round Europe (doubtless with a works BMC car each) to visit BMC distributors and facilities in the mid fifties. Ivor then decided to manipulate his restrictive budget and provided all the wives of those reporters on the BMC promotion with a Standard Ten for a month to use for shopping etc. while husbands were away – and with free petrol. The motoring journalists arrived back from their European trip only to find their wives thoroughly delighted with their 'company' Standard Tens and they were obviously extremely impressed with Ivor's PR initiative.

Due to this, Ivor was offered a job as Publicity Manager for BMC but decided to remain loyal to Standard Triumph. I remember Ivor and Jack Croft were members of the Stratford and Avon Golf club, as was my father and a number of other staff from the company including Lyndon Mills (sales manager) John Murrel (service manager), Mike Whitfield (director), Frank Higham (sales director) and Lewis Dawtrey (Deputy Chief Engineer and head of the technical and research department). My brothers and I, and Ivor's sons Peter and Robin, were regular caddies during the many week end golf matches played at Stratford – I wonder how many policy decisions we caddies must have witnessed being discussed! The Stratford club attracted memberships of many people from the Coventry motor industry and doubtless staff from the Austin Healey

headquarters based in nearby Warwick. Perhaps Donald Healey was a member there but I honestly don't remember. Ivor always believed that 'more business deals were concluded on the golf course than in the board room' and the 19th tee in the Stratford golf club was doubtless a spring board for many a deal.

Ivor, Jack Croft and Keith Hopkins, besides countless representations at European motor shows, were also present on some major rallies following my father's team with the support of the aforementioned Frank Callaby and his film crew. Another important publicity exercise were the Tours of Europe organised for American TR customers who collected their TR's at the factory and after touring the scenic Cities and tourist attractions in Europe, owners delivered their cars back to the factory for shipment to the US. I have some details somewhere sent to me by Keith Hopkins many years ago about his experiences with my father's rally teams and the Tours of Europe. I'll look these details out and publish them in a future issue because they contain some priceless humour including the period when Keith was in charge of the department in the Leyland era.

Ivor decided to leave Standard Triumph in 1958 to become Managing Director of George Cumming Ltd. The well known public relations and advertising company in Bond Street London and I believe he played a large part in the announcement of the Herald. He retained the Standard Triumph account at Cumming with the full support of Alick Dick and director Mike Whitfield which remained until the Leyland takeover of 1961.

Thereafter, the Leyland public relations department was run by Keith Hopkins and I remember meeting Keith on several occasions at the London office in Berkeley Square House in the mid sixties where the public relations department was based. I was working in the company's Berkeley Square showroom next door at the time as a sales representative where we dealt with export orders and orders from diplomats with overseas embassies based in London. Ivor Penrice's son Robin was also a sales representative in the showroom then. But sure enough he eventually joined the London

The Prince of P.R. - Ivor Penrice

public relations department and another member of the department at that time was Jeremy Barrat.

Sadly Ivor Penrice passed away in 1974 and as a mark of the general respect members of the press had for Ivor, the midland editor of Motor Magazine, Philip Turner, headed the obituary he wrote about Ivor 'The Prince of P.R.' Turner also wrote that during the time Ivor worked at The Standard Motor Company from 1945 to 1958 that 'he was without doubt

production sports car over the measured mile obviously carried with it enormous publicity value. Accordingly, Ivor Penrice, our public relations manager, had put his publicity machine into top gear for the speed run. Ivor arrived in Belgium, complete with his bowler hat and first class sense of humour. Prior to leaving England, I'd discussed various aspects of the run with Ivor, and at the end of our last chat I mentioned that I must go and check what



The Standard Motor Company had many sports and social clubs including the company cricket team.

Ivor Penrice is seated front left. Alick Dick seated third from left and John Murrel (service manager in glasses) seated fourth from left next to Alick.

the most outstanding PR man in the British Motor Industry'.

To conclude, an occasion my father always remembered about Ivor's sense of humour took place in Belgium prior to the Jabekke speed records in May 1953. To Quote Ken.

"For the TR2 to be called the fastest two litre

spares we were taking. When Ivor arrived at the hotel in Belgium he had a brown paper parcel put in my room. I noticed it that evening and opened it. Inside it was a set of points, a fan belt, a set of plugs, a top and bottom hose and a tyre inner tube. The note inside the parcel read 'Ken - lest you forget - Ivor'.

AN AIRFIX HERALD

GOES RACING!

Airfix recently launched the Triumph Herald in 1:32 scale to join the TR4 in their range of Starter Set models. This isn't just a model of the outside of a Herald, but even has the speedo and handbrake inside, the master cylinders on the



bulkhead and the dynamo on the engine block. The kit doesn't have alternative bonnets (1360 or Vitesse) or roof and seating which would have been easy to do and have extended the range for them (come on Airfix), but it is fantastically accurate; it even features a working openable bonnet

Scalextric slot car racing is at scale 1:32 so an obvious project suggested itself: make a Scalextric model of my much loved Triumph Herald so I can burn rubber in my living room with my boys considerably more cheaply than the rubber I smoked with a childish grin at Bovingdon recently

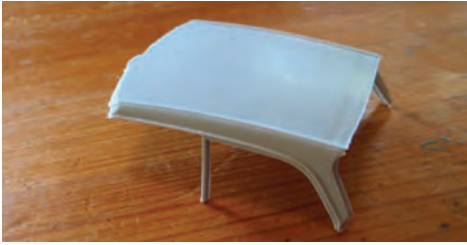
This is what you get in the kit, as well as a pair of paintbrushes, glue and six paints. The paints aren't fantastic at covering and need a fair few coats, and the red isn't quite Signal Red but the model I made used just what came in the kit. The individual parts are very detailed, although some such as the filler cap are a bit fiddly to work with.

My Herald is a convertible so my first job was



to remove the roof. I used a cutter as I didn't want the very thin bits I needed to leave behind

Scalextric Herald



to snap off, and then trimmed it with a very sharp knife.

Before leaping in with the gluing I painted it all. The paint did need going over and over to get good coverage and my attempts left brush strokes in the bodywork but you will



probably do better. I painted most of the parts whilst still on the sticks. Following the simple instructions you end up with road wheels that turn and the ability to open the



bonnet to show off the detailed engine and also the bulkhead.

Here is my effort. It is the spitting image of my car and adorns my mantelpiece whilst it awaits the final piece - a printout of my number plate to glue into place front and back.



Next Month - Converting to Scalextric

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Spitfires



MKIV. Carmine red, non overdrive, mot/taxed. Recent rebuilt engine (1296cc). E/ignition, uprated coil. New battery, rear brakes/pistons. Resprayed several years ago, but still looks good. £1,995. Adrian (Basingstoke) 01256 477450.

MK3 for sale in Scotland. Lady friend is selling her garaged for 15 years Mk3, based in Edinburgh, more info on phone. Maxim (Edinburgh) 07816 282615.

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Herald

13/60 Restoration Project. Great runner. Many new parts. Bonnet locks fitted. Uprated battery. No MOT. Tax exempt. £800 ONO. P.Cobb (Norfolk) 01603 425388.

HERALD 1966 Convertible Neglected after MOT fail. Chassis ok but extensive body rust. Possible restoration. All offers considered. Need to move it in the next 24 hours. L. James (Acton, W. London) eMail: les.citrus@gmx.com

HERALD 1360 1973, Complete in parts. Taken apart 10 years ago, stored dry little rust, complete but in major parts, stainless exhaust, spotless rebuilt engine, excellent project. Offers. C. Pearson (Cheltenham) 01452 780660.

CARS WANTED

VITESSE MK II Convertible. Good condition, but not perfect. Up to £4500-ish. Pete Lewis(III) please eMail: jnplewis@tiscali.co.uk

SPITFIRE Mk 3. Cash waiting for an MoT'd useable car in good condition. Garry (Hayes, Middlesex) e-mail garryjvboatman@blueyonder.co.uk

DOLOMITE

SUPERB highly original Dolomite Sprint 2L 16V. Brand new Jigsaw Triumph straight through sports exhaust Ziebarted from new, extensive history, repainted July 2011 for which I have fully documented receipts and pictures. Interior is good, original stereo. 75,000 miles from new. £5,000. Chris (Basingstoke) 07774 520696.

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e-mail: mwrestore@aol.com

MX5

MAZDA MX5. 1.6i, Silver, Sept 2004 (54), 73,000 miles, FSH, canvas hood, alloy wheels with locking nuts, electric windows, electric heater mirrors, VGC. A modern Spitfire! £2,750. Mike (Truro) 01872 573763

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VITESSE MKII Stainless Rostyle Wheel Discs. Original. Good condition. Set of 4. £75 plus carriage. Michael (Wrexham) 01978 359263.

WHITE HERALD CONVERTIBLE with experienced chauffeur available for weddings / civil-ceremonies. Comprehensive prices from £195.00 (10% donated to charity). Discounts available. www.triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler (trade)

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HERALD/VITESSE Convertible Hood Frame £30. Alan (Staffs) 01782 326201.

FREE 13/60 Short Engine. In bits but looks all there. Well worn, would make good basis for rebuild. Pick up from Notts. area. Pity to scrap it. Alan (Woodborough) 01159 656113.

CORBEAU Sportsman Recliner Seats with headrests. Blue with red piping, as new seat runners included. Cost new £600.00+ only sat on 4 times. £250. Ron (Lowestoft) 01502 730671.

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COURIER Back Issues. 307 Jan 2006 to 366 Dec 2010. FREE. Can deliver London Area or carriage at cost. Martin (London) 020 8567 5613.

SPITFIRE Mk2 exhaust manifold, good usable condition, getting hard to find now, will fit all 1147 engines. £30. 1500 engine parts too. Ed. 07886 803570.

MIKE PAPWORTH

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MK2 CHASSIS. Solid condition. All Outriggers look to have been replaced galvanised parts. Rear extensions need re-attaching. May be able to deliver. £200 ONO. Philip (Lincoln) 07745 601371.

NEED HELP FIXING YOUR TRIUMPH?

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Peter James

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PARTS WANTED

WANTED: Notts/Derbys indoor storage for one/ two Triumphs (won't be worked on and only occasional access required). Upto £20/ month/ car. simon@triumph-recycler.com or 07092048730.

SPITFIRE MK 1/2 Soft top Hood frame wanted. Must be original type with Tensioning mechanism. Mark (Norwich) 01603 713607.

SPITFIRE 1500 Hardtop. Ideally Pimento Red but if the price is right I'm happy to repaint! Sam. eMail: sam.naylor.9@gmail.com

GT6 MK III bodytub wanted for my restoration project, must be in excellent condition, I will collect from anywhere in the UK.

Price is negotiable. David (Kirriemuir) 07852 000197.

WANTED Spitfire 1500 bonnet, must be in good condition, can collect. Price negotiable. David (Kirriemuir) 01575 574982.

Spitfire IV/1500 Black Seat Covers. After some ORIGINAL coarse-grain plain black vinyl seat covers. Don't mind cleaning them up / recolouring as long as they're somewhat usable. Richard (Bradford) 07821 695790.

ROTOFLEX rear brake backplates wanted: New (NOS) or excellent condition. Mine are worn on the adjuster slide surface by the handbrake pivot. Richard. eMail: richh.lewis@gmail.com

Brake Master Cylinder. In need of a brake master cylinder any condition will pay!!! Matt. eMail: mattskelton@sky.com

WANTED for Spitfire 1500. 1979. I'm after a tow bar with the wiring complete for the Spitfire 1500. Please contact me if you can help! Nigel. (Carlisle) 07968 355230.

VITESSE or Triumph Six Aluminium Rocker Cover wanted. Must be British make. I.E. SAH or Triumph tune Ideal. Other parts required. Simon (Co Durham) 0790 1842248.

HERALD Front Seats. Looking for two Herald front seats in good condition. Also a set of good condition carpets for Herald 1200. Thanks. Elliot (Oakham) 01572 722785.



www.tssc.org.uk

**The Club Shop will be attending the forthcoming show
International Triumph Show & Spares Day
Stoneleigh - Sunday 4th March 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

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Members renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK
TSSC - Sunderland Court
Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk
<http://www.tssc.org.uk>

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MAGAZINE COPY DATE

All magazine material must be received BEFORE 8th of each month prior to the month of publication.

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

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Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS.
Tel: 01934 515376 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: spitfires.tssc@virgin.net

SPITFIRE Mk IV/1500

Derek Ford. 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.
Tel: 01495 240884
TBC

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA
Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MKI/ II/ III

Andy Wood, 12 Bishops Meadow, Sutton Coldfield,
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Nigel Clark, TSSC, Main Street, Lubenham, Leics. LE16 9TF.
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TR7/TR8

TBC

AMPHICAR

David Chapman, e-mail: amphicar@tssc.org.uk
Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARY

TBA

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chrisbaker_7@hotmail.com
Dan Chudleigh 1 Cottey Meadow, Kingssteignton, Newton Abbot, Devon, TQ12 3GB.
Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk

INTERNATIONAL WEEKEND EVENT MANAGERS

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.
Tel: 07971 017012 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISERS

Louisa and Victor Thompson, Ivy Cottage, 5 Rectory Mews,
Sprotborough, Doncaster, South Yorkshire. DN5 7LG.
Tel: 01302 850740 e-mail: concours@tssc.org.uk

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,
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Vivien Thompson Tel: 01302 850740
Julie Hazell Tel: 07813 589799



TSSC
Area News
Review

February 2012

Contents

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



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.

For Bookings and details email Rich at

e-mail. 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>

Completely separate area on the campsite

Two scenic runs through the Yorkshire Dales of
 Approx 90 miles over 2 days

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.

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

For booking form and details please email Rich

e-mail. 72stag@gmail.com
or on 07766 354449



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 NORTH EAST | Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315 | Lochinch Sports Club - GLASGOW Various see report in Area news or www.brmmbrmm.com/grampiantr.bb | 1st Wed. 7.30pm 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. 7.30pm |
| MANCHESTER | Frank Spencer: 01524 791607 Pip Flegel: 01524 791607 | Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA | 1st Tues. 8pm. |
| NORTH EAST | Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188 | Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd | 1st Sun. 8.30pm. |
| LIVERPOOL | Alex Cain: 0151 222 2366 Lisa Garland: 0151 5491267 | Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL | 3rd Tues. 8pm. |
| 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 Smith: 02476 457487 | The Bull & Butcher - CORLEY MOOR | 1st Tues. 7.30pm. |
| DERWENT VALLEY | Roger Buck: 01623 487323 Colin Wright: 01773 531580 | Smalley Common Ex- Servicemens Club - ILKESTON | 1st Tues. 7.30pm. |
| LEICESTER & RUTLAND | David Smith: 07774 276564 | The Red Lion - HUNCOTE - LE9 3AU | 1st Tues 8.30pm |
| LINCOLNSHIRE | Garth Jupp: 01529 307302 Simon Oliver: 07841 450715 | The Centurion - Newark Rd NORTH HYKENHAM | 1st Wed. 8.30pm. |
| SOUTH LINCOLNSHIRE | Calvin Andrew: 07811 461207 | Langrick Station Cafe - LANGRICK. PE22 7AH | 3rd Sun. 10am. |
| NOTTINGHAM | Claire & Nigel Hill 07971 017012 | The Brick & Tile - Palmerstone St - UNDERWOOD | Last MON. 7pm. |
| NORTHANTS | Dave Richardson: 01234 740548 | The Elwes Arms - GREAT BILLING | 2nd Weds. 8.30pm. |
| PETERBOROUGH | Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 | Bertie Arms Uffington - STAMFORD PE9 4SZ | 2nd Mon. 8pm. |
| SHROPSHIRE | David Embery: 07701 049881 William Bate Tel: 07887 605778 | The Red Lion - WELLINGTON, TELFORD TF1 2TU | 3rd Thurs Eves. |
| NORTH STAFFS | David Woodward: 07939 603061 | George & Dragon - MEAFORD Nr STONE | Last Wed 8pm. |
| WEST MIDLANDS | Roger Haywood: 07969 024999 From May to September | Drakes Drum PH - GREAT BARR BIRMINGHAM | 1st Tues. 7.30pm. |
| WORCESTER | Vicky Kitchen: 01527 894125 Barry Minett-Smith: 01242 522973 | West Midlands Police Social Club EDGBASTON The Berkeley Arms - SPETCHLEY. WR7 4QL | 3rd Tues 7,30pm 1st Mon. 8pm |

WELSH AREAS

| | | | |
|-------------|--|--|--------------------------------|
| NORTH WALES | Derrick Binning: 07930 210071 Bob Whiting: 01492 516479 | Hollybush, Cefn-y-bedd - LL12 9UD Plough Inn at Aston Hill (1st FRI 8.30pm) | 1st Tues. 8pm. 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. |
|------------------|----------------------------------|--|---------------|

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 | Alan Fulbrook: 07795 096394 | 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 SURREY | Mike Goodling: 01252 722432 | The Seven Stars - STROUD | 1st Tues. 8pm. |
| SUSSEX | Karen Chignell: 0208 8733022 | The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD | Last Wed. 8pm. |
| THAMES | Clive Senior: 01273 566593 Mickey & Julie Hazell: 07773 623807 | The Anchor Inn, Lewes Rd - RINGMER BN8 5QE The Fox & Castle, Burfield Rd - OLD WINDSOR | 1st Tues. 8pm. Alt. Thurs. 8pm. |

SOUTH WESTERN AREAS

| | | | |
|--------------|--|--|--|
| ANDOVER | Guy & Suzie Singleton: 01672 514241 | The White Lion - WHERWELL SP11 7JF | 2nd Thurs. 8pm |
| AVON | June Wrighton: 01454 327059 | The Cross Hands - Nr OLD SODBURY | 1st Mon.8pm |
| CORNWALL | Mike Crewes: 01872 573763 | Hawkins Arms - ZELAH | 2nd Thurs. 8pm |
| 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: 07802 171227 | 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 | St Leonards Hotel - RINGWOOD HANTS | Last 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 | Luikersteenweg166 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@iscalinet.it |
| LUXEMBOURG | Jean Claude Cigrang: 00 352 44 16 47 | 53 Rue Des Aubépines L - 1145 - LUXEMBOURG. |
| NETHERLANDS | Guus Van Der Krogt: 00 31 26 3332797 | Emmastraat 206862 GT - OOSTERBEEK. |
| NEW ZEALAND | Dayle Montgomery: 00 64 9 818 6620118 | A Archibald Rd.,Kelston - AUCKLAND. |
| 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 . . . CAMBRIDGE



AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Congratulations to: **Notts Area, £50, Essex Area £25, West Kent Area £10**, on winning the Club Shop Vouchers this month, please get in touch with Angie Hill at TSSC HQ who will send them out to you.

As usual I am on the nag!!!
Please get your Area 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 to me so I can update and then also Bernie can update the Courier Directory 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. There were new and good ideas, strong opinions and plenty of healthy debate throughout 2011.

The A/O Seminar and AGM is your chance for you to put forward Your Ideas and Your Opinions, remember this is Your Club!!! And Frank and I are **Your** Area liaison Officers.

We are looking forward to meeting up with you again, we appreciate some of you come from as far afield as Scotland to Devon and Cornwall and for that we say thank you.

May Frank & I take this opportunity to thank all our Area Organisers for all the hard work you and your teams have put into organising events and meetings throughout the year, (in some cases years).

We would like to welcome all the new Area Organisers and those who have started New Areas or resurrected past Areas, if you need any help or advice our contact details are in the Courier, if you require help with advertising your Area (flyers etc.) please contact Club H/Q at Sunderland Court.

Have a great 2012!!!

We are all looking forward to what looks like a fun and very busy 2012

Pip n' Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Our Christmas meal went very well in the end despite the last minutes hiccup of Suzie's broken ankle meaning that instead of having a private room upstairs we were seated in the main room downstairs. As a location it still worked well, nice surroundings and room for all of us - even Suzie's wheelchair.

The food was very good too (especially the chocolate dessert, says Suzie!) The Naff raffle brought its usual spread of really naff up to actually useful! It was also good to see Mike, Chas, Ernie and Carol and we look forward to seeing Mike's 'new' Vitessé soon it sounds very nice.

Maureen perhaps got the most appropriate gift - a Spitfire service guide - although I'm sure she'll be willing to lend it to Ed occasionally. John & Sue's BL and Top Gear books should give them plenty of bed-time reading and I'm told I looked rather

TSSC AREA NEWS

snazzy in my enormous "Kiss Me it's Christmas" kipper tie! Suzie's mishap has meant that we haven't managed to get out to investigate possible alternate venues for our regular meetings so we're hoping that some of you may have had a chance over the festive break to do some reconnaissance and we'll discuss this more at our next couple of meetings at the White Lion, Wherwell, January's - in a few days time as I'm writing this, and February's on **9th February**.

For those of you reading this who don't manage to get to the Andover meetings on the **second Thursday of the month** - and for those who do - we're thinking of setting up a new area closer to us around Marlborough. We went along to The Bruce Arms (between Pewsey and Burbage) on New Year's Day as friends of ours have recently bought the pub and decided to have a Classic & Vintage open day. Ed, Maureen and their son came along in their TR7 Convertible and son's Rover which has just been restored. George and Phil Walker also came along from Trowbridge and Eric from Malmesbury in his TR5.

It is still to be finalised but we're envisaging a meet on probably the **3rd Wednesday each month** so it would be great to hear from anyone who would like to come to join us - or even just turn up.

Guy & Suzie

AVON

Tel. 01454 327059

A very quick report to hopefully meet the deadline. I will be the AO for 2012 and the refit at the pub has been postponed so should be ok to meet there on **6 February**.

A warm welcome to two new members Owen and Dotty who have a 1360 convertible that we look forward to seeing you in the spring.

Coleford forms have now been collated and we should have 10 cars between us and Somerset area.

See you in **February** with some events to consider for the year ahead

June

CAMBRIDGE

Tel. 07764 324345

e-mail: kevin.rochfort@btinternet.com

The January meeting was a week later than normal because of the Bank Holiday, and was surprisingly well attended for a winter meeting, although Tom was the only one to turn up in a Triumph. Toby has a new job, and is relocating nearer to where he will be working, so he will have a much longer drive to Club nights - about 35 miles instead of 1 mile!

Vinny has yet another car - can't quite call him a Triumph hoover as its not a Triumph, but we think he is addicted to buying cars. Howard also has a new job which will see him moving overseas again - good luck, and make sure you make frequent trips back to England to drive your TR7.

Finally, we are discussing a change of venue, more news next month.

Date of next meeting - **Monday 6th February**, 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**



CAMBRIDGE . . . CANTERBURY CHESHIRE . . . CORNWALL

TSSC AREA NEWS

Cambridge Continues

Future meetings - **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

A well-attended meet this month apart from the absence of Phil, Annette his wife popped in to ask if I would step in and do this write up as Phil was laid up at home with a bad dose of Man-Flu I'm told that if he gets any worse it might be upgraded to a slight sniffle.

Ray was showing everyone his plans to spend his newly found time fixing up classic cars. We had put together a portfolio showing what he can offer. So if you need any work done on your car then get in touch with Ray.

Del came along with a boot full of tools. Ed whose funeral was last month had left them to him and after sorting the ones he wanted to keep decided to offer the rest to any of us who could make use of them, thus keeping them within the club.

There was much activity in the car park with lots of happy faces afterwards.

Chaz managed to extract more cash from the stragglers for our Christmas meal on the 14th.

He then went on to give us all a blow by blow recap of his fantastic win on "Le Jog" and his subsequent engine rebuild thanks to head gasket failure.

The Duke did us proud, as well as the usual plates of chips they produced vast quantities of piping hot chicken drumsticks Phil will be sorry he missed them we all hope you feel better soon.

On another matter, Del has had the unenviable task of clearing Eddie's garage and, most difficult for him, disposing of his lovely Herald. Understandably, this car needs to be garaged and loved and desperately needs a good home. Needless to say, this is not a car to be broken for spares so if you're looking for a bonnet or a boot lid, please search elsewhere. If anyone out there is interested please contact me or Del.

Phil (The Stag)
standing in for Phil (The Spit)

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

Welcome to 2012. Winter has only just shown its nose in recent weeks - I'm not certain about this but I think snow is preferable to the gales. A minor advantage of warmer than freezing weather is that the garage is not as cold as it might be, but a heater is still needed to avoid seizing up in there.

So a small band of renegades gathered in the C&P (that could stand for Crown and Pinion, couldn't it?) and swapped the stan-

dard tales of Triumphs, cooked carburettors on a GT6, and so on, when the peace of the night was disturbed by a 6 cylinder engine and we observed a TR looking for a parking space.

It seems Mike has swapped his Spitfire for the above mentioned TR5. If my memory has functioned anywhere near correctly, the Spitfire has gone to Germany and the TR came from Hereford. Urgent repairs were needed in the crankshaft area, entrusted to the local facility in the vicinity of Northwich. Since then something like 1500 miles have passed and several changes are mooted, but the car looks absolutely wonderful (and also sounds rather nice). Paul also came in his GT6, so we could claim two Triumphs in the car park.

Word from the vicinity of Crewe indicates employment type work has meant little work on the Herald estate there, while the Vitesse in Leek looks likely to provide parts for a number of vehicles. The arrival of a large pot of paint in Macclesfield has spurred on the restoration, with the consumption of lots of paint stripper to remove many types of paint from the front body (revealing metal in places and rust in others - a message from Crewe suggested the rust was applied at the factory).

There's no news of either Spitfires or a V12 Jaguar from Appleton Thorn.

Looking to the year ahead, the first item on the agenda is the Triumph Day at **Stoneleigh on 4 March** (and that still isn't on the Stoneleigh web site), which promises to attract several of our band. Other than that we have the regular meetings and a bash at Capesthorne on **May 27**, with runs out starting when the good summer weather arrives on **June 7**. OK, it's when sunset is late enough to at least start in daylight, and maybe it'll be warm enough to avoid the need for full thermals.

Our next meeting is on **Thursday 2nd February at the Cock and Pheasant**. See you there, around 8:45.

Henry

CORNWALL Tel. 01872 573763
www./autos.groups.yahoo.com/group/cornwalltriumphs/
e-mail: cornwall@tssc.org.uk

After over 5 years of being our Area Organiser Tony Spicer and his wife Helen have stepped down. I'd like to thank them for all their hard work over such a long period, as I'm about to find out, being an Area Organiser is not any easy job ... apparently! I have taken up the reigns. So who am I? Mike Crewes, member for 30 years, former Club Director and General Secretary, owner of various Triumphs, but at the moment I have a Yellow Stag and a White TR7 trials car. My contact details are above and in the Area Directory at the start of the Area News Review ... and I don't bite!

Our Sunday Lunch in December at The Victoria Inn, Roche wasn't quite as successful as we'd hoped, because we had hoped that some of you who don't come that regularly might have popped out to see us. In fact, it was just the usual crowd with our visitors from Devon Area. A goodly crowd, none the less and a very nice lunch. Sunday lunches around the county are something that we are trying to do more of during the winter, to try and encourage more members to turn out. You don't need to bring a Triumph, although if you do you will be the star of the show. In the summer we are busy doing all manner of things that we don't often have time for a Sunday lunch. So if we are lunching, or meeting in your area, please come along, even if it's just to say hello. Many of you have email addresses and I hope to send you emails from time to time to keep you up to date with what's happening, however, if you

COVENTRY



TSSC AREA NEWS

don't want to receive these emails, just let me know and I'll remove your address from the list – I promise there won't be hundreds!

With the winter evenings getting lighter already, plans are well advanced for events this summer. Here's a flavour of what we will be up to;

FEBRUARY

Sunday 5th TSSC Devon Area Lunch Meet 11am
Peartree Cross, Ashburton

Thursday 9th Meeting at The Hawkins Arms, Zelah,
8pm onwards

Sunday 26th Lunch at Wheal Tor Inn, Carradon Hill,
Pensilva, 12 noon

MARCH

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

Sunday 18th Lunch at The Rashleigh Arms, Polkerris,
12 noon

APRIL

April 22nd (Sunday) Drive It Day, TBA, but we usually
leave the Hawkins Arms around 10:30am and go some-
where for the day, meeting up with Devon Area and
other Clubs.

MAY

May 13th (Sunday) Route 38, Trerulefoot. Triumph meet
at the Route 38 American dinner for lunch.
(On the A38 between Liskeard and Saltash)

May 19/20 Triumph Marque Day, Prescott Hillclimb.
Why not join us for the weekend.

JUNE

June 29-1 Camping Weekend, probably at Boddinick
(opposite Fowey). Lovely site, good facilities and lots
of fun. Join our infamous drive out on the Saturday.

July/August/September

Shows galore. You're bound to bump into someone
from the Area at one of the shows.

As you can see we are trying to do something different every month, if you would like to do something that we aren't, let us know and we will probably join in. We just love each other's company and driving somewhere in our Triumphs. I'll keep you up to date each month with what's going on and what has happened, but the best way to find out is to pop along to a meeting. Bring a friend, you don't have to bring a Triumph, but it's nice if you do. Most of us bring our partners, that's so we don't talk car engineering all night, but if you have a problem, someone will probably know how to fix it, or where to take it to get it fixed and where to avoid!

So Happy New Year to you all, I hope to see some of you, yes - you, at some of our get togethers.

Looking for better weather.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

Hi Everyone. A Happy New Year to you all and we hope you all had a great Christmas. Forgot to mention in Decembers newsletter that the "Smiffy Spitty" passed it's MOT, so we are OK for another year, hopefully without any major expense.

The Heart of England meet at the Griff on Sunday 11th December was reasonably well attended with approximately 30 vehicles, of which 6 were Triumphs and a Standard Ensign on show. The weather was dry but a little cold at first so we

were able to sit outside for about an hour before the rain started and caused us to retreat into the bar.

Sunday the 18th was our December "Dalos" day. (Drive and lunch on Sunday). Which saw 10 of us in 5 cars taking part. The run was planned by Pete and Ann Martindale and we must



congratulate them on an excellent route which took us from Lutterworth to the Black Horse at Foxton via some of the most scenic lanes in Leicestershire, it was a cold but sunny day, with quite a bit of snow still on the road, it was lovely driving along with the roof down on the "Smiffy Spitty" at temperatures of minus 3 degrees, everyone must have thought we were mad, great fun followed by great food in great company, the "Dalos" day is proving to be an enjoyable event. Don't be shy come and join us on the next one.

We have applied for an area feathered flag with the vouchers we had from the TSSC monthly draw and are now awaiting delivery.

Tuesday the 3rd January our monthly meet at the Bull and Butcher Corley Moor, well what a day! gale force winds and driving rain but still 8 of us stalwarts turned up, well done to you all, even though we were all in our everyday cars, a nice roaring log fire in the snug, a most enjoyable meeting where a number of ideas for forthcoming events were discussed.

Forth coming events :-

Sunday 15th January "Dalos" day run. Route being planned by Rick and Jeanette Harrison. We start at the **Corner House pub Nuneaton Road Bulkington** (corner of Marston Lane) ready to leave for 12 midday, Lunch will be at the Sarah Mansfield in Willey. If you want an enjoyable Sunday let us know by **Wednesday the 11th**. If the weather is bad the event will go ahead just come in your everyday car.

Tuesday 7th February our monthly area meet at the **Bull and Butcher Corley Moor 7.30 pm**

Sunday 12th February Heart of England meet, the Griffin Inn Bedworth, from 11.00 am. We tend to get there about 12.

Sunday 19th February "Dalos" day run. Route to be planned by Maurice and Ann Smith. Details to be confirmed.

March the 4th Triumph day at Stoneleigh.

April 22nd Stilton Run also Drive it Day at Gaydon.

May 12th and 13th Bidford on Avon Vintage Gathering, we will only be attending on the Sunday, a very interesting small show on the banks of the Avon, most enjoyable, plenty to see. Entry forms contact either **Mark on 07741393 or Matt on 01789778693.**

Sunday 20th May Standard Triumph Marque Day Prescott Hill Climb. We do the weekend arriving Friday pm and camping till Monday morning, a great weekend, come and join us.

Sunday 5th August The Mary Ann Evans Hospice run
Sunday 26th August The Coventry Run. Starting this year from Stoneleigh. Well that's about all for now, enjoy your classic motoring. Regards

Phil & Lyn



DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

The first monthly meeting of 2012 was a fairly quiet affair as most folk were still away celebrating Christmas or at work. We had just exchanged our New Year resolutions which included giving up alcohol for the month of January and to get fitter and lose weight.

Good intentions did not last for long when we had a surprise visit from Mike Mayfield bearing sausage rolls and mince pies – well it would be rude not to indulge in the odd one or two considering Mike had driven such a distance to be with us.

The events calendar certainly got off to a fantastic start. The first Derwent Valley event was the New Year Run, this year organised by Nigel and Claire of the Notts area.

Thirty-eight classic cars arrived at the meeting point and consisted mainly of Triumphs but there was also an Austin 16, a Gentry and a Jaguar.

The theme this year was to decorate your cars with red ribbons, balloons and tinsel etc. One was even trimmed with Ladies underwear. The participants had to dress in their nightwear. As well as the normal PJ's with slipper boots there was a few who had gone the extra mile. I am sure you can guess who that would be and I suggest you check out the photographs on the Derwent Valley website to save further embarrassment.

The first half of the run took us through Derbyshire via Chesterfield to Bolsover Castle for a quick coffee and a wee stop. Then it was off on the second part of the run into Nottinghamshire meandering through some narrow lanes to our final stopping point in Underwood. Here Sunday Lunch greeted us along with a couple of pints of 'Spitfire'.

The best decorated car was won by Adrian Hadfield from Hallamshire and there was a tie for best nightwear worn. Roger Buck wore a 'Santa Baby' outfit and I dressed as something that reflected my true personality – 'SCROOGE'.

Both Notts and Derwent Valley would like to thank all that attended the New Year Run making it such special day and more importantly raising money for a truly deserving charity. This year's money goes to "Children with Cancer UK".

We at Derwent Valley are already looking forward to organising next years run and hope that even more of you are able to join us.

Dates for your Diary:

7th February – Monthly meeting at Smalley Common Ex-Serviceman's Club from 7:30pm.

4th March – Triumph Spares Day at NAC Stoneleigh.

6th March – Monthly meeting at Smalley Common Ex-Serviceman's Club from 7:30pm.

Make sure you visit the Derwent Valley website for details of other events in 2012 including the Peak Run.

That's all for now – Cheers

Colin

IMPORTANT NOTE

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

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

Our last drive of 2011 took a fair sized group from Devon over the border when we joined Cornwall Area at the Victoria Inn at Roche for their first Triumph Meet & Greet. We jumped in with Dan in the 2.5PI as both of ours were off the road for one reason or other, Allan & Jackie met up with Maurice, Mary and young Lucy, Colin & Karen made it straight from Colin working in a fridge (don't ask!) and Richard & Ann made it after joining Julie in the 'oh no – it's run out of fuel' camp. We met up with a friendly group of Cornish drivers including Mike Crewes who appeared to be auditioning for a Santa Claus role, and had a great lunch which is always important in our eyes.

Steve Wilkinson reports from the North Devon sub group that November's meeting was at Steve T's house with Steve K and two new people attending, sadly Steve W didn't make it as his motorcycle refused to start but hopefully they'll catch up with the new people in 2012. December's meeting was part monthly meet and part Steve & Sharon W's house warming so was well attended by Steve T, Steve W, John & Joan, Glenn & Trish, Steve W and Sharon, Kay & Dave and a load of friends who popped in too – if only we could persuade them all to buy Triumphs! The North Devon monthly meets will continue to be the **second Thursday of every month** as before.

Allan & Jackie arranged January's run and lunch at the Smugglers Inn, Holcombe – our usual January venue. 24 plus young Robbie enjoyed a great meal, after which Allan led us around some of the lesser known areas of Haldon Forest to the House of Marbles at Bovey Tracey where, you guessed it, some even had room for a cream tea! 10 Triumphs out, including, for the first time at a weekend outing, Mike H's lovely Spitfire. Mark P tells us that he has recently acquired a TR7 from Cornwall, joining the ever growing numbers of these once maligned models. He would have brought it along but for a slight altercation with a heli coil. Tony & Helen joined us from Cornwall in his nice 'new' 13/60 estate. We were Triumphless, as our original 13/60 Herald is having a new Club sourced hood fitted – shame the original only lasted 42 years, and John is about to fit a new clutch master cylinder to the Stag before we have a big whoopsie! Marc nearly lost young Sam en route when the passenger door of his 13/60 opened, which would have been a shame as Sam had only just turned 13.

Dates to Note

On **Sunday 5th February** we will meet at 11am at **Pear Tree Cross Ashburton** for a run around the Torbay area, finishing for a carvery lunch (with plenty of alternatives) at the Old Smokey pub at Marlton. As usual PLEASE let us know at the last a week beforehand if you are coming along.

North Devon will be meeting on Thursday 9th (ring Steve Wilkinson 07968 702611 for venue) and our regular **Club Night at the Star Inn Liverton TQ12 6EZ will be on Wednesday 15th**. If you have not been to an Area meeting before, you will be made very welcome, either by the North Devon crew, or by us at the Star Inn.

In early **March** we are hoping to have a run around the mid Devon area but more news on that later.

We are talking to Mike Crewes in Cornwall about **Drive it Day** and the favoured destination for 22 **April is Dingles Steam Village at Lifton** but final arrangements still have to be made.

Plans are already afoot for the **Isle of Wight trip over the early May Bank Holiday weekend** – this time we intend to

ESSEX . . . GLOUCESTER



TSSC AREA NEWS

cross from Lymington to Yarmouth as it appears to be quite a lot cheaper than our usual Southampton – Cowes crossing. Why not join us this year? You'll have to be quick though if you want to book a caravan – word is (early January) that they are almost booked up – OK if you are camping though!

Later in [May the Triumph Marquee Day at Prescott](#) promises to be fun – this one on the **20th May**.

We are planning a second Devon visit to [Southfork Camping Site at Martock in Somerset](#), where we had such a good time last year. Dates will be **Saturday 30 June and Sunday 1 July**, so please let us know if you are interested.

Finally, our Devon calendars are now available from us at only £5.95 each (plus £1 p&p) – is YOUR car featured?? A useful addition to your home or even the garage – how can you do without one?

DEVON DIARY

Sunday 5 February South Devon drive and lunch
Thursday 9 February North Devon sub group meeting
Wednesday 15 February Club Night at the Star Inn,
Liverton TQ12 6EZ
Sunday 4 March Mid Devon run and lunch

Sue & John

ESSEX

Tel. 01375 672072

www.freewebs.com/essextssc

A short report this month as the wet weather seems to be the norm and only a few activities taking place and I am suffering from a bad tummy upset which is stopping me thinking straight and restricting my time in front of the computer.

My office - the wet weather has slowed down any progress on the parts warehouse in the garden so I haven't yet started stripping the Spit to build the trailer from, heavy rain and high winds today have ripped the cover on Joe's Mini beyond repair and the one on the TR7 is not looking good. The exhaust on the TR7 is still blowing a little bit but I need Joe under it holding the new down pipe before I can give the end a technical push (thump with a mallet) as I don't want to break the seal on the downpipe manifold joint as this is a whole new ball game as they say, anyway better get on as I promised a short report and I need another dash to the !!!!

Out and about - Club Christmas dinner

Our December club day as usual was the club Christmas dinner we had 29 ½ people as my grandson came along and instead of pass the parcel it was pass the Jack.

Nothing to do with cars but he is cute



We all arrived for dinner at about 12.00 and we left the pub at 17:30 a good time was had by all but a special thanks to



Can you spot your self at the dinner?

Graham for the cake and Lesley for the mince pies it started

Christmas of well.

Birthday Party - One of our members had a birthday party she was #0 it is impolite to mention a ladies age, the village hall next to her house is ideal for a party but some of us (me included) were driving up and down though the village trying to find it, we all got there in the end had a good natter some good music and for the older ones out there some of the music came from something called a vinyl LP. Happy birthday Sue

Whitewebbs - This was the first event of the New Year, but what with illness and the weather it was a bit depleted in members heading out so early. We had the usual hardy souls. Cheryl and Ian with their friends from Mozambique, Annette and Joe, a long way to come for an autojumble, Lesley and Ray, Dave, Pauline and Graeme and of yours truly with Janet and Joe. I wasn't feeling that great I had been unwell since just after Christmas, and I didn't even have the fun of drinking to feel like this, it wasn't that, I just couldn't keep food down, so Janet was allowed to drive. We met up at one of the usual meeting places and set off all in modern cars to the short journey to Whitewebbs museum at Enfield. There was an auto jumble going on.

The museum part wasn't open this year which we were all disappointed about, but never mind, it was more than made up for by the autojumble. The lads quickly dispersed and the girls were left to wander at a slower pace. We all seemed to get a little something. Up stairs to the cafe for coffee and something hot to eat as it was a bit cold in the museum yard. We spent ages nattering, but Janet Joe and I had to depart early as we had my dads 80th birthday meal later on in Colchester.

Birthdays for this month are:- Graeme on the 3rd Feb, Fiona on the 12th Feb, Alice (spitfire/cakes) on the 27th Feb.

Up and coming

Sunday 5th TIPTREE JAM FACTORY.

Tiptree Jam Factory, Essex.

Sunday 19th MONTHLY MEETING at The Halfway House

Sunday 4th TRIUMPH SHOW AND SPARES DAY.

Stoneleigh, Warwickshire.

Sunday 18th MONTHLY MEETING at The Halfway House.

Saturday 24th / Sunday 25th TRUNNION OILING AND TINKERING WEEKEND

Location. The Hill Residence.

Allan

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/gloucester

Hi folks January gone and Feb already well at least we've given it a good start.

I was asked if I wanted to tag along with Jane to a studio shoot of her Herald so we enjoyed a drive to Derby and en-route watched the milometer turn 60,000 miles, Vicky came along too in another car to be photographed and we had an inside view of what it takes to get the lovely glossy pictures into the classic magazines, an interesting and informative day out.

Paul and I popped round to Barry's to see if we could do a bit of tinkering and get his Coupe running a little sweeter, with a few substituted parts it was purring quite nicely and Barry was a happy bunny being able to start using it again.

Those that weren't too hung over went along to the Cotswold classic car clubs New Years day meet at the Frogmill. The turnout was excellent and a cup of hot soup helped to warm us



GLoucester . . . HALLAMSHIRE HERTS & BEDS

TSSC AREA NEWS

Gloucester Continues

up after the drive up, this event gets more cars every year and it's a nice way to spend a couple of hours after the excesses of the festive season.

The Glavon TR group invited us to join them on a walk and ten of us went along to join thirty others for a fantastic six mile walk in the lovely sunny Wiltshire countryside, sherpa Nigel kept us all on the right route and after a quick refreshing drink in the pub we were invited back to Nigel & Jeanna's for lunch. We were treated to a fantastic meal which Jeanna had been slaving away all morning to create. Thanks to the Glavon area for the invite and most of all thanks to Nigel and Jeanna for the fantastic welcome and lunch. Oh and thanks to Carroll for coming along as in her words "she doesn't do mornings". We're glad you joined us.

Andy

Events.

Saturday 4th February. Area dinner at the Swan, Coombe hill.

Sunday 12th February. Bacon butties & a walk at Jane's.

Monday 20th February. Area meeting at The Swan, Coombe hill.

HALLAMSHIRE Tel 07837 110325
or 07809 655388
e-mail: ade@adrianhadfield.wanadoo.co.uk

Hi all Happy New Year to you all. We haven't done much this month since last time we wrote. We had a small amount of members turn up to Decembers meeting wasn't expecting many with it being Xmas week, we had a cosy chat and a few drinks now to start the New Year.



Well what a start to the new year just got back from the Notts & Derwent Valley New Year run, we had the usual from Colin and Roger. Colin in his wee willy winkie out fit and Roger in his Santa dress. A few of us went in our pyjamas slippers and dressing gowns, 38 classic cars all piled into the Sainsbury's at Ripley for the first part of the run we stopped at Bolsover Castle for a toilet stop which was appreciated, then off we went on the second part through the countryside then on to the Brick & Tile the new Venue for Notts Area. Which delivered a lovely Sunday lunch and great sweets to follow. This was after Nigel rescued our Stranded Vitesse with lending us his Spitfire's rotor arm. (yes, guess what, got a new one at home too)

Well what can I say about our Christine (my 2500s) I went to work on Saturday the 7th and came home to a hole in the roof because Adrian has started to put my Webasto sunroof in, but



it's looking good.

Our meeting is on the 16th Jan so I hope we see some of you there. Now these are some dates for your diary not forgetting to remind you that the code for Silverstone will be available soon for your discount for 2 tickets for the price of 1. Fantastic weekend we have gone for last 3 years lots to do, watch and a great get together for all areas. And booking forms are available for the famous Derwent Valley Peak Run, There is a new Venue for the Mile of Triumphs this Year, Booking Forms are available if it's in bold we are doing it

Future Events .

February 7th South Yorkshire Meet

February 7th Derwent Valley

February 20th Hallamshire Meet

February 21st South Yorkshire Meet

February 22nd Motornutz chippy run 7.30 on wards please ask for details

February 27th Notts Area

April 22nd Drive It Day Venue Gaydon .

May 5th - 6th Donington Park Historic wkld

May 10th Leatherhead

May 17th - 19th Prescott hill

May 25th - 27th Wicksteed Park Great for the family.

June 15th - 17th Dales

June 21st - 25th Peak Run Derwent Valley

great for the family

July 6th -8th Le Mans

July 19th - 23rd Silverstone Classic wkld great weekend for all the family. Plenty to squash in.

August 10th - 12th Stag/Tr wkld Malvern

August 17th - 19th Stafford Showground Family Wkld

August 31st - 2nd Sept Lincoln family wkld

nice relaxing weekend

September 21st - 23rd Mile of Triumphs

New Venue for all the family.

Adrian & Julie

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

Hi, Ladies, Gents, Guys and Girls from windswept Herts and Beds, here's hoping you had a Merry Christmas and here is wishing you all a Happy and prosperous New Year, I get the feeling 2012 is going to be a challenge for many of us but with the coming spring and a dash of sunshine should see our cars out on the road for a entertaining season.

25 of us had a cracking Christmas dinner at The Anchor, first time we had used this pub and by golly they did us proud, with an excellent spread, made a cracking evening with some great company, smiles all round.

By the time you get this we should have (hope) to circulate

LANCASHIRE . . . LEICESTER & RUTLAND



TSSC AREA NEWS

our season of supported events and monthly meets.

So short and sweet...we will be trying to arrange events that are economical to attend and give a wide interest base, so get the cars ready a little fuel, some sarnies andwe're off! Guess the first real drive will be **Drive it day April 22nd** details to follow soon

Pub noggins and natter evenings... at the Three Moorhens ranged from 19 to 39 members that averages to 26 per month, we will soon need a bigger Pub!! The girls are catching up with the boys, we have lost two for a while Gemma and Andy have been seconded to Moscow for 12 months...Brrrrrr, but free heating (state).

I wish them out there and all of you that make the effort to support us all the best for 2012.

Regards from

Peter

and committee Barry, Pete, Stu, Alan & Ray.

LANCASHIRE Tel. 01282 449099
e-mail: kev.makin@hotmail.co.uk

With the Lanc's area not having a meeting in December there is little to report on for this month's courier.

But in January's mag I asked if any of you had any projects on the go that I could report on here in the area news, so to start the ball rolling:-

Mr Petty's gearbox swap. Dennis's gearbox in his Vitesse had started to grumble during last year's outings, and he had acquired a non-overdrive box from long time member and Triumph guru 'Bill Stuart' with Bill saying "all you have to do is swap over the long output shaft out of your box into this one to convert it into an overdrive box" note those words "ALL YOU HAVE TO DO".

So, between the Christmas and New Year break we decided to have a go at it. At this stage it's worth noting that neither Dennis nor myself had any experience of gearbox repairs or modifications, but Chris Manville who was also helping had.

10am Thursday, the car was in the garage, up on stands and the three of us pulling bits off like a shoal of piranha and in three hours we had the old box out. At this point Dennis and I started to realise the work involved in stripping down a gearbox. First you need a 'dummy' shaft (165mm long) to insert into the lay shaft as you push out it's support shaft, not a problem we will use the support shaft out of the old box and cut it down to size. The purpose of this dummy shaft is to keep the needles of the two bearings in place but allows the lay shaft to drop down inside the casing which in turn let's you take out the input shaft and main shaft, that is once you have pulled out the bearings at each end of the casing. With this done on the new box we did the same to the old box as we planned to transplant the whole main shaft (which is the over drive long shaft) into the new box. At this point we have our first problem, there is a small roller bearing that joins the input and main shaft together, this had obviously failed but in doing so had knackered the bearing diameter of the main shaft that we needed to use, now this shaft is usually a one piece item but in our case this shaft had been repaired at some point by inserting this bearing diameter (lucky or what). So all we needed was a hardened and ground steel insert 0.500" diameter X 1.7" long (a trip to work, and sorted). At this point we had been at it for six hours and we were assembling the new gearbox with the main shaft of the old box. Three hours later on and we still couldn't line up the lay shaft so we called it a day at 7pm.

10am Friday, (minus Chris our gearbox expert!!!!!!!!!!!!) and starting again, trying to align the lay shaft and after another two hours we decided to literally swap all the gear set of the new box main shaft onto the extended main shaft of the old box. With this done we were back once again trying to align the lay shaft and would you believe it the support shaft slid straight in like a good un. To end the day we assembled the overdrive unit and bell housing.

11am Saturday, All we have to do now is put the box back in the car. And four hours later Dennis was on a test run.....Result.

So when someone tells you "ALL YOU HAVE TO DO" think twice. But the truth is we now know how to rebuild a gearbox, something I had previously been a little scared of myself, it just proves that nothing ventured nothing gained.

If anyone else has a short tale to tell lets be having it.

That's all for now.

Kevin

LEICS & RUTLAND Tel. 07774 276564

The curse of the Brussels Sprouts struck yet again at our Annual Area Christmas Dinner. Over 40 members and guests filled the transformed skittle alley at the Red Lion, Huncote on Saturday 10th December. As always the food was excellent, crackers popped and wine flowed.

This year the Christmas Raffle had to have an Olympic theme so after picking a slip with a city on it you had to work out whether the city had ever hosted the Olympics. One swap allowed. A few sure things clutched in sweaty palms but lots of red herrings. Sorry that should read, green Brussels. Happy members going home to eat or drink, others getting out the recipe books to see what can be done with one Brussel, unless you had managed to haggle and gone home with a bag full.

The annual area awards had preceded the raffle and the winners were as follows:

Dean and Erica for winning at Go Karting in September. John Edwards retained the Gotcha Trophy for his fancy dress at Stafford. Mr. T eat your heart out. We dread to think what he is planning for this year's show, not to be seen before the viewing age watershed time. Club member trophy to Graham for editorial duties and for keeping order in my absence. Club car award to Mick Masters for his many attendances at events throughout the year. Car of the year trophy to Andrew Burford for trophies won at numerous shows during the year, and finally, the Golden Sparkplug award to Neil Spencer for his valiant effort at the Shakerstone Show to embarrass the MG car club. Not an easy job considering the bunting, picket fencing and no touching signs surrounding their cars.

On to our **AGM in January**, and to another enjoyable and active year.

Dave

IMPORTANT NOTE
to ALL: If I don't reply
to your email
I Haven't received It!!
Bernard Ed.



LINCOLNSHIRE . . . LIVERPOOL MANCHESTER

TSSC AREA NEWS

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

It seems a long time since there was a Lincolnshire section in the Area News – so please accept our apologies. We have noticed that we have had quite a few new Lincolnshire members recently and thought it might be time to let people know that we still exist! We're a small and friendly group and more information can be found on our website at www.lincstssc.co.uk. The website had got very out of date – however, the contact details for myself and Garth remain unchanged, and we're still meeting on the **1st Wednesday of the month at The Centurion in North Hykeham** (next to ASDA supermarket).

We're currently trying to work out which events we are looking to attend, TSSC and otherwise, and we'd welcome any suggestions in regards to ideas.

In regards to TSSC events, we're going to be attending the **Isle of Wight weekend in May** – so if anyone wants to join in the convoy they'll be very welcome. **Stafford** will also be a must this year for the Spitfire and Vitesse celebrations and I'm sure we'll be present at a few other TSSC events including **Notts, Derwent Valley, Leics and Rutland and Herts & Beds** as usual!

Our own **'Lincolnshire Area Family Camping Weekend'** will take place on the weekend **31st August – 2nd September at Jubilee Park, Woodhall Spa**. Following the increase in number of attendees over the past three years – there is some talk of being organised this year! Any suggestions for destinations for the Saturday run are appreciated.

The Non-TSSC Local events that we're currently planning to attend include:-

- 15th April – Classic Cars at Thorpe Camp
- TBC June – Lincoln Castle Classic Show
- 16th June – Wickenby Wings and Wheels weekend
- 30th June – Waddington Air Show weekend
- 12th August – Boston Classic Car Show
- 26th August – Stamford Classic Car Show
- 16th September – Belchford Gravity Racing
- Every month - Hemswell Autojumble

Hopefully we'll be organising some more non-Triumph meals and family days – so expect a few curry nights and bowling/karting afternoons to start being suggested.

That's all for now,

Simon & Garth

LIVERPOOL Tel. 0151 5491267
<http://www.triumphliverpool.com>
e-mail: triumphliverpool@gmail.com

Hello again, not much to report this month, after a very lively and remarkably well attended meeting in December, hopefully the first one of 2012 went just as well!

Moving swiftly onto this years Events, we are taking bookings for the **Woodvale Show (weekend of 4th & 5th August 2012)**, please let Steve know ASAP (you should have his email?), or alternatively email me at: triumphliverpool@gmail.com.

We are also planning something for **Drive It Day** in **April**, and don't forget our annual summer meeting with our friends from **Wirral, North Wales & Cheshire Areas**, this year **North Wales** are the hosts.

Myself and Lol are planning to visit the **Triumph Spares Day at Stoneleigh** on **4th March**, we'll be going in my 7 seater Eurobox, so if you'd like to add yourself to the party, please drop me a line to add yourself to the party.

A proper list of events we are attending will appear here next month, along with runs out of our own we have planned so far, Steve and Cath have a few cracking days out for us this year, a chance to put a fair few miles on our Triumphs!

That's all for now, see you next month, or at our next meeting at the **Derby Arms, Knowsley Village, Tuesday 21st Feb!**

Cheers,

Alex

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

22 members attended our January meeting at Barton Aerodrome!!!! It has been refurbished and I must admit it is easier to get to, we are booked in for our next meeting Tuesday 7th February.

Pete has produced fantastic calendars again this year thanks Piat for all your time and effort (especially as we know you and Janet have a lot more on your minds at the moment) and I have some left for those who couldn't make the meeting.

We would also like to thank Mark for organising and booking Elm Cottage (nr Winsford Cheshire) camping and B/B for our Manclins Weekend

Lynda and Dave have invited Manchester Area members to Barton Aerodrome on Sunday 24th June between 2-6pm to celebrate a very special anniversary and significant Birthdays.

In any other business (which is usually the quietest time of our meetings) Les made a very good suggestion that maybe we could do one or two more one day events. So it would be good if we had some volunteers to do one or two routes please. One suggestion is that maybe we could use **Drive it day Sunday 22nd April** to test the route we will be doing at our 'Manclins weekend'.

Jez & Debs have kindly invited the Manchester Area back to their home for the **'The Area BBQ' 7/8th July**.

We have been invited to a new Event organised by Stuart Holmes (Tatton Park Organiser) **Oulton Park Classic Car Show & Track Day Sat/Sun 14/15th July**.

Anyone who is interested in any of the following events please get in touch with Frank or me in the usual way .

Dates to enter into your Supa Dupa calendars for 2012.
Area Meeting Barton Aerodrome Tues 7th February 2012.
Event City 24/ 25th March indoor Trafford Centre ASAP.

Prescott Hill 19/20th May.

Spa 25/27th May.

Dales Weekend 15/17th June.

Peak Weekend 22/24th June.

Tatton Park 2/4th July.

Area BBQ 7/8th July.

Oulton Park 4/15th July.

Wales week 4/11th August cottages. Fully booked.

"Manclins Hi de Hi" 14/16th September

(Manchester Area Event)

Cheers

Pip n Frank

NEWBURY . . . NORFOLK NORTH EAST . . . NORTHANTS



NEWBURY Tel. 01635 868640
e-mail: dave.rumens@btinternet.com
e-mail: mary.rumens@btinternet.com

TSSC AREA NEWS

The quiz evening with the TR Register in December went very well, with mixed teams of TSSC and TR members. The questions were varied and interesting and thanks go to Sean and John (TR Register) for their time in organising it all.

Our Christmas meal was also in December and this year we had almost a full house and it was good to see Tony and Tina again too. The idea was to compose and bring a limerick with the word Triumph in it. Everyone entered into the spirit of the occasion and there were some really good rhymes. I have kept them all so they could reappear at any time! Dennis once again won the best attendance award for the year, with Malcolm and Josie, Nigel and Helen being the runners-up. Thanks to everyone for making it a good evening, with special thanks to Ian for wearing a silent hat!! Because we are writing this area news, you will know we will continue to be AOs for the coming year – new strategy needed next year methinks...!

The meeting just after Christmas was attended by a few select people: Sean & Carol, Malcolm & Josie and Dave & Mary. Perhaps everyone else was still getting over the festivities. We started to talk about activities for the coming year. If you are unable to get to meetings please read your e-mails to keep up to date with coming events so you don't miss out. If you have been to Popham before you should have had your entry form sent to you already and the Wyke Down form will probably be with you by the time you read this.

Don't forget **Stoneleigh on 4th March**, the start of the new season's events and the place to get bits and see a lot of nice cars. Advance tickets are available.

I have had confirmation that **the new cherished car show at Chippenham is on May 27**, registration forms will be arriving early April.

Next Meetings

8th and 22nd February starting about 7.30p.m. at the **Spotted Dog**

Keep 'em flying

Mary and Dave R.

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

Hi everyone, well Christmas has come and gone, along with New Year, so hope you all had a good break. No real news to report as yet, because our meet is tomorrow night! I have been scanning various mags and of course our very own Courier for information on trips and other places to visit this year.

Some of us will revisit **Donnington Historique on the 5th/6th May** and **Laon Historique a couple of weekends later**, so will keep you informed.

If anyone else has ideas, please let me know.

Sorry report is short, but have been working in the garage, honest. All the best, see you soon,

Mark

IMPORTANT NOTE

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

NORTH EAST Tel. 07917 738091

e-mail: northeast@tssc.org.uk
<http://tssc-northeast.blogspot.com/>

Hi all. First meeting over less than 24 hours into 2012, fairly quiet, though a few hardy souls travelled quite a distance to attend. Special mention has to go to Ian and Brian who came up in Ian's Herald convertible with recently fitted wind deflector, from an Astra convertible I believe. Looked very good. Ian and Brian donned headgear for the chilly trip home, looking very like Dastardly and Muttley. Few other club cars out, lots tucked away for the winter, some just because the weather isn't good, others needing work.

Brian's Herald which suffered quite a bit of damage when a rear wheel fell off, is nearly repaired and should be back on the road soon. Mine awaits new front wheel bearings, Aaron has something he needs to do to his Herald, but I can't remember what. There's a cobweb clearing run coming soon, most likely the end of March. It'll be planned by Mark Ramsey who has just finished tidying up a recently acquired BMW Z3. Quite a nice looking car. Run direction is yet to be decided but will, no doubt, take in some interesting roads.

Must say thanks to Geoff, Deryck, all the Falcus's and anyone else who helped organise our Christmas get together. Cheers! I'm afraid that's all for this month, been very hectic for me at work so I haven't been able to do much car related stuff. See you in February, details of what's coming up will appear in forthcoming reports and on the area blog and email list.

All the best

Mark

NORTHANTS Tel. 01234 740548
www.tssc-northants.org
e-mail: d.richardson13@sky.com

January is here, we've had a lot of beer, a new Triumph camping season is upon us, so let's get back to the days of old of good attendance at weekends away camping using our old bangers, talking of old bangers, as many of you now, I've had my Stag on the market for a while, well, after the last "gentleman" came to look, poke, ridicule, pick fault with (including everything that I'd mentioned!) I was about to say enough with it. I sat watching telly and heard an almighty crash, and my Stag is mine to stay, why???

Because my triple aluminium ladders had decided to part company with the wall on which they were attached and attack the passenger wings of my car...damn. So watch this space, maybe by Stafford I will have a very very spotless and shiny Stag - not for sale (will be skint as well, but no change there then).

Talking of Stafford, I'm hoping that ALL Northants members are going to make the effort to attend the full weekend at Stafford for the International this year. Whilst there are parts of the weekend some don't like and some do, a good friend said to me once when I was AO years ago, you will never please everyone, and this is very true, everyone involved with the international works a thankless task, so everyone's support is much appreciated. I shall be there volunteering my services for another year, although I hopefully will be excused duty on Sunday morning!

Think **Stoneleigh is in March** and who knows, maybe some snow for some rear wheel fun. Keep using them folks, that's



NORTHANTS . . . NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

TSSC AREA NEWS

Northants Continues

what they were built for.

Next month will do a report on the new year run and if Bernie wants, a tale on my Triumph tales and hangers over the years. Keep running on all 4,6,8

Jonathan.

NORTHERN IRELAND

Tel. 028 2587 9189

e-mail: northernireland@tssc.org.uk

Hi All. Greetings from Northern Ireland area for Feb news. Firstly, apologies for not being able to attend the January meeting. I was struck down by the dreaded lurg! Douglas kindly updated me after the meeting and some exciting news is that we will be awarding some special awards at this years **Totally Triumph show on 12th May** for the best Spitfire and Vitesse as a celebration of the 50th anniversary of these great cars. I am hoping that we will manage to gather a fine display of cars representing each mark.

I understand that the annual dinner was also discussed and by the time you are reading this, we will have confirmed a venue and have some ideas of total numbers.

Obviously the winter season is normally very quiet on the car front, I am aware that there are some repair/restorations going on at the moment and I wish everyone success with these.

On a personal front, the 2000 will need the prop overhauled with a new rear UJ and also the diff will need to be overhauled and refitted, fortunately when I bought the car there was a spare diff!

I am not sure what the ratio is, however it appears to have pi written on the outside in paint, which if correct should change the gearing a bit.

Also, luckily I have a company who will overhaul and balance the prop and another who will overhaul the diff, all within 10 mins drive! Very handy.

The events that are coming up for 2012 are:

Sat 25th Feb - Annual club dinner

Sat 24th March - Truncheon oiling - Carrickfergus Castle.

Sat 28th April - The Argory event, Argory National Trust Property, Moy, Co Armagh.

Mon 7th May - Shanes Castle, Shanes Castle, Antrim.

Sat 12th May - Totally Triumph 2012, Wallace Park, Lisburn.

Sat 16th June - Kilbroney Show, Kilbroney Park, Rostrevor.

Sun 17th June - Cars of Yesteryear, Mounstewart Nat Trust property.

Sat 28th July - Tulip Rally.

Sat 18th August - Sperrins Run

Fri 17th - Sun 19th August - Stafford International Weekend.

Sat 15th Sep - Antrim Hills Run.

Sat 13th Oct - Co Down Ramble.

Weds 5th Dec - AGM.

Well, that's all for this month, apologies for the short article, as we get going again for the year these will definitely get longer!!

I look forward to seeing as many of you as possible at **Feb meeting on Weds 1st Feb at Nortel Social and Athletic Club - 8:00pm start!!**

Best Regards

Mark

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

Hopefully now were heading in to February we are half way through the winter maintenance of the cars or even further, I'm had some ups and downs with Sybil since she returned back from the body shops, Claire and Nigel are down to Hayley the GT6 for the moment but most seem to have been fit and fighting ready for the new years run.

We had a great turn out of around 40 cars from the Triumph mark and even a Jaguar XJS (Nice one Mr Baker! but prefer the Spit!) for the New Years Run, starting off once again at Sainsburys in Ripley, heading off via Alfreton, Clay Cross (Where the first group got lost), Chesterfield and the Infamous Crooked Spire, a break at Bolsover Castle before heading to Hardwick, Mansfield, Blidworth, Ravendshhead, Skirting Newstead Abbey and finishing at our new venue of the Brick & Tile Public house in Underwood - A very short notice enforced change due to our regular meeting venue closing down it seems. A good run was had by all, but there did seem to be a few cars dropping out along the way, and not all for rotor arm failures, Mr Hadfield !

So, as I was saying, our next meeting on the **27th February** will be held at the NEW Venue **Brick and Tile Pub on Palmerstone Street, Underwood**, a great new venue where they even sell the Spitfire Ale ! (All we need now is Titanic and it will go down a treat! excuse the pun!)

It offers an ample sized car park where we can see the cars from the dining areas, food, drink and we are even allowed to take the drinks outside, something we were not allowed in previous years at Rolls Royce.

Hopefully next month I can give you an update on forthcoming events - It looks like our own Robin Hood Rally has been put on hold for this year... I'm a little disappointed, but when you consider the work Nigel & Claire are doing for Spa Classic, Le Mans & Stafford International, I think they deserve a break from organising yet another event. We really should say thank you to them both. They do a great job for our area and we hope will be standing for AO's for another season?? (Please?)

Anyway, as I began, Sybil ! Just to keep you updated, I have not yet painted due to the cold and wet weather, so she is still sat in black panels. The battery was flat when we brought her home, so gave her a good charge. A few turns over and it was flat again. Turns out starting with a battery with voltage but no amps fries your starter motor, so that has had to be refurbished too. That was a saga, as my Spitfire has a Dolomite 1500 engine fitted, with the Dolly flywheel, so its a different starter motor - Pre-engaged, and unique to that engine so I'm told, so trying to locate one over the Christmas close down was a bind, but finally got it reconditioned at a local company called "Rotec Ltd". With that sorted and now we have a fuel problem, possibly at the fuel pump - may have given up the ghost.

So, its still on going before I can take her for a MOT and tax her for the season.

Likewise, the cold weather brought us to a stop on the father in laws TR7 - We're currently awaiting new electrics to be installed in the garage.

That's all for now folks.... See you next month

Andy

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

This is always a bit of an odd report to write. Our December meeting is generally after the early Courier print date due to

SCOTLAND CENTRAL WEST



TSSC AREA NEWS

Christmas so we always submit something but miss the deadline! By the time you get to read this it will already be February and hopefully the first signs of spring will be just around the corner. It therefore seems bizarre to refer back to the festive season of a couple of months ago!

Anyway, as the December report was short here it is again: Happy New Year to everyone from Doug and Paul, your joint AO's. We hope you had a good Christmas and of course the diets start now! Those that attended our December Christmas Party certainly enjoyed a really nice evening. Furthermore following the raffle we now have a total of over £100 to go to Sue Ryder Homes. We plan to make a trip down to the local home for a presentation in the spring so more of this next month.

This is always a really tight deadline so I am going to leave it at that and get this short report off to HQ to see if they can squeeze us in.

Our first meeting of 2012 is Mon 9th January at the Bertie Arms, Uffington, near Stamford from 8pm. Hope to see you there for a natter, noggin and nibble!!

Right, onto our January meeting and I'm afraid that both Doug and I were a little late arriving. However in our absence Steve and David picked up the baton and the food and raffle were all sorted by the time we arrived so thanks to both for helping out.

It is at this time of year that our thoughts begin to turn to the better weather and the events that we will be attending. I am trying to compile these for inclusion on our calendar so as if it is not bad enough having me hound you for photos for the calendar, I'm now asking you to let me know of any events you think worthy of inclusion as well!

I'm not really looking for the big national/TSSC events as these are well advertised anyway, but if there are smaller local shows that I might have missed or not even know about, then please submit some very brief details.

A good example was from Jeff Boston at our meeting. He has been asked to arrange a classic car meet at the **Nene Valley Railway on Sunday July 29th**. Classic Car drivers will get free entry and half price travel tickets. Jeff is also going to see if there is a chance of a tour of the workshops and the signal box. If sufficient people are interested we might arrange to travel by steam train from Stibington to Ferry Meadows, stop off for a picnic, then return to Stibington later in the afternoon.

Brian and Graham are also proposing a Peterborough Area trip to the **Museum of British Road Transport in Coventry**. No firm date is available yet but **April** time is the current suggestion. Again the museum offers free entry and there is a secure parking area for classic cars. It is many years since I last visited this museum but I can certainly recommend it, particularly if you haven't been before.

Did I mention I still need some photographs of the Peterborough calendar - lol!

I did talk to quite a few people at our meeting who have never featured in the calendar so hopefully some new photos will be forthcoming over the next few weeks. The calendar will run from **April** so I really need to get all the information to Bernard at the beginning of **March** (latest). Photos by email are best so send them to me at; paul@tumsdon.eclipse.co.uk

I have been telling everyone that this address is in the back of the Courier but I see that it isn't anymore so apologies. Make a note now!

With the cost of Le Mans Classic rising ever higher, our small 'Le Mans' group have decided it is no longer good value for money and to be frank the camp site is way too packed (for our liking!) so we are going to give it a miss in 2012. However we will instead be going to the **Spa Francorchamps Classic held in Belgium during May**. Brian, Graham and Sav went last year and thought it was better than Le Mans in many respects. If you are interested please let me know as I think a small organising group will shortly be holding a planning meeting.

Doug mentioned that TSSC HQ has put forward proposals to hold some classic car practical mechanics sessions later this year. These would aim to show you the basic stages and skills required to service and maintain your Triumph and I think they are a great idea. There will be a charge for the sessions, but think of the potential savings if you do not currently perform your own servicing.

More about this when we have further information.

Finally we did decide back in December that we would go, as a group, this spring to our local **Sue Ryder** home to present to them in person the money we have raised for them through our Christmas raffle and our 'Area' birthday party. Unfortunately we forgot to bring this up at the meeting so let's make a point of arranging something at the **February meeting**.

That leads me nicely to the date, time and place of our next meeting. **Monday February 13th from around 8pm at The Bertie Arms, Uffington, near Stamford**. Do get along if you can and join us for our regular natter, noggin and nosh! If you are taxed and MOT'd bring the Triumph too! They need the odd run out during the winter months and it makes the car park much more interesting. Hope to see you soon!

Cheers

Paul

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

Well most things are back to normal. I hope you all have survived the storms and all your buildings and vehicles are all present and correct. Yes it's me again. Your 2012 AO, Gregor (was going to put someone else). The AGM in December was very well attended with 12 members attending. We had a returning member (Charlie), from a long time ago too, good to have you back. The AGM started with lots of sweets. A summary was given of the year events, finances and thoughts for 2012. The position of AO was offered and I am happy to take on the AO role again (no other takers) with Jacqui seconding. So if I run away we have a deputy (kidding J!).

We are expecting the events list to be basically similar to last year, and hope that the weather allows a good calendar of events, with no postponements.

The Area Run on Drive It Day will be going up the west coast somewhere for a day out; this was the general wish to try another direction this year. You nearly did not have an AO as I had a mishap in the Spiffire. I managed to shear 3 wheel studs on the rear passenger side and came close to going off road. Footman James recovered the Spiffire home and I found replacement studs and a wheel. Any explanations? I was going to say I did a Jacqui, as this is now the term for wheel loss. I have still to use the car as it was unexpected, and I have to get confidence again.

The first meeting of 2012 saw 4 very brave souls turning out to a waterlogged and storm torn Lochinch with fallen trees, flooding and part of the roof of the club in the car park. We ended up in John's taxi which doubled as our new clubhouse. Iain was the only one in a Triumph and donated 2 wheels to my Spiffire (many thanks). We had messages from Dunoon (Ian) and Portsmouth (Dave), unable to attend due to storms and work but committed none the less, the Area extends to all parts now. We are all looking forward to the new show



SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SOUTHERN

TSSC AREA NEWS

Scotland Central West Continues

season and better weather.

At this stage I am contemplating getting one of my Vitesses going. It has been in storage so long I don't know what will be needed apart from the correct keys and a new battery.

There will be a report on the Monte Carlo Rally Start and edited highlights of the January night out in Glasgow. If you are looking for or selling a car let me know and I will mention them at the meetings.

No dates for shows yet, until the SVVF Scottish Yearbook is published. But I think we will have a good turnout for most. There must be a lot of cars coming to completion soon, are you one of them? if so come to a meeting and why not try a show? No Reports yet for 2012. This is the time for planning what to do to your car and possible events to attend.

Show Dates 2012

4th March 2012 - Triumph Show Stoneleigh, Warwickshire.

August - Stafford. Scottish Area Stand in Main Hall will need manned, but cars will be inside.

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

Next Meeting is **Wednesday 1st February 2012 at Lochinch.** If Lochinch is closed we will use the Rugby Club at the M77 entrance end of the park.

Hope to see you all at some point in 2012. I'm off to buy a complete set of new wheelstuds.

Keep all 4 wheels on your wagon!
Longer News next Month.

Danny

SOUTHERN

Tel. 01252 722432

<http://triumphsoutn.zum.com>

Hi All, a Happy New Year to you all. Sorry there was no article for January as it had to be in on the 6th of December, the day after the Christmas meal and apart from that there was not a lot more to tell you.

Our Christmas dinner at the Seven Stars again, was a great success and we hope that everyone enjoyed themselves. There were a couple of surprises (1) Aaron managed to pick himself a makeup bag and (2) the huge prezzy that everyone had avoided picking. Maxeen did, contained a small tray of nuts and dried fruit. It was nice to see Suzie and Guy, albeit Suzie was in a wheelchair after breaking her foot (didn't think Triumph made invalid carriages, thought that was A.C.) and also relatively new members John and Angela.

The 2012 calendars went down a storm this year, so I have to thank all who sent me pics of their cars or events and to remind you to keep doing so for next year's calendar.

Peter Harper and Aaron Brown did manage to get to Brooklands for the New Year gathering and from the photos I have seen there was a good array of classics there and a very strong contingent of Triumphs.

Our first regular meet of 2012 was again well attended despite the horrendous weather earlier on in the day. We had three Triumphs in the car park, Peter's Stag, Aaron's 1500 Spitfire and Mark D's recently purchased MK3 GT6, which will no doubt be looked at in greater detail when the evenings get lighter.

Over the last few months the Club has been publishing a list of new members in the Courier and the county they live in. In the past people who have joined the TSSC may have been left to their own devices to get to their local regular meets after being given an area directory.

This is quite a daunting prospect for newcomers who may be of a shy disposition or may feel that their car has to be of concours standard; maybe their car is in bits due to a rebuild and feels it's a waste of time coming and no one would be interested or that you can only attend in your Triumph.

The answers to the above are, 1. We are a friendly group of like minded people of various ages that won't bite (unless you try to take our beer away) bring a friend along if you want (2) it doesn't matter what car and whether it is concours or held together with string and gaffa tape. (3) We are always interested in rebuilds as it means another one of our precious cars is saved from the scrappy and our advice and experience is free. (4) No one expects you to turn up in your pride and joy especially if the weather is not good.

The list below is new members in the Hampshire and West Sussex area.

Paul Curtis Ernest Collis Justin Baverstock Andrew Wickens Steven James Ben Brown Liegh Thornton Graham Johnson Graham Wade David Edwards Alistair Leeson-Smith Terry Grange Kevin Shepherd Alan Webb Martin Tulley and last but not least John Davey (hope to see you and

Gregor G

SCOT NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/grampiantr.bb

Hi All, By the time you get this news letter our events programme for his year should be well on the way to publishing, it should appear on the Grampian Triumphs Website the address is shown below. Our next meeting and second of this year will be at the **Four Mile Kingswells on Thursday 23rd February**, it is planned that it will be a technical evening, as usual the four main Triumph clubs (TSSC, Stag OC, TR reg & 2000-2500-2.5) will be meeting together, our local group is called "**Grampian Triumph Clubs**". 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.

There was some very sad news just before Christmas, Brian Slade a former Spitfire (Green 1500) owner and TSSC member passed away on Christmas Eve.

Brian was a very enthusiastic member of the Grampian Triumph Clubs and will be missed.

Any changes to the meeting date/venue/or any other information you need to know will be published on our Grampian Triumph Clubs Website "Stop Press" page at www.brmmbrmm.com/grampiantr.bb

Please let me know if you have any ideas for club events/runs this year.

NORTH STAFFS SUFFOLK . . . SUSSEX



TSSC AREA NEWS

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

the snake soon).

We do realise that this Hampshire and West Sussex is a huge area and that getting to the Southern area meets is not convenient to you and another area maybe, we welcome you all and hope to meet you in the near future at the **Seven Stars, Stroud, near Petersfield GU32 3PG on the first Tuesday of each month.**

Our Sunday lunch meeting on the **19th February** will be at the **Hinton Arms, Cheriton. SO24 0NH** at noon.

Up and coming events

February 7th Regular meet, Seven Stars, GU32 3PG

February 19th Sunday lunch, Hinton Arms, Cheriton, SO24 0NH

March 4th Goodwood breakfast Club Meet, Tax free Sunday, Start 8am

March 6th Regular meet, Seven Stars, Stroud, GU32 3PG

March 18th Mothering Sunday, (Sunday lunch meet postponed)

March 25 Sunday Lunch Meet, Hampshire Hog, Clanfield, PO8 0QD

April 1st Goodwood breakfast Club Meet. Everything but the car, start 8am

April 3rd Regular Meet, Seven stars, Stroud, GU32 3PG

April 9th (Easter Monday) Wyke Down Show, Andover, SP11 6LX

April 15th Drive it day, also, Wessex area New Forest Run (details later)

If you have any pubs you may wish to include on the roaming meet schedule or you know of any shows worth a try please let Mike know. That's all for now folks. Take care.

Mark

NORTH STAFFS Tel. 07939 603061
e-mail: triumphsportsixstaffs@gmail.com
<http://triumph-sports-six-staffordshire.blogspot.com>

Hi. Not much to report this month, with our venue being closed for November we had our Nov/Dec meeting in the newly fitted out George & Dragon a few days before Christmas so numbers were down, as it can be a bit manic trying to get everything ready for the Christmas holiday.

I hope you had all those motoring goodies you requested from the big man in red with the tax free sleigh.

The next meetings will be **Wednesday 25th Jan and Wednesday 29th Feb** at the now refurbished **George & Dragon**, which I'm pleased to see has kept its pub feel and now also serves good food.

I wish you all a late (as it could be February when you read this) happy and prosperous New Year and hope that you get as much fun and joy as you can from keeping your Triumph on the road and track.

Don't forget you can find out the latest info on the North Staffs blog

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

Keep driving the dream

Dave

**IMPORTANT NOTE
to ALL: If I don't reply
to your email
I Haven't received It!!
Bernard Ed.**

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

Best wishes for the New Year to all our regular meeting members, our occasional members and to anyone who reads these notes; may you have a good Triumph year.

Rodney has had a few minor problems with his Spitfire – heater valve, leaks in the manifold and a couple of coolant hoses. Hopefully all fixed by the time he reads these notes.

Lindsay has had "impure thoughts" about his Vitesse. He may change the grill to that of a Mk2 and, when it is resprayed, is considering changing the body colour from its original Wedgwood blue, maybe to red.

Mike is looking for a new back axle for his 1850 as the diff is worn and whines quite badly. He reckons it is much easier to change the whole axle than just the diff as, otherwise, things like slide hammers are needed. Mike also reckons that one of his most invaluable tools is a magnetic tool with a LED light attached. Ideal for recovering dropped clips from the bottom of the door when putting on rubber door window strips.

Colin, as is usual, will be at the **Triumph Spares day at Stoneleigh on 4th March**, sharing a pitch, and hoping to sell a selection of his numerous spare parts. Others will be going there to buy copious spares or search for that elusive part. Just wear warm clothing if you go.

The Ipswich to Felixstowe Historic Vehicle Road Run (the 42nd) is taking place on the 6th May 2012. Entries are now being accepted so if you are interested look at www.ipswichtransportmuseum.co.uk/events.htm for both an application form and details of the event. It is well supported with a huge variety of cars, motorbikes, commercial vehicles, military vehicles, coaches...

That's all for this month. The next meeting is **7th February** followed by the **6th March and 3rd April** when hopefully the weather will be fine enough to be using old cars. So, see you at the **Sorrel Horse, Barham on 7th February at 8:00pm**

Peter

SUSSEX

Tel. 01273 566593

It looks like the New Year has arrived, and with little change! I am still AO despite trying to bribe a couple of others to do the job, but this will be the last year for me!

We had our usual get together on New Years Day, and ate plenty of cake to celebrate Dougs birthday. He is getting pretty old now. In fact he is officially a year older than me for the next few months.

And talking of celebrations, Leigh and Nic have produced a baby (Sebastian) so congratulations to all three, and time for another car project methinks.

The January meeting was "compact" coming so soon after the New Year, but hopefully there will be a better turn out in **February (Tuesday 7th)** where there will be a bit of "ordering" done for the Stoneleigh spares day and some ideas about what we will attend over the year.

I am hoping we may get to Prescott, certainly CLM, but if possible a couple of the local shows. When my internet provider is replaced in a few days time with hopefully reliable service (don't ever want to hear the name talktalk again) I will do a bit of



SUSSEX THAMES . . . NORTH WALES

TSSC AREA NEWS

Sussex Continues

research, and bring it along. Anyway, time is short so I am off to bolt some bits on my Spitfire chassis. Happy days. Cheers

Clive

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

Hello All. We hope the start of the New Year has been going well for you. Julie and I have signed up to be your AO's for this year and would like to thank you all for your support in 2011. Work on my Vitesse engine has now started. The block is out of the Vitesse and it is now stripped down. Andy came over and inspected it all, honed the bores, so now its ready to go back together. Just need to buy all the new bits I need to put back together. The cylinder head is back and looking great .

Thanks to Garth at the club shop for helping sort out the task of getting a good used cylinder head. Julie brought me one of the new gas struts to replace the Vitesse's boot stay, we saw these at the club shop at the open weekend and they work extremely well.

SOCIAL EVENINGS AT THE FOX & CASTLE

8th December On this wet evening Julie and I have the company of Mark M, Bob, George B, Andy & Paul, Mike H, John P and on his first visit we offer a big warm welcome to Martin F, whom owns a Spitfire 1500 which he has restored and showed us all the photo history. Very impressive and a lovely looking Triumph. Work on our Triumph's has been :- Bob's Spitfire engine has been fully rebuilt and is ready to be collected. Andy is having a new garage built to take some of his collection. Martin is starting to rebuild his front suspension on his Spitfire 1500. Julie's raffle winners were :- John won the after eight's, Andy & Paul won a bottle of wine, Martin won a glass breaker / rescue tool, Mark won a bottle of rain away and Bob won a reading light.

22nd December Just a couple of days to go before Xmas saw a good turn out at the Fox & Castle. To keep Julie and I in festive spirits there was, Tony H, George B, Bob, David H, Mike G (Southern AO), Chris C, John P & Martin F. We have sorted out the new years meal, which this year is at Camberley in The Real China. News on our Triumph's this meeting . Bob has got his Spitfire engine now and it's all ready to be fitted. Mike G needs a new radiator for his Stag. John has purchased a TR7 convertible. Martin brought in a new trunnionless front suspension unit in for us to examine. These look very impressive and are available from Canley Classics. Julie's raffle winner's tonight were: Martin who won a 2012 calendar, Mike G won a bottle of wine, David won a set of screwdrivers and John won a pair of side cutters. Thank you to Southern Area for the lovely TSSC Calendar.

SHOWS & EVENTS

3rd/4th December The first annual Xmas dinner & dance at Hinckley and TSSC Xmas open weekend. Julie and I took a easy drive up to HQ on the Saturday. There we were warmly welcomed by those there. The new bar rescued from the Herald bar looked very impressive. Garth had managed to sort out a

Vitesse cylinder head for me, so we looked at it and did a deal. It was to be sent off to be reconditioned and unleaded. Happy, we left the HQ and headed off to the hotel. After settling in to our lovely room were joined up with friends in the Triumph bar for a drink and to catch up on events. Later on changed and scrubbed up then we headed to the Triumph bar to meet up with Tony & Penny, then on to the dining room were we met up with John & Sue B & their friends. We joined them at their table for the evening. The Meal came and was hot and well served, but a little small after we had been starving our selves and that with the cost of drinks was a real disappointment for the evening. The Disco was great and the dance floor was never empty. The company was the best ever and the hotel very comfortable. On the way home on Sunday we popped into HQ again. We had a good time there.

1st January Unfortunately I was not in a fit state to make it to Brooklands this year. But some brave souls did and they reported that there were more than the usual gathering. This year was the start of London to Cape Town World Cup Rally. The Cobham Bus museum is also now on the same site, so there was lots of the old museum to see, as well as the new exhibits. Starting to wish that I had gone now.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **February on the 2nd & 16th In March on the 1st,15th & 29th** . Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

March 4th International Triumph Spares Day at Stoneleigh

Mickey & Julie

NORTH WALES Tel. 01492 516479

To be asked to make the presentation to our Enthusiast of 2011 was an honour. But, to be quite frank, when the moment arrived I found myself choking. The award would, surely, have gone to our friend Stewart Davies, enthusiast of the decade, let alone the year. So, we decided it should go to his dear wife, Brenda – and if I was feeling overcome, how was she going to feel? So, I cut it short – and Brenda saved the day by giving me a big, public hug. Bless her.

That wasn't the only emotional moment of our Awards night. Brenda has created a new trophy – the Stewart Memorial. And after kind words about some of us, myself included, she presented the trophy to Richard, not just the family rock through the awful year of Stewart's illness and death, but Stewart's buddy for forty years and now the group's new anchor. A very worthy winner.

Those moments somewhat overshadowed our TSSC awards. When Derrick duly received the Mick Cohen trophy from Mick himself. It was a deserved reward for Derrick, who has put in great work during the year, highlighted by the BBQ at his beloved Penycod. Then came the Triumph over Adversity award for Sam Evans, who was unable to be present through a minor injury sustained in yet another adversity. Someone had planted a eurobox very firmly in the boot of his recently acquired Mini. I shall dive into my nuclear bunker before I pronounce: "It were a woman what done it".

There, I've said it. Happily, Sam was not seriously hurt – and he's going to rebuild the Mini. As he's also rebuilding his MGB, Sam's going to be busy in 2012.

Our Christmas dinner was again a happy success. Ten of us stayed overnight, most of us partying on until 4am. Then we

enjoyed a 9am breakfast party, although I'm told there were some complaints about the noise of excessive athleticism from one bedroom. It was NOT my room. Say no more, Robert... There have, however, since been rumblings, voiced at our January meeting, that the dinner should move on to some other venue. Having conducted a brief straw poll, I would urge caution.

There had to be a new venue for that January meeting. Arriving at the Crown, we found the place in darkness. There has long existed a Plan B for such eventualities and we moved on to the Hollybush in nearby Cefn-y-bedd, where we were well received and promised a warm welcome for the future. It was all very pleasant, but I do have some concerns about the space available when our numbers grow.

It's going to be the year of golden anniversaries – for the Spitfire and the MGB, following that of my dear friends, Richard and Joyce. Thanks for the party, you two – haven't enjoyed myself so much for years. We must plan some celebrations for the cars!

Sam is taking a group to **RAF Shawbury on February 3rd** otherwise there's little activity in the next few weeks – and what is going on seems a little chaotic. For instance, the **March Offal** is being held on **April 1st**. That's a Friday, instead of the usual last Tuesday. I'm planning the **April Offal** and that **WILL** be on the **last Tuesday, April 24th** – and the route will be planned to end fairly near Bodnant Gardens, convenient for those who like such things.

Skittles night is definitely March 17th. We're thinking of inviting Sam along as guest of honour. Sorry, Sam, that joke will now be buried. A year is long enough. I just wish they'd be as generous with my speeding points... On that front.

I am behaving myself with the new Jag. Roger and Malcolm agree with me that the big four litre seems to make you behave with dignity. I also find my passengers are better looking...

Bob

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

Hi all. Here we are at the year end and it's time to reflect on what has been done during 2011. My first thoughts are that our area has been quite busy, with monthly meetings being well supported and the monthly club runs proving to be very popular. Many of us also supported the local "classic car shows" and the TSSC S.Wales area has been well represented even though the weather was not on its best behaviour! This time of year tends to distract many of us from giving the time and work that we usually lavish on our beautiful cars, however we have the benefit of expecting "Santa" to bring us many of the shiny bits our cars deserve!

Our Christmas Party at the Park Golf Club was a really good night out with excellent cuisine presented in most pleasant surroundings, 21 attended and thoroughly enjoyed themselves with engaging conversation. An excellent raffle boosted our area funds whilst providing light entertainment, our area funds are to be used to improve club regalia and the purchase of a new Gazebo to be used for club events. Thanks were given to Jon our AO who took over the area from Howard & Carol thereby keeping the area going, without an AO we cannot run the area under TSSC rules. Clubman of the year was presented by our A.O. Jon to me for my efforts in supporting the area, I was thrilled to accept and stated that it is my pleasure to do

whatever I can to contribute to the group.

It looks as if there is a new arrival for Rob & Pete in the form of a Vitesse convertible, it should keep them busy during the winter months getting her ready for next year's season!

Bernard our new Technical Guru has promised to give some articles and here is his first concerning a door repair! After putting up with the intermittent sticking when closed (I would have to give a mighty pull on the door handle) of the driver side door of my TR I finally got around to finding the fault. I checked the door latch mechanism and it looked like it was functioning correctly so I then removed the anti-burst catch. I opened and closed the door many times and could not get it to stick. I found a few very slight marks on the male part of the latch which indicated that I would have to adjust the two parts so that they were closer together when the door was in the closed position. This I accomplished by cutting a thin piece of rubber to use as a shim/gasket on the B post part of the latch to replace the paper gasket.

I checked this out by once again opening and closing the door many times, there was no sign of the door sticking. Now if I had addressed this issue 10 months ago when the problem started occurring this would have been the end of the story, but as I hadn't because of either pure laziness or other more important car related jobs the story continues! Please use this as a reminder of the old saying of "a stitch in time".

When I had removed the catch from the B post I noticed a hairline crack that was running along the leading edge of the catch (not visible with the catch in position). This had obviously been caused by the poorly adjusted anti burst catch. I scrapped off all the paint along the length of the hairline fracture and cleaned it up using an emery bit in my Dremil. I then carefully welded along the length of the fracture with initially just a spot of weld every ½ inch, allowing each weld to cool then filling in the gaps, again allowing each weld to cool. I then ground the weld flush, gave it a coat of etch primer and applied a skim of filler. I then applied wax oil under seal to the back of the B post. The next day I used 180 graded wet or dry to sand back the filler and gave the area a coat of primer. After this dried I applied a bit more filler to the imperfections. After leaving this for another 24 hours I sanded back the filler and primer using 320 then 600 wet or dry then gave it 3 quick coats of primer and applied some stopper. This was then left for another 24 hours to dry then I sanded back the stopper with 600 wet or dry then applied 3 coats of primer.

The aerosol can of Fern Green arrived from the TSSC club shop so I then sanded back the primer then using my hot air gun to warm the area (as it was freezing cold) and after having stood the spray can in warm water for about half an hour I applied 5 coats of top coat. I have to say that the aerosol cans that are supplied through the club shop deliver an excellent spray pattern and are very easy to use.

I left the paint to harden fully for a week then I sanded the top coat with 1200 wet or dry then polished it up using "T" cut. I then re fitted the anti-burst catch. I have to say that the repair is invisible thanks to the "T" cut blending in any paint colour difference that there might be.

That's all to report for now so it's time for my Johnny 5 impression where I request, "more input" for the area website and "Courier" please.

Cheers

Gwyn



WESSEX . . . WEST MIDLANDS WIRRAL

TSSC AREA NEWS

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Despite the present dismal weather we are looking forward to improvements in temperature and clear skies to come.

So much so planning for this year's **New Forest Run** is well under way – please see our website www.triumphnewforestrun.co.uk for more details.

As in previous years, the Run will start from **Avon Heath Country Park around 10am**. There will be the normal halfway stop which this year will be at Brockenhurst Village Hall. This year we have decided to go back to Christchurch Quay for the finish. Whilst we have not ended the run here for some years it was always a popular location and hopefully will prove to be so again this year.

This Run is always very well supported by the local Triumph Clubs. 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** which is the week before the official day. In this way we hope that people will be able to join in with other events in support of "The Cause".

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.

The first event of the year for us will be the annual pilgrimage to **Stoneleigh for the Triumph Show and Spares Day**. **This year this will be on Sunday 4th March**. If you would like to come and like to avoid the queues on the day we can obtain advance tickets which are usually also slightly cheaper than paying on the day. If this is of interest to you please let me know.

Later on in the year we are planning a trip to the **Le Mans Classic** which is being held over the weekend of **6th to 8th July 2012**. Alan has been to this event before and very kindly has volunteered to organise this trip for us. He will let us have further details in due course.

I have been asked if it would be possible to change the date of our monthly meetings and in true democratic tradition this has been put to members at our last meeting and it has been agreed that starting with the **February** meeting our area's monthly meetings will be as follows:

At the **St Leonards Hotel, on the LAST Thursday of the month, from 8.00pm onwards**.

Hopefully this will not cause any confusion and look forward to seeing you there!

Trevor

WEST MIDLANDS

Tel. 07969 024999

The Turkey and Tinsel season is now over, and now everyone is back into their old routines after making lots of New Year Resolutions which they will never keep, unless as dedicated Triumph enthusiasts its in connection their cars. My New Year Resolution is to get my Triumph Acclaim into absolutely first class condition ready for the **2012 International at Stafford**. Yes alright I know its an import and I should really be entering it into the Honda open class, but wait and see.

I am sorry I missed the December deadline and as a consequence there was no write up in the January edition, its my age. I must make comment about our Christmas Party held at the

Chinese Restaurant in December. What a cracking night that was, everyone seemed to really enjoy themselves, its so nice to see so many regular members relaxing in each others company, long may that happen.

On the 28th December, Steve Hudson organised a trip to the Coventry Motor Museum, and although it was one of those events quickly organised mainly over the phone, 18 people turned up and we had 9 of our cars on display in front of the museum for the general public to view as well as the exhibits inside the museum. There is free entry to the museum which is well worth a visit, and the staff at the museum were extremely courteous and made everyone really welcome. Steve is hoping to organise another visit later this year. Some very interesting photographs were taken of our cars outside the museum and later alongside the Triumph Standard stone at Canley, where lunch was taken at a carvery. One very interesting photograph which I have seen and should be preserved is of Malcolm's 2000 with the bonnet DOWN, a sight rarely seen.

The New Year run organised by the Notts and Derwent sections was once again an outstanding success. Blessed with decent weather 9 West Midlands cars with 20 passengers met for breakfast at McDonalds at Bassetts Pole and then went in convoy to take part in the run which took off from Sainsbury's car park in Ripley Derbyshire. The chosen charity this year was 'Children with Cancer' and everyone was encourage to trim their cars in red and wear pyjamas. Some people obviously got lost on the run as at time cars were seen going in the opposite direction but all in all it was a fantastic start to the New Year. Congratulations to the organisers and we hope they collected a nice sum for their chosen charity. The food served up by the pub at the end of the run was excellent value for the £6 they charged, again thanks and well done.

We meet at the **Nautical Club on Tuesday 17th January 2012** with our regular monthly meeting being on **Tuesday 7th February 2012** at the **Drakes Drum, Aldridge Road, Perry Barr**. See you there.

Cheers

Roger the Dodger.

WIRRAL

Tel. 0151 339 4150

This report will beat all previous reports for brevity I am sorry to say, even some of Andy's, so I hope he will be able to make up for this next month.

My problem is the dreaded "Carpel Tunnel" syndrome, which is affecting my hands so I have difficulty holding a pen and also bashing out this report on my old steam driven typewriter.

Fortunately not a lot has been happening now that we are in the bleak mid winter so therefore not a lot to write about.

The November & December meetings were well attended but January saw only eight stalwarts turn out.

I was able to give Dave quite a lot of cash I had previously collected in deposits for our New Year Dinner to be held on Saturday 14th January, it looks as though we shall muster some thirty odd diners to the event so hopefully it will be a pleasant evening. Two dedicated stalwarts from the North Wales Area will be there, Bob and Derrick, let us hope that they'll leave the snow behind this year.

Dave and Peter are back in the Wirral after their trip to Australia and New Zealand, no doubt they will enhance the Dinner by relating tales of daring do whilst touring the Antipodes.

That's all for now folks, sorry it's so short. I hope I have the hands fixed up by the time I have to write next, which will be

NORTH YORKS SOUTH YORKS . . . WEST YORKS

the April issue, meanwhile keep smiling, taking the tablets and driving your Triumphs during the winter.
Cheers

Ray

NORTH YORKS Tel. 07766 354449

Hi everyone - Have you all recovered yet from the festivities? Well its been a busy January so far with the first meeting of the year and the Christmas meal. Ok so I don't actually know what's happened at either of them due to the Courier deadlines but I'm sure they were fun! The Christmas meal will be / was (my English teacher would be turning in her grave!) a busy affair with 14 of us meeting up at the White Bear in Stillington.

I may well have surprised you all, but if you didn't come you missed out!

NOTE!!! The Swan may be closed for refurb in Feb so call me or come along and we'll travel to another spot on the night! Here are the dates so far!

Club nights

Monday 13th February May be a different venue but we will meet at the pub and find somewhere else if its closed for refurb!

Monday 12th March

18th - 20th May, North Yorks Bash/amping/relax weekend at --- Dent. If you can make it up for the Friday its a 3 day event! Yes it clashes with Prescott but that's at the wrong end of the country anyway!!

15th - 17th June, Dales Run Dalesbridge campsite near Settle

21st June, Solstice Run to Helmsley.

14th - 15th July North Yorks moor Railway weekend. We will be going to Levisham as normal. Open to all if booked in advance, I will pass out the forms when I get some!

Hope we have a great summer

Rich

SOUTH YORKS Tel. 01302 820119 www.southyorkshiretssc.yolasite.com

This is my third year as a member of the TSSC and surprised to become A.O. in so short a time. I well recall the first visit made by my wife and I to our TSSC area, while chatting to one of the members he asked what car do you drive, I proudly returned a Bond, with thought given he returned "don't worry lad we will still talk to thi."

That aside on behalf of all the S.Y.TSSC members I would like to express my thanks to Paula for a job well done, on her final evening we presented her with a bouquet of flowers and some wine

During October/November we entered the Yorkshire Thoroughbred Car Club inter club quiz fielding six members on both occasions, in October we had an outright win and in November came joint second so we are looking forward to the **January / February** re matches.

.A great deal of interest among the members has already been displayed regarding proposed venues for the coming year so it looks like being hectic.

Interest is being shown for **Stoneleigh** and bookings are already being placed for one of our local stately homes i.e. **Brodsworth Hall**, so 2012 is off to a good start.

So until next time Regards

lan.



TSSC AREA NEWS

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

I would like to start by wishing everybody a happy and prosperous new year. We had our annual christmas dinner at the Hunsworth pub on Saturday the 7th January with 24 members and partners attending. We enjoyed a good meal and a good chat and I think everybody enjoyed it even though the service was a little on the slow side. Alan held a handing over ceremony for the AO badge and sort of made everything official. There are again many events to look forward to this year. **Drive it day being the first on the 22nd April with a visit to the mining museum.**

There is of course the **23rd Dalesrun /camping weekend** which is being held a week later than usual on the **15th,16th and 17th of June** at a new venue which is the **Dalesbridge Activity Centre,Austwick Nr Settle**. Make sure you book early, contact **Richard on 07766 354449**

There will be no Broughton Hall Game show this year where we have a club stand as the police have cancelled this due the the Olympic torch being in the same area on the same day.

The August run to Grange over Sands (one of my favourites) has also been cancelled this year I do not know the reason for the cancellation.

The Stag is shortly going to receive a new nearside rear wheel arch and have the boot floor repaired so I have plenty to keep me occupied for the next two months. If anybody knows where I can get a Stag boot lid please get in touch as I am struggling to find one.

If anybody has any ideas for runs out or shows to attend or has any ideas for things to do at our monthly meetings please let me know either by phone, e-mail or at the meetings.

Martin

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

STANDARD TRIUMPH DAY

SUNDAY 22ND APRIL 2012

(DRIVE IT DAY)

BOOKING FORM

Name _____

Address _____

Tel _____

e-mail _____

Vehicle make/model

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

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

| | 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 Notts Please

Derwent Valley's

24th Peak Run

22nd to 24th June 2012

Booking form for the Peak Run 2012 and Peak Run Camping Weekend

- Friday night a warm welcome at the campsite.
- Saturday we visit Wirksworth and the Ecclesbourne Valley Railway.
- Saturday night is the usual Party Night at the campsite.
- Sunday is the day of the 24th Peak Run—a 90 mile drive through the breath-taking Derbyshire Peak District finishing at Buxton
- Camping available from Thursday 21st until Monday 25th June* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name

Address

.....

..... Postcode

Phone Nos. Email

Car Make Model Registration No.

Four packages available—please select the one that suits you :

| Package | Rate | Tick Below |
|--|----------------|--------------------------|
| The Sunday Peak Run ONLY on Sunday 24th June 2012 | £9.00 per car | <input type="checkbox"/> |
| The Peak Run Weekend excluding Camping. | £15.00 per car | <input type="checkbox"/> |
| The Peak Run Weekend including one night Camping. | £27.50 per car | <input type="checkbox"/> |
| The Peak Run Weekend including up to 4 nights Camping * | £37.50 per car | <input type="checkbox"/> |

Please send booking form together with your cheque made payable to **Derwent Valley Area TSSC** to:

Peak Run 2012, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:

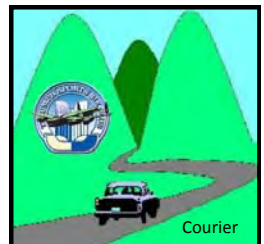
Kim and Paul Dale—01335 345784

Or Roger Buck—07970 619149

Or Colin Wright—01773 531580

For more information visit:

www.derwentvalley-tssc.org.uk



Courier

Manchester Area's

Holiday Weekend

14th - 16th September 2012

Book your holiday away with the Manchester Area at our weekend retreat with our very own Yellow Coats. Join us at the "Manclin's Holiday Camp" for fun, games and fabulous runs in the countryside.

Venue:

Elm Cottage Touring Park,
Chester Lane,
Winsford
CW7 2QJ

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

Booking details:

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at <http://www.tssc-manchester.org.uk>



REMEMBER KA 989H
When we say "Hi-De-Hi"
You say "Ho-De-Ho!"