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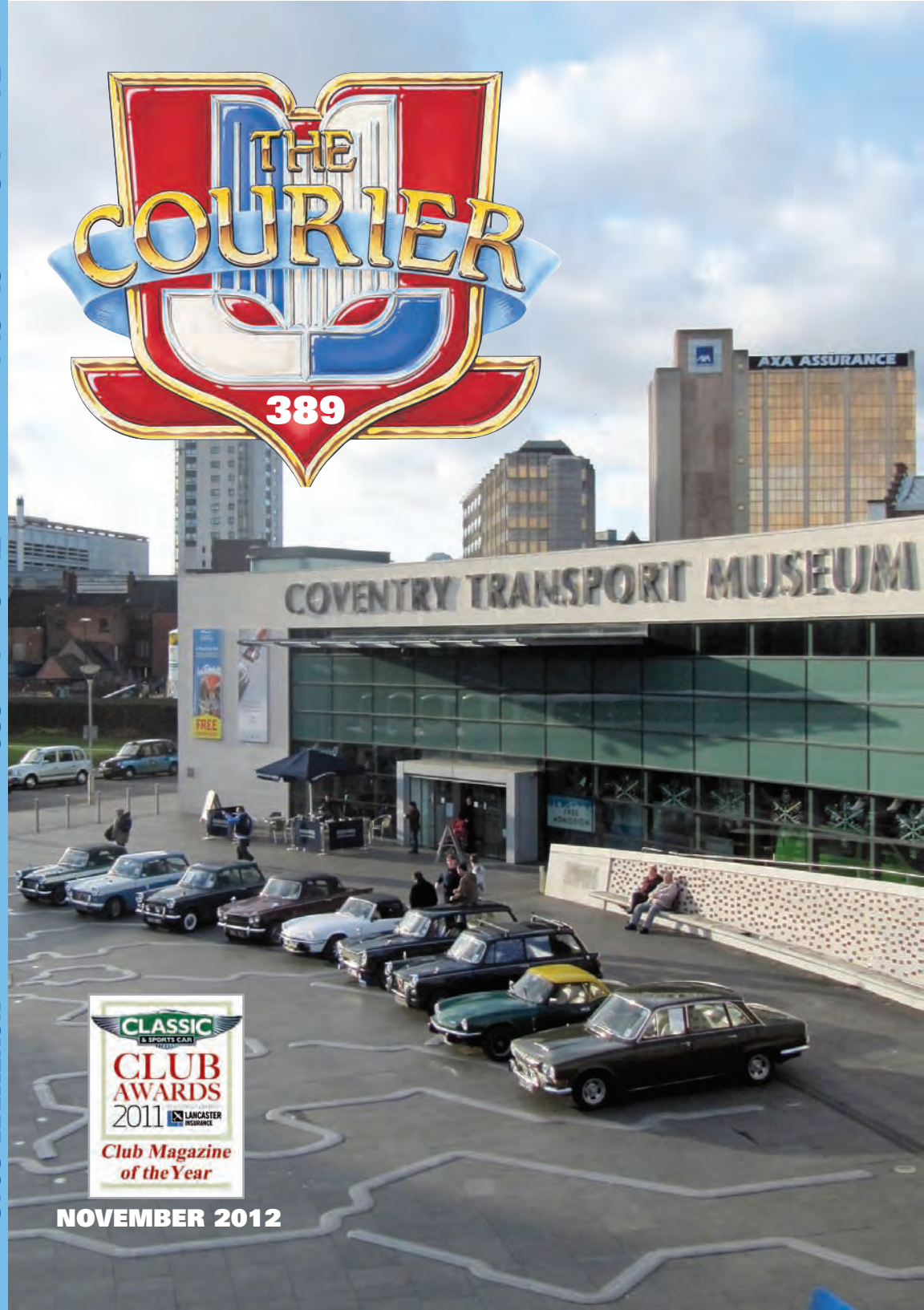
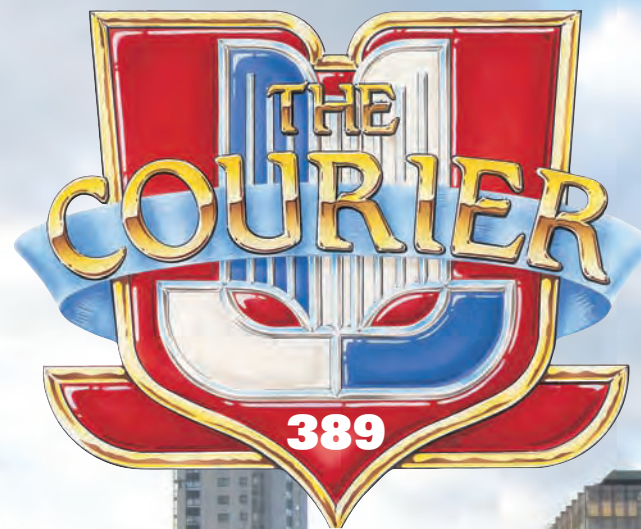
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Triumph Sports Six Club

The Courier 389

NOVEMBER 2012



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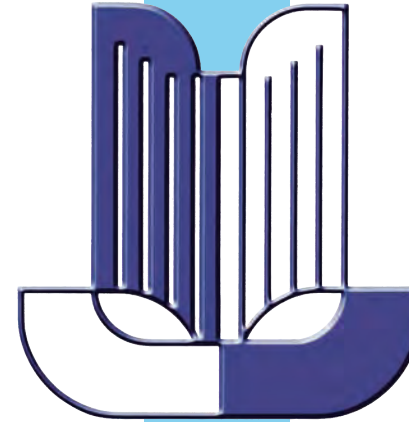
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.389 Vol 34. NOVEMBER 2012

Price £3.50 Free to Club Members.

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COUNCIL MEMBERS 2012

Jonathan Cronin, Pip Flegel, Claire Hill,
Nigel Hill, Derek Holman,
Peter Lewis, Jane Rowley,
Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 82.

Honorary MEMBERS

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

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

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TSSC WEST MIDLANDS AREA
AT COVENTRY TRANSPORT MUSEUM
PIC STEVE HUDSON



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T.S.S.C. Events Calendar

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

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

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

December 2012

**SAT 8 DECEMBER 2012
TSSC HEADQUARTERS
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August 2013

**SAT SUN 17/18 AUGUST 2013
PLUS CAMPING ON FRI 16
TSSC INTERNATIONAL
FAMILY WEEKEND
STAFFORD COUNTY SHOWGROUND**

CLASSIC CAR SHOWS (CLUB INVITED)

November 2012

**FRI SAT SUN 16/17/18 2012
FOOTMAN JAMES CLASSIC MOTOR SHOW
NEC BIRMINGHAM**



TSSC 2nd Annual Christmas Dinner Dance

***Saturday 8th December
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CoMment

BY **CLAIRE HILL**
TSSC CHAIRMAN

As Vivien mentioned in the last Courier the members of the Council of Management are going to give you an opportunity to become more aware of us as members and the roles that we perform on CoM through these CoMment articles. This month appears to be my turn!

Through my husband Nigel, I became involved with the Triumph Sports Six Club about a week after finding out I was expecting my first child. When he said he had swapped my beloved Sierra estate for a Triumph I laughed as in my ignorance the only Triumphs I had heard of came in a variety of cup sizes. Little did I know how much I would be involved nearly twenty years later.

In January 2005 some "friends" (thanks Sue and Ron Hare) encouraged us to set up the Notts area and with some fantastic support we had an initial meeting, and we have never looked back. We have a brilliant area who support each other, attend events and even more importantly put up with my wacky sense of humour.

Along the way I seem to have inherited a few events as well. It began with the Robin Hood Rally, one of those mad ideas at an area meeting that began with "can we organise a camping weekend in two months? Let's see....." Since then we have only missed one year due to a double booking of our dates.

We will be back in 2013 though. Keep an eye out in the Events Calendar.

We have always attended the International at Stafford and were absolutely gutted when we heard it may have to stop as the organiser was standing down and nobody else was insane enough to take it on. Me and my big mouth! So, by chance, I stumbled onto something I absolutely love doing... ..event organising. Good job really, seeing as 2012 has seen me involved with eight events for the club.



In June this year I was voted in as Chairman of the TSSC which was a great honour. I hope that I can work with our members to help carry the club through the years ahead.

Although we are now into November there are still a couple of events for you to attend to keep away the winter blues. We will be attending the **NEC Classic On 16th to 18th November**. This is a fantastic event with loads to see (and buy) and a good chance to pop along to the club stand and chat with staff, Council members and other club members looking for advice etc.

On **Saturday December 8th** we have the **TSSC HQ Christmas Open Day** which also coincides with the **TSSC Christmas Party**. This was held for the first time last year and proved a huge success.

There are a limited number of tickets so please get in touch with Angie at HQ quick if you want to book.

Hope to see you there

Claire



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Bill Sunderland TSSC President

Disappointing news now of Bill Sunderland's decision to resign as TSSC President.

Most of us know of Bill's enthusiasm and effort that he put into making the TSSC the Club it eventually became.

A founder member, Courier Editor, General Manager and the main force behind the building of the TSSC HQ and Museum.

Since leaving the Managerial role, Bill has spent the last few years training to become a Master Craftsman in Clock making, as ever with his input the Clockmakers he served his apprenticeship with is now a thriving business and Bill has decided his new career must take precedence.

Unable to spare the time he feels he wants to put into his role as TSSC President, Bill has sadly decided to stand down.

I'm sure all will join with myself and the TSSC Council of Management, to thank Bill for everything he achieved with the TSSC over the years and wish him the best of luck with his future career.

Bernard Robinson
Courier Editor

Young Members Classic Insurance

During discussions with insurance brokers about young people's insurance, the brokers have asked for the numbers of young members the Club has.

The club does not currently have this information on file, so I would be grateful if any member **under 25 years of age** could email me at generalsecretary@tssc.org.uk or

write to me at the address given in the Courier, (Page 3) giving me their membership number and their age.

Thank you for your assistance to try and resolve the Young People's insurance issue.

Vivien Thompson
General Secretary

Rimmer Brothers Autumn Sale

Rimmer Bros are offering 15% Discount on Parts Orders over £50 (Exc Vat) for Triumph and Rover SD1 From the **First of November to the 18th November 2012**. Also they will arrange Free Delivery to the NEC show from their Stand (8T48) if required.

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SAT 8 December 2012 10.00am to 3.00pm
HQ Closed for Christmas Break
Mon 24 DEC 2012 to Weds 2nd JAN 2013

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The Club Shop will be attending the following Show
International Classic Car Show - NEC
November 16/17/18 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 HQ Christmas Open Day 2012

The Club Shop will be Offering 10% Discount over the Counter and for Phone orders only - Free Postage (UK Only) Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as December Offers

Members ordering Shop Products or Regalia over the phone on this day will receive Free Postage (UK only) on their order and Save Pounds on postage.
To ensure we have the parts you need just ring the Club Shop. Telephone orders 01858 434424



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Council of Management Meetings

11TH NOVEMBER 2012 & 13TH JANUARY 2013

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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Dave Rumens

Never Say Die

Hello everybody. **Nigel Thorley** wrote previously about his return to Vitesse motoring and told us of the examples he used to own in the 1960s and 1970s. Now one of his old cars has turned up. Over to you Nigel -

Thanks Dave. Despite carrying out a web check with the DVLA, I couldn't find reference to this particular car, a 1967 Vitesse 2 litre Mark 1 convertible, red with black interior, registered NRC 35E. This is a car I owned back in 1969. Like so many 'old friends', you lose track and never expect to meet up with them again.

However, in September 2011, while on a visit to see our son who now lives in Hampshire, we took a trip on the Watercress Line, an enjoyable steam train journey and upon our return, stopped off in Alton, looking for a suitable coffee shop. Walking down the street, this attractive little red car took my eye and I immediately starting taking photographs of it, just for the record. Looking very much like a miniature Alfa Romeo (in red, of course!), I knew it was a kit-car but couldn't place the name. Looking around the back of the car I saw the Mamba badge on the boot lid and then, in total surprise, I noted the registration number – NRC 35E; the very number from my 1967 Vitesse.

1 – NRC 35E as I originally had it in 1969.

Then a 1967 car that had belonged previously to a builder's son in Derby, this picture was taken just after I had a new black hood fitted, replacing the previous stained white version.





It was even painted in the original colour of my old car and despite the upholstery being of a different style, it was still black (as my car was).

Watching out, the owner and his wife suddenly appeared, I introduced myself, and took some more pictures. The story then unfolded further as I got in touch with

2 - NRC 35E as it is today, in its Moss Mamba guise.

him and the Moss Owners Club and the rest of the story is as below.

*Jeff Ellis, the Membership Secretary of the Moss Owners Club, informed me that the last known owner was in 2007 but that he was no longer a member. Jeff wrote off to him for me and then I got a reply, from the man I met with the car, **Blair Nixon**. His letter said:-*

"I have been passed your details via the Moss Owners Club but I do not know a great deal about when the car was built, other than I was told it was factory built.



3 - A very attractive car from any angle. It has a boot, plus a boot rack and the rear lights are the same as those on my first car when I was 16 - a Reliant van!

4 - Apart from the instruments and some switches, there isn't much left of the Vitesse interior.

I started to take closer attention to the car and noted the obvious touches like the Vitesse instruments, then the wire wheels which were of the same type and size as the Vitesse (who knows, maybe the originals).



5 - Just to prove it is the same vehicle, NRC 35E at my mum's house when I owned it.



Finally, I think I would have rather had the car as a Vitesse, but at least I do not need to worry about rust!!

Blair Nixon."

That's a nice story and I am so glad that the car has survived, even if not in its original factory built Triumph Vitesse guise. It just goes to show that you never know with such things – this car turned up just by chance, and I couldn't trace it through the DVLA. There's hope for the others now!

I have only had the car for six years but have replaced the gearbox, rebuilt the chassis in places, as well as rebuilding the carburetors, etc. The engine, it is fair to say, is tired and desperately needs rebuilding or replacing when funds are available.

There are less than ten Moss Mambas left, with I would guess, less than half of those actually on road.

Not bad considering there were only sixteen at the beginning, in around 1980.

The last and best one sold recently for 12,500 Euros and was in Paris, so who knows what they are worth here.

Thanks Nigel, I agree it's good the chassis and running gear is still around. It is doubtful that a Vitesse would now be used as the basis for a special this being largely due to the rarity and value of the model. It should be remembered back some thirty years ago many a Vitesse were scrapped due to the cost of rebuilding a badly corroded body. A positive alternative was to save much of the car and use it as the basis for a special.

Well that's my stuff for this month.

Keep them running on all six.

Safe Driving

Dave.



6 - Blair Nixon and his wife in the Mamba, a very attractive car from the 1980s, with a good parentage in a Triumph Vitesse.

Welcome to NEW MEMBERS

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



THE
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CLUB

Graeme Morgan	Beds
Andrew Hunneman	Berks
Peter Hilton	Bucks
Harley & Helen Inder	Bucks
Sean Donoghue	Cambs
Paul Dorrington	Cheshire
Mark Kilgallon	Cheshire
James Richley	Dorset
Nigel Bacon	Dumfries & Galloway
Martyn Hodgson	Durham
Neil Pringle	Essex
Douglas Scuttle	Essex
Michael Starckey	Essex
Peter Rieu-Clark	Fife
Graeme Cassidy	Fife
Jeffery Pugh	Greater Manchester
David Gray	Herts
Frederick Turrell	Herts
Gregor Munro	Highland
Alan Brenson	Kent
Kevin Stevens	Kent
David Stevenson	Kent
Rodney Statham	Lancs
Antony Jones	Lancs
Kevin Hope	Lancs
Graham Charles	Leics
Michael Cann	North Lincs
Emma Watson	Lincs
Marc Jones	Lincs
Orla Lacey	London
James Wainwright	London
James Spafford	Lothian
Dave Riley	Merseyside

Alan Iles	Mid Glam
Gareth & Stephen Dyer	Mid Glam
David Chudziak	Mid Lothian
Carl Willis	Northants
Wayne Charlton	Northumberland
Nathan Richardson	North Yorks
Pete Martin	Oxon
Marino Pacini	Shrops
Jonathan Adlam	Somerset
Anthony Rowlands	South Wales
Lesley Gillott	South Yorks
Gavin Magenty	South Yorks
Andy Statham	Staffs
Anna Pollard	Stockton on Tees
Ken White	Suffolk
David Reed	Tyne & Wear
Jade Thompson	Warks
John Tombs	West Mids
Alan Law	West Mids
Gio Bella	West Mids
Adam Bannister	Worcs
Timo Mattinen	Finland
Paul Flynn	Ireland
Monrad Strome	Norway

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



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e-mail. herald@tssc.org.uk

Colin Lindsay



OOPS!

W

hat have I learned in my garage today? Put things away, properly,

so that the NOS early Herald rear light lens that has sat on your shelf for the last three years won't fall off and shatter on the floor when you're looking for something else. It's a golden rule that the heavier an item is, the more damage it will do, so while a bellhousing will inexplicably fly sideways for some distance in order to land on flesh or fresh paintwork, a light item like a lens will bypass numerous soft landings in order to strike the hardest surface possible. I have a roofspace full of damaged items that I can't bring myself to throw out, and it was while rummaging through the dark depths of spider-infested history I came across a few items of Herald-related nostalgia.

Back in the early days of Herald production the factory decided to change the front sidelights from the familiar dual-bulb layout, to a smaller single-bulb design. This was possibly to appeal to the American market, where single bulb side and tail units are common; but seems a step backwards in the UK market and probably frightened off a lot of staid solid British buyers. Not something that Triumph was ever afraid of, though! We still seem to

have preferred the separate orange indicator, instead of the single dual-filament front unit and the all-red tail lights fitted to the American-market



vehicles as shown in the photo. Raiding the parts bin, they used the same small light unit - Lucas



L595 - that was also used as a reversing lamp in both the Jaguar E-type Series 1 and the Gt6 Mk2. Here you can just see one above the twin exhausts

HERALD 948 -1200 -1250 Register

of this pristine 1965 Jaguar and of course on

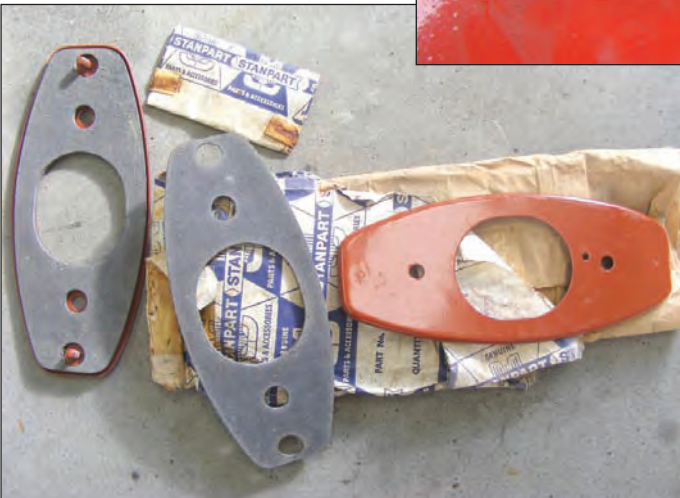


plates, which will fit into the mounting holes for your wider sidelights, and then enable you to fit the new small units. Triumph supplied these to dealers, possibly as a customer option on new Heralds - or more likely to help the dealer move more Heralds before display; all that was required was a top coat of body colour.

Of course, when the market changed back again, all those owners of small sidelight Heralds were feeling a bit miffed.

the front of this beautiful 1200 Coupe photographed at Stafford.

If however you're one of these people who just has to be up to date, your Mk1 Herald with the dual-bulb sidelight would be by now the laughing stock of all your friends. So: ashamed of your Triumph? You needn't be. All you require is a set of these handy adaptor



Early Herald owners could just remove the adaptor plates, but anyone with a factory-fitted single unit bonnet was stuck with lights that were so last year.

In order to put the smile back on their faces, Triumph came up with THIS set of handy adaptor plates, which fit into the holes for the small units and enable you to refit the larger lamps. These are quite brutal in appearance; I've only ever



Catherine & Steve Cropper at Ormskirk

seen one set fitted to a car and wasn't able to locate the photos I took, but this mockup on my spare bonnet gives you some idea. They

certainly weren't fitted for cosmetic reasons.



Hours of fun for all the family - as with those dodgy numberplates you always take off before MOT, you can do the same with your sidelights as the mood suits... will I, won't I?

Above is a photo of a familiar Herald, which came from Bernard at the Courier, courtesy of the proud owners Catherine and Steve Cropper. You may remember the photo I featured of this lovely 1200 at Stafford; here it is again at the Ormskirk Motorfest parade on August 26th last. It's actually a 1500 and goes by the name Henrietta... thanks to Liverpool AO Alex Cain for the photo.

That's it for this month - take care in the dark evenings no matter which lights you have!

Colin

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In the December issue of ...

practical CLASSICS

ON
SALE
OCT 31

Formula Fun

*Everyday classics with
added F1 genius – Brabham
Herald, Mini Cooper,
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Brabham: The ultimate Herald?

This month **Practical Classics** features three classics all touched by genius... but which one is best? Also inside: £300 **Triumph Spitfire** restored at home, Paris in an Ami 6, a chance to win a place on LeJog reliability trial 2012 worth over £2700, plus tech tips including servicing your **TR6**. All this for just £4.20? We must be mad.

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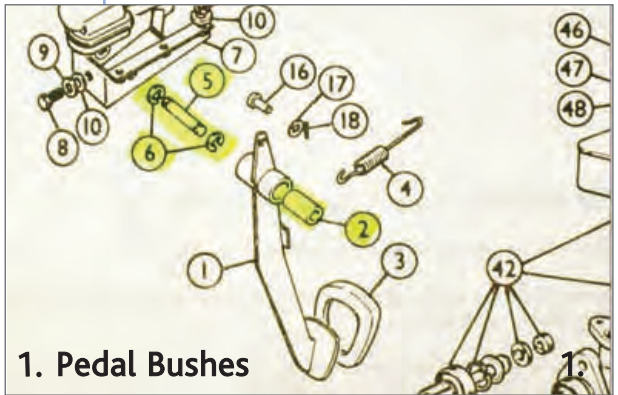
Derek Giles

Pedal Re-bushing

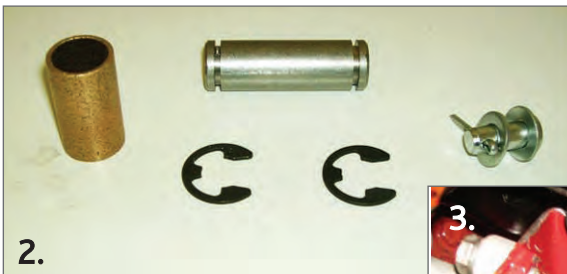
Firstly my thanks to **Kenny Wilson** (from Scotland) for responding to my appeal for stories of interest pertaining to our cars. I will hopefully, get his article ready for the December issue (so long as I can master the way Windows 7 stops me sending some types of photos)!!

So this month I am looking at re-bushing the brake and clutch pedals! *Photo 1* shows the complete layout, but I am looking at highlighted items 2, 5 and 6. They are the bronze bush, the pivot pin and the 2 circlips that are found in the pedal box

in the engine bay (*photo 3*). Then from inside (*photo 4*) unhook the pedal return spring and



1. Pedal Bushes



2.

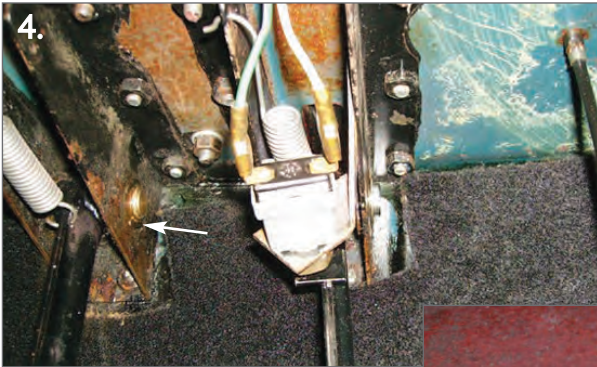
(*photo 2* is the actual replacement parts you need) available on e-bay for around £13.00.

If you have the pedal box assemblies out of the car then it is a lot easier, but it is possible to remove the pedal without too much trouble. Firstly disconnect the cylinder pushrod clevis pin and split-pin 16

lever off 1 of the circlips (seen top left) holding the pivot pin, push out the pivot and the pedal will/should come out! The bronze bush can be driven out carefully with a sharp chisel or similar tool (*photo 5*) Make sure you do not damage the pedal bore! The new bush, which is semi porous, should be soaked in oil for a



3.



slowly, just make sure you cover the jaws with something soft so as not to damage the bush. The pivot pin is a tight fit so you may have to remove any burrs/rough edges. Refitting the pedal should be straight forward as long as you reverse the above procedure! You may be surprised how much

few hours as this provides the only lubrication needed for the life of the new bush.

The best method of fitting the new one is to support the pedal on a something solid (*photo 6*) and drive it in with a soft faced hammer and block of wood or if you have a large enough vice squeeze it in



play has been eliminated and although it may not alter the travel of the pedal at least you know it shouldn't seize up in the future!

Guess that's about all for now apart from reminding you the Somerset area will, as usual, have a stand at the "Restoration Show" at the Bath & West Showground Shepton Mallet Somerset on November 3/4, if you can make it then pop onto the stand and say hello! Cheers for now,

Derek



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Standard Triumph Anniversary Rally
STAR 90

1923 2013

STANDARD - 110 YEARS
TRIUMPH - 90 YEARS
TRIUMPH GLORIA - 80 YEARS
TR2 - 60 YEARS
STANDARD 8 - 60 YEARS
TRIUMPH 2000 - 50 YEARS

STAR90 – STANDARD TRIUMPH ANNIVERSARY RALLY 17/18/19 MAY 2013

The Standard Triumph Forum presents STAR90 - a celebration event for all Standard Triumph enthusiasts. This prestigious three day event begins on the evening of Friday 17 May 2013 with a Welcome BBQ at the Chesford Grange Hotel, immediately south of Kenilworth (parking for 650 cars). For those who do not want to stay at the rally HQ hotel there is a range of other hotels nearby and camping and caravan facilities have also been booked at Stoneleigh Park, only a five minute drive away.

On **Saturday 18 May 2013** there will be morning or afternoon a driving experience sessions at the Prodrive Proving Grounds at Honiley, Balsall Common, including a short circuit driving, tarmac rally course and skid pan options. An alternative range of Fun Runs are available including to Standard Triumph Monument, Coventry Motor Museum, Warwick Castle and a range of other venues and locations.

Saturday evening is Gala Dinner evening at the Banqueting suite of the Chesford Grange Hotel, with guest speaker Prodrive Chairman David Richards, Aston-Martin, and one-time Triumph 'works' rally co-driver with Fred Gallagher, Triumph co-driver with Tony

Pond, Triumph TR7 V8 - 1978 RAC Rally, 4th Place, the highest placed non Ford Escort – a great drive in rallying history. Along with outright wins in TR7 V8 with Tony, in other British and European events.

Sunday 19th May 2013 sees the whole event focus move approx 15 minutes down the A46 + M40 highways, from Chesford Grange to the Heritage Motor Centre Gaydon for an all-day Standard Triumph Anniversary Rally. It will include an arena, parades, a trade show, special anniversary 'events' presentations, interviews, full commentary. We are expecting well over 1,000 Triumphs (there were many more at the Triumph 75th Anniversary event in 1998), and many Triumph clubs. The principal organising clubs, within the framework of the Triumph Forum, include TR Register, Stag Owners Club, TSSC, T2000/2500 Register, and Club Triumph.

Booking: booking arrangements will be through the TR Register offices and website and booking arrangements will open in November 2012. You will be able to book and pay on line for any element you wish to take part in. You can make this a complete weekend event or take part in any element you choose. An indicative price list is attached.

Friday 17th May 2013

Chesford Grange Hotel – Room and Breakfast	£64.50 per person per night
Welcome BBQ	£15.00 per person
Caravan pitches	£18.00 per unit per night
Camping pitches	£10.00 per unit per night
Electric Hook up – caravan/camping	£3.00/2.00per unit per night

Saturday 18th May 2013

Prodrive – Entrance/Cavalcade	£10.00 per car
Prodrive Entrance/Cavalcade/track laps	£30.00 per car
Gala Dinner - Chesford Grange Hotel	£37.50 per person

Sunday 19th May 2013

STAR90 Event - Heritage Motor Centre Gaydon - Entry	£7.00 per person
---	------------------

BIG SALOON Register



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



Mark Blease

50 Years of the Big Saloon

Following on from the brilliant success of the 50th anniversary celebrations for the Spitfire and Vitesse at this years Stafford International, 2013 will mark fifty years since the launch of the Triumph 2000, which was unveiled at the 1963 Earl's Court Motor Show. It would be fantastic to display as many 2000s as possible in Bingley Hall to mark this milestone in our car's history.

There are more and more 2000s and 2500s both in saloon and estate guise in the TSSC now, and I'm sure we could put on a superb display of just about every different model that was available during the 14-year 300,000+ production run.

I'm not talking about just concours-winning pampered beauties (although they will of course be most welcome!) but a true cross-section from the

totally original to the highly modified, rolling restorations and everyday cars.

There are a few months to go before Stafford 2013, and a lot of organising to be done, but let's look forward to a truly magnificent

display of big saloons and estates!

Please keep an eye out on the TSSC Messageboard and in the Courier for more information.

A 2000 to Keep

I received an IVR form and some photos from TSSC member **David Tallon** recently and was struck by the very attractive interior of his 2000 saloon. Dave was kind enough to provide some more information:

"A few words about my 1973 Triumph 2000 Saloon 'OWF 616M': OWF was built on



21/6/73 and despatched on 26/6/73 to the supplying dealer Robert B Massey (York) Ltd, 112 The Mount, York, YO2 2AT (does anybody remember them?). OWF was registered on 1/1/74 and purchased by Mr

BIG SALOON Register

Wilson Turnbull of Cottingham, Yorkshire who kept the car until his death in 2002. The car was then transferred to his wife who kept it for a couple of months but then sold it on.

Five further owners later I entered the picture and on 30/6/12 OWF was mine. My partner Anna spotted OWF for sale on an internet website (not Ebay) and we decided to go and have a look.

One small problem, we are in Essex and OWF was in Worcestershire!

After talking to the vendor we went to view OWF, liked what we saw and a deal was done. A few days later we went to collect the car. Bearing in mind I

had not driven OWF prior to purchase the journey home was viewed with trepidation. We need not have worried as we covered the 192 miles home with ease.

Once home OWF was treated to a wash & polish and I was pleased to find hardly any rust or other nasties hiding anywhere, to say

I was very happy is an understatement.

The car is finished in Mallard (106) and has Grey (78) Ambla trim, body wise OWF wears



its 38 years with pride, it has that patina of age that any restoration cannot replicate.

The interior is in excellent original condition with no rips or tears in the seats or headlining the only exception being the woodwork where the lacquer has started to flake in places.

Mechanically OWF is superb, all matching numbers, the mileage is under 76,000 and drives very well. There are no squeaks or rattles and being an automatic the drive is very relaxing.

Since purchase I have carried out an oil change, fitted a spin-off filter conversion, changed various hoses due to age and some other minor parts that were showing signs of wear.

OWF is a keeper because I doubt if I could find another as





genuine and unmessed with as this one. Everything about the car is 'right', I knew that as soon as I saw it when we went to view. Happy days as they say."

Many thanks Dave, it looks like a lovely car and definitely one to keep.
Until next month!

Mark



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<http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>
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Dan Chudleigh

Stafford through Young Eyes!

I know by the time you read this, Stafford is a distant memory, but this is the first opportunity I have had to write about it. For the 200 mile trip up from Devon we had a convoy of a Fiat van, 2 Spitfires one Vitesse and one Dolomite Sprint and chasing up the rear our much used tow car, a Vauxhall Vectra. It makes the trip much more fun if you are in a convoy, and it's nice to know if you get into any trouble someone is there for you. The trip was faultless as was my Mk3 Spitfire. It went all the way without misbehaving once. It was also very good on fuel, using just over half a tank of petrol. As with everything this year the weather was not wonderful but thankfully it was a relatively good drive up also it was dry for us all to set up camp. We were there Friday and came back Monday morning. The good thing about getting there on the Friday is you can watch people arrive, it's rather amazing to see how much stuff people can fit in the boot of a Spitfire and what caravans people took with what cars.

The Saturday morning, was kicked off with the tannoy announcement asking for cars to be

brought into the hall, so we headed on down with the 2 Spits, Sprint and the Vitesse. My Spitfire had been entered into Best Restored and my sister's Sprint was in best Small Saloon. So that was us set for the weekend, now we could start having a look around all the other cars and start chatting to people. We had a Young Members display in the side hall as normal. The turn out for this was a little disappointing, but I do understand that a few of our cars were pulled off to be in the main display. One car I was very pleased to see was **Luke Richards'** nice little 1200 Herald, I was also very impressed that he had entered Cruised and Used, he was taking it very seriously, spending nearly all weekend cleaning and polishing it. Just on his enthusiasm he deserved to win the class.

With regards to the Concours this year, I really



had a hard job deciding what class to put my Spitfire in. By now I think you all know I don't take Concours very seriously at all. It's just a

Young Members Co-ordinator

bit of fun having a scruffy car amongst all the immaculately polished cars. This year I didn't even get round to cleaning the grass off of my wheel arches. The toss up was between best

Not only this but when it came to the prize giving, 1st, 2nd, and 3rd in best restored went to prize winners in other classes.



My Spitfire

My sister "Jas" did well with her Sprint, she won 3rd place in Small Saloon. Jas took it a little more serious than me, she even emptied her boot out and laid all its contents on the floor behind the car in a way that is custom with Concours. There was a down side to doing this, when she took the spare wheel out, it put on show the massive rust hole that I'm yet to get around to welding up! A quick roll out of a big Devon flag soon covered the offending corrosion. When

Spitfire or best restored, I really wanted to go into cruised and used but fell short on the mileage by 500 miles. Come the end I opted for the new class, Best Restored, mainly because I finished restoring the Spitfire 5 years ago and did everything but the spray job myself. In the last 5 years the car has always been used and lives outside in all weather. I must have done something right when restoring it as it's been a reliable car and not started to rust away yet.

soon covered the offending corrosion. When



Jas's Sprint in the Concours

When entering Concours you can only enter one class, yet when in the hall I had a good look around and saw that everyone in my class had also entered other classes.

she was being judged Jas was asked if her wellington boots were part of her tool kit (as they were lined up next to the spare wheel). She replied "yes, with the amount of water that



leaks through to windscreen rubber in the rain, the wellies are needed".

The one thing I enjoy the most about Stafford is all the interesting people I meet, all sorts of people, from past owners of my cars to people who have just been reading my articles and want to comment. It's what the Club is all about, people and all the interesting things they have to say.

The big display of Spitfires and Vitesses was a

One other interesting thing happened up at Stafford and that was a meeting with representatives from two of our insurance panel, this took place in the Area Organisers meeting. No I'm not an AO but I do tend to tag along to these meetings and was so pleased that I did this time. I do have to give the two guys a pat on the back for coming along and answering a few of our questions (one from Footman James and the other from Lancaster).

Peter James was unable to be at the meeting, but was in Bingley Hall for people to talk to on the Sunday. Everyone had a lot to ask with regards to young members insurance and the impact its having on their members. People up and down the country are having the same problem getting insurance under the age of 25.



really nice sight, it was somewhat of a rainbow of colour regarding the Spitfires. All the different bright shades looked great against one another. Totally by chance my Spit was parked right at the start of the row at the very front. This was nothing to do with me, it was just good luck. I wasn't even the first car to get in the hall. There were lots of nice Vitesses as well, which really made me miss having one in the family. There were many modified cars, I always like to see home engineering and I think our club has some very good engineers, in my opinion more should be made of their work and how they have overcome some of the problems we all encounter from time to time.

I would just like to say, a big thank you to everyone that had a part in putting on Stafford this year. Again it was another faultless show, even with the prospect of bad weather it was well attended, with people coming from all over the world. Lets hope for an equally good show next year and many more after.

Unfortunately from what the two guys were saying its something that is unlikely to change. It's a matter of risk and the risk is now too high. From what they said it's not the brokers that are stopping it or being obstructive but it's the underwriters refusing to take on the risk. The two guys had no facts or figures to show that the risk had now indeed gone up also had no information to hand that would help us identify the highest risk drivers. This would have been good to know as I doubt it's our cars that have been having more accidents. I would expect it to be more 80's cars VW's and Fords maybe. I suggested that it would be a good idea to do this and then give clubs as risk rating and go back to the underwriters with that information and work from there. The feeling I was getting in the meeting is that nothing will be changing, and certainly not soon. So if you thinking of getting a classic and your under 25, be sure to check the insurance price and availability first.

Dan

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SPITFIRE MkIV/1500 Register



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Derek Ford



1500 Engine Rebuild

This dusty old 1500 engine is about to undergo a full strip and rebuild, it belongs to Fellow TSSC member Chris Evans and in order to learn how himself and pass on information at the same time, has agreed to let me loose on it with the spanners.

Chris will be doing all the work himself while I watch and drink tea, the idea behind this is to show it is within anybody's capabilities to rebuild a



The Haynes manual covers strip down and rebuild very thoroughly and is an essential tool for Torque wrench figures and schematic diagrams so make sure you have one to hand if you are going to undertake this job.

First job Henry VIII's favourite, "off with his head"! Remove the two rocker box cover bolts and prise the rocker box away from the head, sometimes this will be siliconed in place and stuck firmly, try not to prise it off against the gasket faces as this can cause distortion, use a lever gently inside the oil filler cap.

simple Triumph engine and point out some useful tips along the way.

Remove the water pump housing next from the front of the engine taking care not to round off

the bolt heads, this is all too easy to do if you are rushing or using the wrong spanner or even coming at the bolt from the wrong angle. Remember taking a few seconds more to align your socket with the head of the bolt will be a

wrong way round don't panic it will just mean that gapping your valves may take a bit longer, but more of that later.

Now Head bolts, these have to be undone in a spiral fashion working outside to inside failure to follow this system can result in a warped head particularly in more modern vehicles with aluminium heads. The Haynes manual gives a detailed diagram on what order to undo and tighten head bolts so you should have this to hand.

Figure 3 shows my way to undo the head bolts by pulling across the engine; this creates less torque on the engine block and stops it trying to turn on the sump.

Figure 4 shows how **NOT** to do it.



Fig.3

lot easier than trying to remove a rounded off bolt. Corrosion and dirt build up around a nut or bolt can also cause problems when trying to grip a bolt, take an old screwdriver and scrape around dirty bolts to clear the heads so that your tools will grip properly.

Looking from above and to the distributor side of the engine you will now see the rocker shaft pedestal nuts (4 in all) remove these a turn at a time and lift off the rocker gear and place carefully to one side, if your engine is going to be apart for a while as this one is, wrap the rocker gear in an oily rag and store carefully in a plastic bag away from any moisture (so not in the boot of a Spitfire for instance)

The pushrods are now revealed. You will now need your best Blue Peter skills, so get an adult to make 8 holes in a piece of card just big enough to push one end of the pushrods through and clearly label the card so you know which end is which (Front to back of engine). Store the pushrods away safely with the rocker gear. If they do go back into the engine the

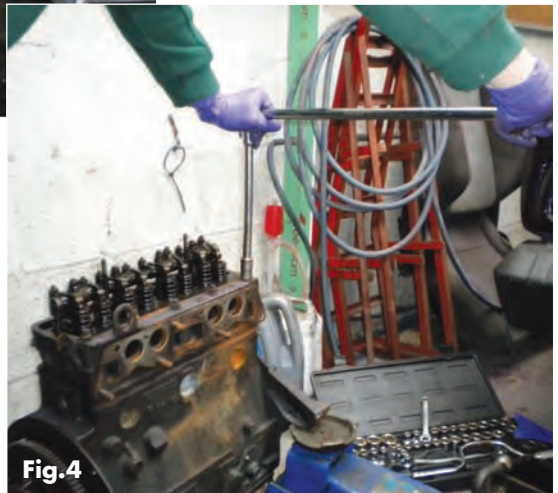
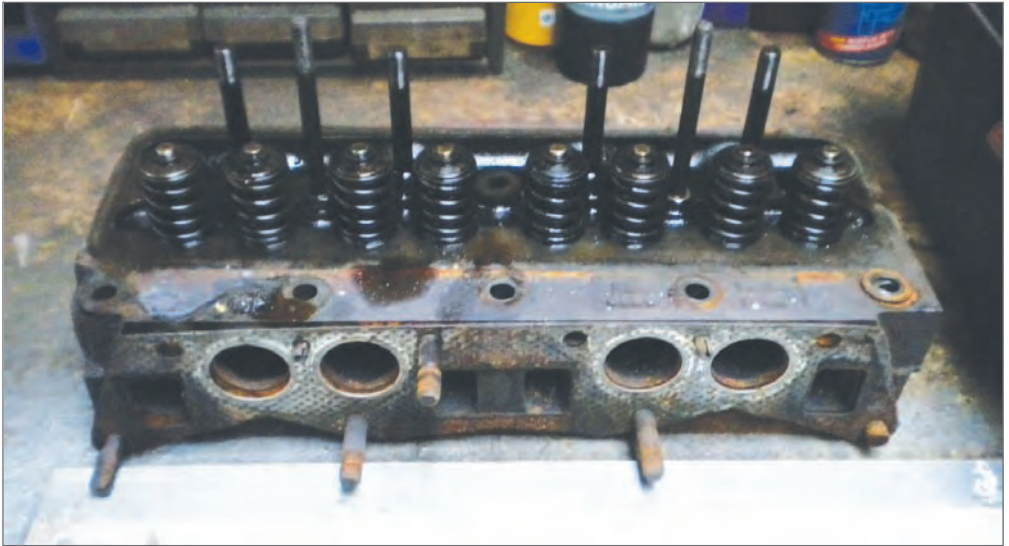


Fig.4

If the engine is in the car then there is no issue but because the engine is free to move, this way will cause the engine to turn and possibly fall off any block or stand. This same theory can be used on a tight wheel nut try it yourself pulling across the face of the wheel will provide much less movement of the car and more power on to the wheel nut.

Repeat the Blue Peter theory with the head bolts storing them through a piece of card and then remove the head. Sometimes it will simply pull straight off as this one did but if it does stick



then don't be tempted to prise against the gasket faces use the manifold studs to lever the head off.

Chris has now taken the head away to remove the valves and decoke the engine but next

month hopefully it will be back for some polishing and porting which we shall cover next time. Hope I haven't bored you all senseless - any questions drop me a line.

Derek



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Suzie Singleton

Spitfires at Stafford and further afield

In October With FC1L to write about last month and Brian's barn find Spitfire 4 I didn't leave myself much space for all the great cars seen at Stafford this year so would like to correct that omission here with a photo array of just some of the early models, Spitfire4, Mk2 and Mk3 cars to be seen on the field and in Bingley Hall.



ADU 7B



FC 57

My apologies if I haven't included your car here but, much as it might be nice occasionally to take up half the Courier with Spitfires, we do have to leave a few pages for the rest



BNP 622B



8922 VC



JTF 567B

SPITFIRE I - II - III Register



CXD 485H



ODT 355E



EIJ 6511



KOW 224E



FKJ 715D



SLV 572G



PPF 928E



OAW 1G



PAY 508G



JFB 481H



FLU 955J

of the wide range of cars which Triumph produced!

It was great to see so many visitors from other countries at Stafford this year, some with their cars and some without, but for some it really would be a bit too far to travel.

I've recently heard about, and received photos of, two overseas Spitfires that I didn't previously know about.

First was **Barry Connally's** red Spitfire4 in

California, an original LHD US export car which he has owned since 2005. Barry also sent me a copy of the BMiHT Certificate he has for the car. It has all the usual information, including that it was shipped with 'Heater, Windscreen washer, white hard top, carpets, whitewall tyres', that it was dispatched to the '**USA Standard Motor Company Inc, Houston**', and even that it 'was shipped from the West India Dock, London aboard the vessel '**Ilsteid**'. The car was first registered in **Dallas** in March 1964



At the Beverly Hills Concours

As a side-bar, seeing this information I went looking for copies of other BMiHT Certificates I have been sent but I don't have very many (hint to all early Spitfire owners, if you have a certificate for your car I would be very grateful if you could send me a copy as it's interesting to compare the information given on them, and to be able to add it to the IVR database]

I only found one other BMiHT Certificate for an overseas car and that was for **Scott**



Irwin's Spitfire4 Mk2, which he has owned since 1997. That particular car had been

SPITFIRE I - II - III Register

shipped to the 'Standard Triumph Motor Company Inc, San Francisco in 1965 'from Southampton on the vessel Medea' and was built with 'Heater, 5.20 tyres, Windscreen Washer, White tonneau cover, Rubber footwells, Jack tool roll and spare wheel'. Long-term readers may remember - or have on their bookcase as we do - the June 2003 Courier when I wrote more about this car but for now I'll just drop in one picture of it for you above - in its green 2002 incarnation (It was originally white)

More recently we were contacted through



email by **Monrad Strømø** in [Haugesund](#), on the west coast of [Norway](#).



Having previously had a 1972 Herald he has just bought a 1971 Spitfire Mk III and re-joined the TSSC.

Well done, Monrad - two excellent decisions!

He is hoping to buy a hardtop for his car so that he can use it for more of the year, Norway being rather cold, wet and windy at times - as he notes, we seem to export a lot of bad weather to Norway from Britain!.

He is considering getting a hardtop from the UK if he can find a good one which is not over-expensive but in good condition and, ideally, ready to fit. Unfortunately, when Monrad bought the car it turned out not to be as good as he had hoped so he has a lot more work to do on it than expected so - as for most of us - funds are not inexhaustible and so he is looking for a good all-round deal. I don't know if Monrad is planning to come over to collect the hardtop if he finds something suitable or whether he was hoping to have it shipped over, which could prove difficult and quite pricey, but if anyone can help please do let me know and I'll pass any leads I get onto him

And if you happen to be in Norway reading this, wondering what to do with that early hardtop sitting in your garage taking up space . . . I know where it can find a good home!

Some of you, whilst browsing the classic car magazines on the newsagents' shelves may have spotted a familiar blue nose in



recent months - yes, Our Sybil has been flaunting herself again, full frontal on the cover of **Top Marques** magazine in July and in their **Spitfire Buyers Guide** and also on the



cover of **Classics Monthly's** October issue. *'Words by Nigel Clark, photography by Dom Romney'* Nigel Clark was putting together an article on all 5 models of Spitfire and a photo-shoot was arranged at TSSC HQ so, on a sunny day in August - yes, I know, a rarity this year - Guy took Sybil to Lubenham for her day in front of the camera, in the company of [Graham Bellamy's Mk2](#), [Chris Tickner's Mk3](#), [Garry Pyne's Mk IV](#) and [Peter Martindale's 1500](#). Where was I? In London house-sitting for Guy's brother, Ian, while the removal company packed up his entire household into a container to send it to Australia! A lovely sunny day for me too, and interesting to see just how well the professionals pack up chairs, tables, beds and everything else from a house - but I digress. . . I'm convinced that's a smile on Sybil's 'face' - a cover girl at 50 - not bad going!

And, just to add to my pleasure at reading that particular issue of **Classics Monthly**, it also contained an article *'Midget vs Spitfire'* *'Words by Andrew Roberts and Photography by Eric Richardson'*, featuring another Spitfire local to me, the 1965 Spitfire4 belonging to Cliff Cowtan. I'd been contacted by the journalist, Andrew Roberts, who was looking for an early car from the West Country for this article. As Sybil's 'dance-card' was already full I'd suggested Cliff's car, knowing that it was a nice original car, and Cliff being its original



owner felt he and the car deserved their day in the spotlight. I was very pleased that it all worked out and the car came out very well in the photos. I remember when we first met Cliff at the Wroughton Show near Swindon some years ago. Guy and I were both taken with this very original car and, at the time being on the look-out for a front grille for Sybil asked Cliff where he got the grill for his car as it looked so good. Easy, he told us, when the Mk2 Spitfire came out Cliff went along to the local Triumph dealer and bought a Mk2 grille, fitted it to the car, thus instantly updating it, and put the original grilles away in the garage. Fast-forward some 30+ years and he dusted off the original grilles and just re-fitted them to his car - as good as new!

And finally, an interesting sign for you: it being somewhat self-evident and rather appropriate considering the summer we've just had.





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TR6

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GT6

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TR 4/4A Register



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Bernard Littlewood



TR4A Engine Rebuild

After years of running the car with its original high mileage engine I have finally decided to recondition it. I have postponed this year after year because although the engine has low compression and low oil pressure it continues to perform so well. About 5 years ago I

crank reground with the scroll ground away for a more modern oil seal set up and had purchased new valves, valve guides, rocker shaft, rocker arms, push rods, cam followers, camshaft, crank oil seal conversion, timing chain, pistons, rings, liners, crank bearings and camshaft bearings along with engine gaskets.

At the moment I don't know if I will remove the engine and gearbox together or just the engine,

As a rule I usually remove them both together so that I can give the gear box a good internal clean, but as I installed a reconditioned overdrive gearbox 12 months ago the only benefit would be that it is easier to mate the engine and box when they are out of the car, the downside is that it would be something else that I would have to keep stepping over on the garage floor.

Although I have reconditioned many engines over

the last 30 odd years I have never worked on a wet liner engine, there is a good point to a wet liner engine and a bad point. The good point is that you never need a rebore, you just replace the liners and can use different sizes to increase cubic capacity, the bad point is that if you don't get the liner



bought a TR 4 engine and had planned to recondition this and carry out a quick swap, but as I have now retired and have more time to work on my cars I thought that I would keep the original engine. As I had planned to recondition the TR4 engine that I had purchased, I had already had the

11/10/2011

Today I started the engine rebuild. I drained the coolant then removed the carburetors and linkages, inlet and outlet manifolds (to do this I had to disconnect the top steering column shaft UJ and move the shaft to one side to give clearance), water pump, alternator, heater control valve, rocker cover, rocker shaft and pushrods (although I have new ones I numbered them just in case). I then loosened the head bolts and turned the engine over using the starter motor in the

height above the block correct or you don't get the lower seals to mate perfectly you will have coolant seeping into the engine oil and will have to strip the engine again.

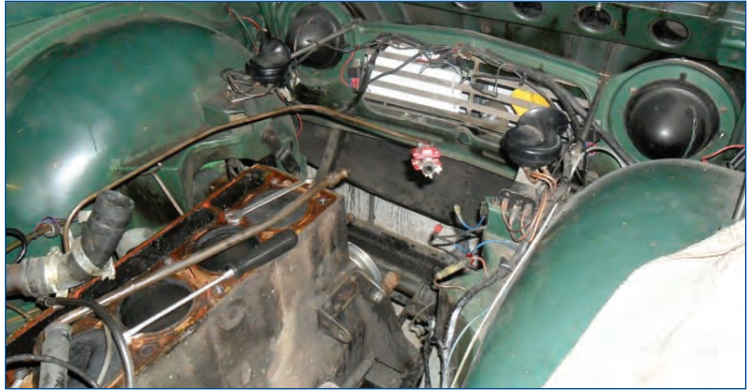
There are also conflicting views on the best figure of 8 gaskets to use (these give the seal between the seats of the block and the liners, one gasket seals 2 liners, hence the figure of 8) some are steel, some are stainless steel and some are copper, they also come in different thicknesses so that you can obtain the correct height that the liners must protrude above the block face so that when you torque the head down, the seal is made at both ends.

There is conflicting information on the height that the liners should protrude, I am opting for the +0.003" to +0.005" dimension which is from the original TR4A workshop manual.

I did install 2 of the liners into position 1 and 2 on the spare TR4 engine and the heights were +0.008" and +0.013" after using collars the thickness of the cylinder head over the head studs to torque them down, as these use the same figure of 8 gasket the only way to resolve this would be to machine 0.004" from one and 0.009" from the other, this will not pose too much of a problem if I come across the same issue with the 4A engine as a friend of mine owns a small engineering workshop and I can always use one of his lathes.

I will use copper figure of 8 gaskets as they will not corrode and as the head gasket is copper my opinion is that this is the best option,

We'll see if I have chosen correctly when I check for coolant in the engine oil after start up!



hope that this would help to break the cylinder head seal. It did, so I was then able to remove some of the head studs to make it easier to lift the head off. I then removed the head and then took the remaining head studs



from the block. I then removed all the studs and valves from the cylinder head and disconnected the battery.

4 hours

12/10/2011

I took the cylinder head to [South Wales Piston Services](#) for hardened exhaust valve seat inserts and valve guides to be fitted, also for the head to be cleaned and if needed, skimmed.

I then raised the front of the car and placed it on axle stands. I then removed the radiator and drained the engine oil.



Moving into the car's interior I removed the steering wheel along with the shaft (as it was already disconnected and would give me more room), the seats, "H" section along with the CD player and controls, front carpets, gear lever and gear box cover. I was then able to remove the starter motor.

2.75 hours

13/10/2011

I removed the fuel pump and oil filter housing and body to engine earth strap.

There was a lot of debris in the fuel pump bowl, I'll have to investigate and also fit an inline fuel filter.

I then used a wire brush attachment in my drill and cleaned up the radiator and front suspension turret brace bar.

With these cleaned up I applied 4 coats of acrylic black paint from an aerosol, but the finish is very dull (the paint may be off) so I will brush paint them when I buy new paint.

I tried to separate the inlet manifold from the exhaust manifold, but although I managed to remove the nuts, the exhaust manifold was seized to the studs, I had previously soaked these with penetrating fluid so my next move

was to place the assembly in the freezer over night.

I will not be removing the engine until I return from holiday at the end of October as I will be moving my Herald outside to make room for me to work on the TR engine and I don't want the Herald outside when I am away.

1.75 hours

14/10/2011

I removed the manifolds from the freezer and clamped the exhaust manifold in my vice then quickly applied heat from my blow torch around the studs, I then gave the inlet manifold a sharp blow with a dead blow mallet and the corrosion that had held the manifold to the studs gave up its grip allowing me to separate the manifolds.

I then gave the radiator, front brace bar and steel connecting pipe (from top of radiator to water pump) a coat of smooth Hammerite enamel.

0.75 hours

I picked the cylinder head up from [South Wales Piston Services](#) and before I lap in the valves and fit them I am going to "port" the head. To do this I bolted the two manifolds together and placed the gasket on them using the studs to ensure that they were in the correct position. This was to check that the holes in the gasket were the same size and shape as the ones in the manifolds, they were, if they had been bigger I would have had to try to source ones that were the same size or buy some blank gasket material and make new ones, if the holes had been smaller I would have had to open up the ones in the gasket to the exact same size and shape as the manifold ones. I then placed the gasket on the cylinder head using the locating dowels to ensure the correct position, I could see that the inlet and exhaust ports on the cylinder head were all slightly smaller than the two manifolds, this does not matter too much on the exhaust as the gasses are trav-

elling from a smaller port into a larger pipe, however, on the inlet it is far more efficient

after rolling road figures that roughening up polished inlet ports would make on the rally car engines that were prepared there.

1.5 hours



17/10/2011

I unbolted the engine to gear box studs and bolts and supported the gear box with a trolley jack and unbolted the clutch slave cylinder mounting bracket. My son Jack and I then removed the bonnet completely.

With the engine hoist Jack and I attempted to remove the

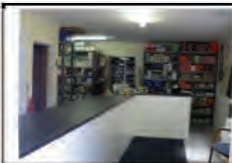
to have the ports on the head the same size as the manifold bores so that you obtain the best flow of fuel and air. I then scribed carefully around the gasket port holes (including the exhaust ports to eliminate any chance of "swirling" as the gasses pass into the manifold) and opened them up carefully using a small grinding stone in my Dremil. I then used my automatic centre punch set to a very light punch to "dimple" the area I had ground away in the inlet ports in the head. A lot of people actually polish the ports, but I learned in my time of employment with Fuel Injection Ltd in the early 1980's that a rough finish aids the fuel/air mix and increases power and efficiency, some people will disagree with this, but I saw the before and

engine leaving the gear box in position but we found that we couldn't lift the front of the engine clear of the steering rack before the gear box bell housing made contact with the bulkhead.

I then replaced a few of the engine to gear box bolts, removed the angle drive for the speedo cable, undid the rear gear box support bracket bolt and drive flange to prop shaft bolts, removed the overdrive electrical connections and then lifted the engine and gear box out as one unit. It was a very precarious operation! Probably because I have fitted a "J" type overdrive unit and not the original "A" type.

3 hours

Continues Next Issue



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TR7/8 Register



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Paul Lewis



SPEKE

Well it's November already and the NEC classic car show is upon us. I have had some more bad luck with cars but I will expand more on that in the article. I decided to bite the bullet and purchase another TR, this time a Fixed Head Coupe (FHC) (Picture 1). I have been wanting one for a while now but haven't found the right one. I was looking for a Speke built early car preferably 4 speed. Well one was spotted on Ebay and a final last second bid secured the car, but what

I had noticed from the sellers photo's was that the 1977 car was not wearing the correct livery (Picture 2) so I thought this month I

show is upon us. I have had some more bad luck with cars but I will expand more on that in the article. I decided to bite the bullet and purchase another TR, this time a Fixed Head Coupe (FHC) (Picture 1). I have been wanting one for a while now but haven't found the right one. I was looking for a Speke built early car preferably 4 speed. Well one was spotted on Ebay and a final last second bid secured the car, but what



would look at how you can tell a Speke Car.

Speke was a manufacturing plant way back in time making bombers during WWII and in 1959, Triumph, relocated to Speke, building the Herald, Vitesse, 1300 and others throughout the 1960s. In 1970 British Leyland, who had taken over Triumph wanted to set up a new plant. At this time the government would only issue permits to build in what they called deprived areas so Coventry, the heart of the

motor industry at the time was rejected and a purpose built £10.5 million building Speke Number Two plant was conceived in Liverpool.

It was one of the most modern and best equipped plants in Europe designed to build 100,000



vehicles a year all under one roof (Picture 3). The new model at the time, the TR7 would start its life there. Production started in January 1975 with a few North American FHC as it was deemed that convertibles would be banned in the USA. In June



1975 the first UK cars were produced (Picture 4). My new car TFX 458R was registered on the 29th July 1977 so should be a Speke built car. When I checked the VIN ACG22512 this confirmed that the car was built at the Speke Number Two plant between October 1976 and June 1977 as records show the VIN numbers produced during that time are ACG10001-ACG23406. The decals on mine have been put on after a respray and are typical of a Canley built car.

Exterior

The Speke built cars are easy to identify even if the



decals have been changed as they have a very large fuel filler cap with no lock. (Picture 5)

The bonnet is also what is known as a single bulge and was only fitted to Speke or



some Canley models. The double bulge was a later design for the V8 but fitted to later cars. The decals that should be fitted are TR7 in letters on the bonnet (Picture 6) and Triumph TR7 on the right of the boot lid. Very early cars also had a British Leyland badge on the front

wings, similar to that on the TR6. Also the rear light panel was painted Satin Black, again similar to the TR6 and Dolomite. The sunroof in my car was an optional extra at the time.

Interior

The seats were originally a black nylon broadcord until March 1977 when the tartan interior was launched. The head rests are also known as the small type. The steering wheel was a 14" black padded affair and the door cards had round lock

buttons but no door lights and a black plastic dash. Also on early cars the wipers are on the left stalk and indicators on the right. This was confusing at first when driving the car home in the rain on the day I picked it up as later cars (like my TR8) are on the opposite way.

Wheels

The original wheels and tyres were 175/70

steel rims with a black polycarbonate centre cap (*Picture 7*) until March 1977 when due to complaints that steel wheels were inferior, a full silver wheel trim was fitted to look like an alloy. The later 185/70 tyres only came when the car was fitted with a five speed rear axle.

These are just a few of the differences that can be noticed.

Now back to my bad luck. After picking up the car I drove through Salisbury some 15 minutes from getting in the car when in stop start traffic the owner of a blue transit van decided to give me a nudge in the rear. A broken rear light and light panel now the shape of a banana and the boot not closing I am now in the process of finding out how good our insurance is. I will expand on this in another article when it has all been resolved.

Anyway enjoy the month and hope to see you at the NEC

Paul



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Trevor Collett

The Summer of 12

Sorry about lack of words from me last month; the main reason – I’m going for the sympathy vote here – was that my company decided to parachute me, half way through, into a major bid for a large piece of work – very stressful, and it is still stressing me as I write now. Another contributory factor was the less uncommon one – the struggle to get a subject to spark in my head.

To be honest, the struggle for subject matter goes on; let’s see what has crystallised... Remember back to August – I wrote about wooden cars. I showed you pictures of four Herald-chassised cars that all had bodywork built up with, and finished in, wood. I ended the piece with the challenge for anyone to tell me more about the cars, and where they are now. And, do you know, my challenge

resulted in two emails – both relating to the same car.

One came from **Gary Russell**, from the Manchester area:

Hi Trevor,

I thought you might like to see this picture of 695CRK; it was taken by my father in 1982 in Dartmouth whilst on holiday.

All I can say he is 85 now, nowt wrong with his memory as he has dug this picture from the past.

Interesting little piece of history, isn’t it. But, stating the obvious, a picture from 1982 doesn’t help us with the question of where the car is now. The other email:

Hiya Trevor,

Read your article in the Courier. Good to see the Cawthorne Special (better known as Woody) featured again.

It was us you spoke to in 1995 (that’s my wife in the back of the photo) and we still have the car, taxed, MOT’d and on the road.

Unfortunately she doesn’t get used as much as she did as we now have three children, and Woody is a two seater...

I have a lot of the build history and some photos after tracking Roger down in the late 90s.

I also have some build pictures of the Bermuda.

Chris James

Now that is news, new news. Of course I wasn’t going to let Chris James off the hook now he’d



'Woody'

bitten; I've demanded he hand over everything he knows. A piece for the future, hopefully.

Two of my favourite local classic car shows

took place on the same weekend this year. Luckily, Capel is always on a Saturday and Cranleigh is always on a Sunday – so both could be attended. This summer I was determined to make more use of the Moss; as you know I'm lucky enough to have a choice of two vehicles to take to classic car events but lately I've tended to favour the Herald – it's easier to throw the picnic stuff in and it's got a hood that keeps the rain out –

my darling wife suffers from the phobia of being caught in the rain in a car with its roof down; the Moss has not had a functioning hood for many years.

One incentive to use the Moss was to show off those "new" wire wheels that I've told you about. You will recall that they caused me a fair amount of grief, and the grief continued. Jackie had checked every weather forecast she could find on her I-Phone and was happy that there was no chance of rain, so off we set to Capel.

The car's handling was feeling increasingly odd as I approached the showground, and as I parked and alighted I saw one of the front tyres was just about completely out of air. I'd suspected this inner tube to be suffering from a dodgy valve so had packed a foot pump – the fresh air this supplied seemed to hold in the tube.

Capel is not a huge car show but always manages to produce an interesting car, or ten. If you want to see some of the cars that caught my eye you can find my photos on Flickr. I've selected one to include here – there was not any other Herald kits or specials apart from my Moss, but there was one other special there that I thought was just brilliant.

It was a replica of the Allard J2 – the car that did a Cobra, before the Cobra did it – that is



Allard J2

drop a great big American engine into a good olde English sports car.

As someone commented on my Flickr page, *"My favourite, ugly car"*.

We headed for home, hoping that the air would stay in the tyre. It was about half a mile away from home that the car started to feel odd again – a different kind of odd to the trip out. We made it, gingerly, onto home drive. Looking at the suspect tyre I was a little surprised to see it was still full of air.

A few minutes of investigation tracked down the new problem – the wheel nuts holding on the adaptor were loose – and the movement of the wheel had stripped parts of the thread on all four studs.

Luckily – well, more good planning actually – I had an ice cream tub on my shelf with a supply of spare wheel studs, so a few minutes with a heavy hammer and a 11/16 spanner saw everything straight again.

Since I still had a suspect inner tube, I switched to the trusty Herald for the Cranleigh show the next day, which got there, and back again, entirely without drama. The Cranleigh event attracts a lot more cars than Capel – attendance number gets well into four figures – amongst them this year a good selection of our

kit cars and specials.

There were three Marlins, two of which were very familiar – the cars of **Kevin Finch** and **Ben Caswell**, both regulars at TSSC events, and both have appeared on these pages. The

and is the owner's only car.

Don't know about you, but I think this car looks particularly attractive in that two-tone grey livery – oo er, I've come over all peculiar.

Just then I came across another car that I knew – the British racing green Gentry belonging to **Roger Buckler**. I first met Roger at the Cranleigh show in 2011, and you can read about his car in the October 2011 Courier. Roger's Gentry is pictured here in 2012 parked next to a British racing green MG TF – don't know why



Marlin with Alfa engine



third car was one I don't know so well – it is pictured here. The owner was not around, but Ben Caswell tells me that this Marlin is fitted with a Fiat twin cam engine

that particular car, we Triumph people tend to avoid the cars from Morris Garages.

The final photo this month is a purely gratuitous shot showing my Herald at Cranleigh doing its best to cope with sun and



Abby at Cranleigh



Roger Buckler's Gentry

my daughter, Abby, doing her best to appreciate it.

That's it for this month; you can probably gather that I'm rather short of material for this column – please send me pictures, and some words if you can, of your outings in Summer 2012 in your kit car or special – whether in the sun or in the rain.

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by Garth Jupp

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GPS trackers are a well established method for foiling vehicle theft – why else would so many insurers demand a tracker when insuring high value cars.

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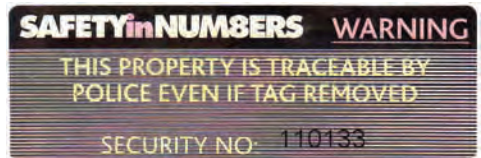
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Contact the Club Shop to place your order.

GT6 Drop Glasses

Due to publication deadlines I have no new info at the time this needs to go to print. The good intentions I had after my holiday did not materialise, but by the time you read this, I will have been in contact with the supplier and will be able to confirm an up to date price.

Errata

Just to clarify something that a few members have brought to my attention re the CoM

feedback in last months Courier.

The paragraph referring to the Shop on page 8 and again on page 10 in the perception survey results.

The words **"replacements for"** should be inserted before **"new / obsolete and poor quality parts are to continue to be sourced"**



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Pip Flegel



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Jodrell Bank, Anderton Boat lift and Hack Green (nuclear secret bunker)

Finishing the weekend at Blakemere craft centre Winsford where members of the public were invited to judge our cars.

Let the pictures do the talking!!



Our Yellow Coats Mark, Janet, Tracy, Pete.



Glamorous Grannies (some are looking toooo comfortable!!)



**Go On Figgy!!!
Make em have it!!**

Area Showtime



Strictly Manclins come dancing



Someone is being Knobbled??



Best dressed mannequins



Oh and the Robot!!!



Jigsaw - That's a Big Un!



Shhhhhh!!! Hack Green (secret bunker)



Our Youngest Member - Awww!

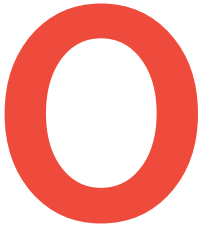
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Guy Singleton



1st Equipe 50th Anniversary Event



Only 7 months to go to the first Bond Equipe 50th Anniversary Event which will be at the **South of England Meet at Leatherhead** - which will

be under New Management from 2013 -

Micky and Julie Hazell

are taking on the running of this event so we need all those Bonds out to support them. Come on - get those cars ready!! You have all the winter months to work on them!!! (hmmm, I can't shout too loudly - my convertible is sitting on a flat tyre at the moment - must do something about leaking alloy rims!)

Anyway, I'm sure you get the picture!

Now to other matters. Suzie and I went to the Milton Keynes Museum last month for their Classic Car Day and met up with **John Marshman, Adrian Schollick, and Bob and Jane Buckby** and the owner of a blue



4s, (sorry, I didn't catch your name) from Manchester.

We had a very pleasant day - it could have been warmer but at least it wasn't too wet!

I have had some interest in the badges I had mentioned in my last article, It has also been good to catch up with members I have not spoken to, or heard from, for





some time. One of these was **Elizabeth Bowie** who has had her 4s 1300 from new, purchasing



it in September 1968. She has sent me some photos of it - it's looking good - and is definitely loved. Elizabeth told me that she has now



acquired a Mini so that the Bond is not necessarily used every day now and does get the occasional rest.

It was very nice to hear from **Steve Fox** who has just acquired a (previously) one owner 2+2, CJA 304B, a car I was previously unaware of - so a welcome new



addition to the Register - and hopefully another car on the road for next year's celebrations! (Or did I already mention them?) The car looks to be complete with all the rare bits in place



STAG Register



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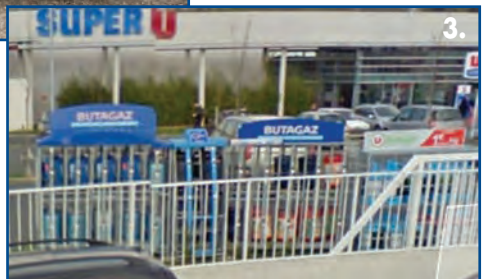
Hello again, it's November already, the cars are beginning to disappear into their cosy winter storage. The TSSC insurance panel provide many club members with various types of cover for their vehicles. This month I'd like to let **Nigel Thornley** explain why he covered 900 kilometers in a single day, in his Stag, with the help of a member of the TSSC insurance panel. Here is what Nigel had to say:

thing bar the kitchen sink (and a slave cylinder) in the Stag, you can never account for the least expected (picture 2).



On the last afternoon before returning home via ferry from Calais the next day, while travelling back to Amboise, I suddenly lost the clutch in my car. Pulling over to a SuperU market (picture 3) and checking the clutch reservoir it was

*With my friend **Ian Smith** we decided to take our Stags (and our wives) (picture 1) to the Le Mans Classic in France this year, and then to enjoy a few days in the Loire valley before returning home. All went well enjoying empty roads, good company, excellent food and the wonderful Triumph Stags, ideal for grand touring this way. Despite taking every-*



empty of fluid. (picture 4) Luckily the supermar-



ket sold Dot 4 and after filling up the reservoir, (picture 5) I was on my way



again with a clutch. That was until a few kilometres later in downtown Tours when the clutch failed again. With a degree of clutchless gear changes

and luck, I managed to get the car back to our accommodation but we were not going to make a 500 to 600 mile journey back to Calais in the car the next day.

This is where good car insurance comes in and I use **Peter James**, although I am sure the same scenario applies to the other two Club insurers. Equipped with their European breakdown cover I rang the number supplied at 5.30pm that day and within a couple of hours a driver arrived with a low loader, carefully transporting the Stag to a main Peugeot dealer to evaluate the problem the next morning. Due to our tight schedule for the ferry at 5.35pm the next afternoon, the insurers promised the garage would look at the car at 8am that morning and get immediately back to me.

At 9am the next morning the insurers rang to confirm that the slave cylinder had failed and that they would have to order one from the UK and that in view of the fact that the Bastille weekend was looming in France, that the car

could not be repaired until the following week. In the knowledge that we still had to get back to the UK (without our car and to meet our intended ferry), the insurers set in motion a trigger of events with speed and efficiency.

Within an hour they had located the parts and I had paid for them via credit card over the phone. (picture 6) Another hour and we were collected by taxi, the driver taking us 30 kilometers to Tours to collect a pre-arranged hire car. We then drove back to Calais, handed back the car to the hire company and



managed to catch the immediate next ferry to the one intended and used by our friends in the other Stag. Back in Dover, another hire car was arranged and we got home to Yorkshire and our bed.

At all times I was kept informed with regular calls from the insurers to check our progress and any queries we had.

Over the course of the following week we were also contacted, initially to inform us that the wrong parts had been sent over to France, later that the correct ones had been received and again when the car would be repaired and ready to return to the UK.

Then came the arrangements to retrieve the car which involved a day to suit me, at which time a taxi was arranged to Manchester Airport, a direct flight to Tours and another taxi to get to the garage. Upon arrival I had the nominal sum for the labour to do the job, collected the car and started the drive back to Calais and a pre-planned train slot to get through the tunnel,



back to Folkestone. (picture 7)

To provide some company I arranged to take Ian Smith (our friend and other Stag owner) with me on the trip. That was no problem to the insurers and a nominal payment was all that was needed for his air fare.



The journey to Calais was pretty uneventful but enjoyable as the car went like a dream, we managed around 30mpg and averaged 60 to 70mph all the way, with the occasional stop-off for car and personal re-fuelling. The tunnel journey was trouble-free and then there was the relatively hard slog through the UK, first, via the M25, M40 and M6 to Stoke on Trent (picture 8) to drop Ian off at his home, and then back up to Yorkshire and my bed by 3am!

The whole journey over 593 miles was trouble free and a tribute to the grand touring ability of the Stag. (picture 9)

However, the most important aspect of this story is about the insurance.

We all get bombarded, either directly or indirectly, with suggestions from companies that they can offer us cheaper deals, but when it comes to the crunch, when you most need it – you get what you pay for. I have no complaints about the service I have got from Peter James but I wonder if the same would apply to many others! I put my faith in the Club's insurers because they can be trusted to offer me the best service – and they did.

Well, thanks Nigel an excellent resolution of your breakdown in France. The Club Insurance panel all offer similar European Breakdown cover, details of how to contact members of the insurance panel are found in the Courier.

Well, that's all for this month.

Keep those V8's purring! Take care

Ben



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CRAIGANTLET HILL CLIMB

A TALE OF TWO SPITFIRES

by Paul Robinson



Craigantlet – the most famous speed hill climb in Northern Ireland dates back to 1913. It was one of the five venues that made up the first ever

British Hill Climb Championship back in 1947 (along with Prescott, Shelsley Walsh in England, Bo'ness in Scotland and Bouley Bay in Jersey. It is a course with a lot of history and various points on the course are named after famous British Hill climb champions.

It is run as both two rounds of the British Hill Climb Championship as well as a round of the Northern Ireland Hill Climb Championship – this makes for a very busy day for the organisers, the Ulster Automobile Club.

Craigantlet Hill Climb was on my list of hill

climbs to do for a number of reasons. Firstly, as stated earlier, it is the most famous event here so if you tell anyone that you compete in speed hill climb events you are always asked if you have done Craigantlet. Second, my friend David Edwards competed there in 1994 in a full race Spitfire and third it is about 15 minutes drive from my house.

On the minus side it is the most expensive (£102.50) and as there are two rounds of the British championship as well as the Northern Ireland championship on the same day there is a lot of waiting around.

I was hoping that two other club members would join me at Craigantlet this year: **John Hewitt**, (see August Courier) who competed

earlier in the season in his 1500 Spitfire at Croft and Cultra hill climbs and, competing for the first time, **Michael Hudson** also in a 1500 Spitfire. As it turned out John was unable to compete because his other role as manager of his son's under-8 football team required him to be elsewhere on that date (they did however win both the match and the championship).

Michael's original plan was to fix up his existing Spitfire and modify it for hill climbs. However he mainly works overseas and, despite herculean efforts, had not been able to get the car ready for the 2012 season. Determined to get at least a few under his belt this year, two weeks before Craigantlet he bought a modestly priced almost standard 1500 Spitfire with 12 months MOT and then



Paul Robinson at Craigantlet 2012

submitted his entry. Over the intervening two weeks Michael (with a small amount of help from me) carried out numerous improvements including replacing both seats, the seat belts, fitting a four point harness, a roll over bar, new rear shock absorbers, a complete exhaust system and numerous other bits and pieces. He also fitted a new clutch and, while he was at it, an alloy bell housing and a new aluminium flywheel (picked up last year when working in the USA). Michael also decided to use a fibreglass bootlid borrowed from his unfinished project. In just under two weeks a new hill climb Spitfire was born!

And so it came to pass that two Spitfires turned up on a very warm and sunny



Holly Hudson
Right I'm Ready Where are the Keys?



Triumph Team in the paddock area
Michael Hudson and Paul Robinson

Saturday morning and set up in the paddock area reserved for Class 16 Historic Road Going Production cars. The next step was scrutineering including a decibel test. Officials are by now used to seeing my carmine red Spitfire (but it is still thoroughly checked) and were genuinely pleased to see another Spitfire, this time in white. Going through scrutineering for the first time is always a nervous time but Michael had no problems. That over it was down to the

signing on caravan for the usual formalities including producing our

competition licences. After this Michael and I walked the hill, attempting to work out the correct line for each of the corners as well as the best way to tackle the chicane – a feature unique among Northern Ireland hill climbs and introduced after a fatal crash in 1995 (a chilling reminder that motor sport is dangerous).

The final corner (Pringle) is probably the most difficult to get used to as it involves coming out of a reasonably level small rural road onto a much wider section of uphill main road. It is nothing special when driving normally (which includes stopping at the junction) but very different story when driving at speed. However we have the benefit of having a club member, Michael Kernaghan, marshals at Craigantlet and is usually positioned on this corner – he was able to tell us the line taken by the fastest cars and, later, provide feedback on

how well we were doing. As he pointed out – you have paid for all the road so you may as well use it!

Competition in Class 16 was stiff this year although some of the cars were just competing on the day and not taking part in the overall championship.



**Datsun 240Z and
Austin Healey Sebring Sprite**

There were seven in the class: Michael Beattie (Datsun 240Z), Trevor McIlroy (Austin Healey Sebring Sprite), Michael Adams (MG Midget 1500) Graeme Jennings (Porsche 911S), Michael Adair (MG Midget), Michael Hudson (Spitfire 1500) and Paul Robinson (Spitfire MkIV). I checked and, while over half the entrants were called Michael, there is nothing in the regulations making it compulsory!

My best time in 2011 was 80.31 seconds, which is to be honest slow, especially when compared to the overall club record for this hill, 63.01 seconds, set by David Edwards. However in 2012 weather conditions were perfect, my car was going well and I expected to shave at least a few seconds off last years time.

It seemed to take forever for our turn to come but eventually I followed Michael down to the start line. Being immediately behind Michael meant I was able to watch his start before my Spitfire was lined up with the timing beams for my turn. The first bend (Howe) is sixty four feet after the start line and the road is already starting to climb steeply. The road here is narrow with high hedges making it impossible to see far in front. Then it is left into the second corner, (Hall), followed immediately by the third corner (Hadley). By this stage the road is starting to level out and gets wider but as you

speed up there is the chicane to negotiate. Then it's put the pedal to the metal and give it all you have got through Mays Cross and the long steady climb to Allard. This is a left hand bend so it's out to the far right to get the correct line to clip the apex of the corner. Still climbing it's along the Wharton straight followed by another right hander and then the final corner Pringle and then across the finish line. Michaels first run was a very creditable 74.95 seconds while my own was 77.39 seconds.

Back at the paddock it was time to swap notes and discuss how best to shave off those precious seconds. The second practice run saw Michael's time down to 73.94 seconds (1.01 seconds better than the first practice) while my time came down to 76.83 seconds. All very interesting but only official runs count!

The atmosphere in the paddock was very good and there was quite a buzz. My wife Jacqui as always, was with me, Michaels wife Gail and his daughters Holly and Emily also came along (complete with their own overalls).

Proving much welcome support were club members Pdraig Hart and Tom Johnston as well as was former member and hill climb competitor David Edwards.

It was well after lunch time when it was our turn for the first official timed run. As we queued for the start the sun was beating down and sitting in the cars in nomex overalls, helmet etc was too hot for comfort. All that was forgotten when lined up at the start and waiting for the green light. Michael's time for his first official run was 72.82 seconds. My own time was 76.68 seconds so both of us were still improving.

When we were called for the second official timed run, as before, I followed Michael down to the start line and watched him launch the Spitfire up the hill. It was then my turn and, after being lined up with the timing equipment I waited for the green light.

After a longer than usual wait I was told by a marshall to cut my engine – something had happened. However the delay was very short so I knew it was fairly minor.

The first indication of what might have

Craigantlet Hill Climb

happened came as I followed my chosen line through Allard (named after Sidney Allard). Just on the apex of the bend somebody had clipped



Pit Crew: Emily Hudson

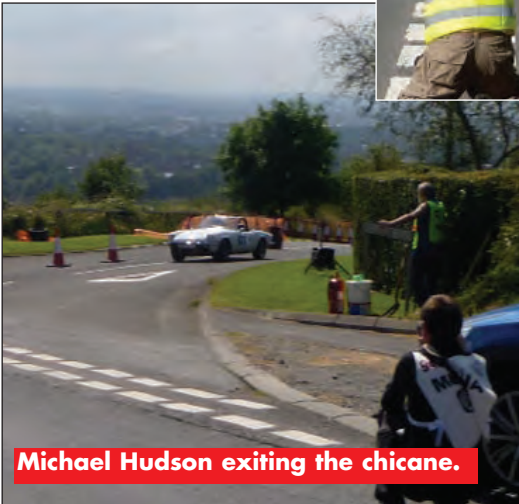
the bank and there was clumps of clay and grass on the road. Nothing likely to upset the Spitfire but I allowed the car to drift out slightly. Second run over and back at the paddock I discovered that Michael had spun the car at Allard although both car and driver were fine. Having been red flagged Michael waited for clearance from

resulted in Michael's slowest time of the day (91.23 seconds). It turned out he was in good company as David Edwards spun his car on the same corner back in 1994. I, on the other hand, had no excuse for a slower second run (77.27 seconds).

By this stage it was after 6.00 p.m. and it is far from clear if we were going to get a third official run. After a long wait during which time some competitors started to pack up we were offered another run. It was getting close to 7.00 p.m. when Michael and I made our way down to the line. Michael made a good start



Paul Robinson at Mays Cross. As the locals say: 'keep her lit!'



Michael Hudson exiting the chicane.

but unknown to me was red flagged again, this time because the car in front of him had spun off and the hill was not clear when he started his run. He was directed back to the start line and allowed to re-start his run. This time he put in his fastest time of the day, 72.44 seconds. Unfortunately I was unable to better my first official run and my last run was also my slowest (78.60 seconds).

Then it was all over and it was time to pack up. Not surprisingly the Datsun 240 Z was fastest overall in our class. Michael came 6th and I was 7th. More importantly we had a great and safe days sport. All good practice as both of us were entered for the next round of the championship exactly one week later – the very twisty Garron Point.

the marshal to proceed while the marshal waited to see what Michael intended to do. The mix up in communication plus the spin itself



Paul Richardson©



Peter Bolton's Le Mans Memories

During an interview with Triumph Rally and Le Mans driver, Peter Bolton, he was ever keen in providing me with details of his personal memories of the drivers in my father's team and how life long friendships developed - and some of the humour involved. He said.

"Racing in the fifties was full of characters and many of my pals who raced or rallied were motor dealers like I was, and some of us drove in Kens rally and racing teams like Bobby Dixon who had a Triumph dealership in Glasgow, and Ninian Sanderson who ran his own motor business up there as well. Mentioning Ninian reminds me that he and I met up with Ken and your mum when Ken was retired and we had a high old time that day chatting about motor racing and all the good times we'd had together.."

After mentioning that, like my father, he'd also kept in contact with Triumph Le Mans drivers Keith Ballisat, Marcel Becquart, Mike Rothschild and Les Leston, I asked him what he remembered about the Triumph team.

"Well most of us kept in contact with each other over the years and met up when we could because we'd all become pals and friendships developed through motor racing tend to be deep rooted especially between those of us who raced in the fifties and sixties and Ninian Sanderson often wondered how the hell we all survived. I often tossed that thought over as well because I'd had some really serious prangs myself, but none of us ever had a prang in a

Triumph twin cam. Thinking back though, of all of us, Ninian seemed to have no pre race nerves at all. He took everything in his stride because, if he ever did have any nerves, he never let on. I think part of Ninian's mentality though, was that he just accepted the dangers of being a racing driver, and he was a hell of a driver having won Le Mans in a D Type before joining Ken's twin cam team. But he



A photo of Peter Bolton (Left) and Ken Richardson having a laugh or two about old times in the Triumph team when they were both guests at a Vintage Triumph Register convention in America circa 1990.

was a super bloke Ninian was and he'd take every opportunity to cause a laugh. He could be a pain sometimes through with his pranks, but he was naturally quick witted, that's what really amused most of us, like the time Marcel Becquart bumped his head on the corner of a stair case arch in our hotel at Le Mans. I'll always remember that because the next morning, on race day, Marcel had a small

graze on the side of his forehead, but while Ken and the rest of us were chatting over breakfast about the start of the race and team tactics, as you do, Ninian piped up and told Marcel to make sure he ducked every time he drove under the Dunlop bridge..!"

Peter was very complimentary about the mechanics in my father's team and recalled.

"Under Ken's management the cars were always prepared meticulously by the

the side of the track for the start, I had a habit of assuring myself that everything had been checked on my car by chatting to the mechanics again. They were all used to it of course, but if you asked about this or that to a mechanic before the start of a race it put your mind at ease and I liked to know what the tyre pressures were because that was one of the last checks to be made. You see, I had a pilots licence and I

was used to doing all the ground checks before take off when you walk round the aircraft inspecting everything from the prop backwards, and that habit stayed with me when I checked over my car before the start of a race. It was just a habit of mine that's all."

N. B. Peter was a very experienced pilot having gained his private pilot's licence in 1938 after which he continued flying for some sixty years.

After explaining that my father always took a final look round the Le Mans cars and liked to check carburettor settings before a race Peter said. "Keith Ballisat who I shared a car with when our Triumph team

won the manufacturer's team prize in 1961, had a bit of a thing about throttles because he'd had a throttle jam open in one of the formula 2 cars he used to race and very nearly had a huge accident when he lost control and only just missed crashing into several other cars at high speed."

This prompted Peter into telling me about the most remarkable death defying accident he experienced due to a 'jammed throttle.' To set the scene Peter knew land speed record holder, Donald Campbell, who was a close friend of his, and in 1966 Campbell had agreed to demonstrate his iconic land speed record car 'Bluebird' at a charity event on a runway at RAF Debden, near Saffron Walden. However, a week before the run Donald Campbell became ill and asked Peter to 'stand in' for him. Peter, ever willing and very able to drive anything,



Competition Manager Ken Richardson (left in sports coat) discussing a twin cam car at Le Mans with Peter Bolton (facing camera in racing overalls), Ninian Sanderson in pullover next to Ken - and smoking a fag. The other driver in the helmet is probably Les Leston.

mechanics who were all first rate craftsmen and there's no doubt about that. A lot of water has gone under the bridge since then but of all Ken's mechanics I remember Ray Henderson particularly well because he'd been in all Ken's Le Mans teams with the twin cams like I had, and he was a naturally helpful and reassuring chap who didn't mind you taking a final look over your car to go over a few points before the start of a race.. "

After reverting to the dangers of motor racing in those days, Peter enlightened me about how he had the habit of assuring himself that everything had been double checked on the Le Mans cars.

"There's always a bit of adrenaline pumping before the start of a race like Le Mans and although the cars had been double checked before they'd been driven up and parked on

agreed and after an in depth conversation with Campbell about the technicalities of driving Bluebird, the stage was set at 11 am on 15th June 1966.

Peter related that on arrival at RAF Debden Donald Campbell gave him a briefing on the cockpit instruments and controls followed by a full mechanical briefing from Leo Villa, who was Campbell's famous chief engineer.

To quote Peter from a profile I wrote on him in Courier some six years ago he recalled.

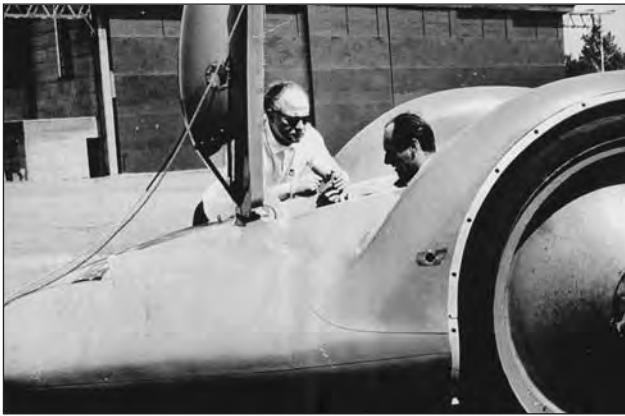
"Leo told me that Bluebird hadn't been run for several months and after checking it over he was a bit concerned about the throttle linkage which had been sticking. Leo had one of the

somewhat, I knew I was going to overshoot the runway. I hit the bank at the end of the runway at about 150mph, took off, and cleared the main road by about ten feet and landed in a ploughed field on the other side. After an enormous spin I disappeared into a field of barley and came to a timely halt. Luckily for me Bluebird did a perfect four-point landing on all four wheels. If I'd landed nose first they'd still be digging me out today. After the incident the farmer said he'd seen several aircraft crash land in his field but he'd never seen one before with the wings cut off so cleanly! Donald, far from being upset was almost delighted with the incident. He was trying to raise cash for more record attempts and thought that if we pretended to have an on going row about it the publicity would help his fundraising. That was the last thing I wanted so when the press contacted me I offered no comment and the incident faded away."

I have many examples of the humour involved in motor racing through my interviews with drivers in my father's team and other members of staff. Ninian Sanderson was the main protagonist and I remember one instance related by my father when Ninian was a member of Ken's 1955 TR team at Le Mans. Apparently, after a pit stop in the rain, Ken drove out onto the circuit again and found himself a couple of hundred yards in front of Ninian

who started flashing his headlights behind him. Thinking something was wrong, Ken slowed a little to let Ninian pull alongside whereupon Ninian shouted and mouthed demandingly. *"Have you got any cigarettes on you?"*

Looking through my notes on another interview with dear Peter Bolton, he was telling me about when he was a member of a three car Morgan team entered in a Monte Carlo rally in the early fifties. Apparently all three cars developed a serious hub problem, which resulted in a wheel coming loose or adrift on each of the cars somewhere in Northern France, which put all the cars out of the rally. Apparently, Peter and the other drivers eventually met up, and a telegram was sent back to the Morgan factory which read. *"All three cars are out of the rally – having reverted to type."*



Peter Bolton talking to Donald Campbell (seated in Bluebird) prior to Peter's unintentional 'flight' and subsequent crash in Bluebird when the throttle jammed open when Peter was demonstrating the car at RAF Debden in 1966.

team check it again and it seemed O.K. I'd never driven anything like Bluebird before but everything seemed straightforward and the team had lined the runway with strategically placed markers. Leo said the car, having a turbine engine, would be slow off the mark, but when I reached the first marker the power would come in with a bang. When I reached the second marker it was foot off and apply the brakes. Anyway, when I reached the second marker on the run, I shut off but the car kept accelerating – the throttle had stuck open. The brakes did nothing to slow the car, and what Leo said about the throttle had stuck in my mind so, before the run, I'd asked him where the flame out switch was. Still accelerating I hit the switch but it was too late and the brakes had faded. Although the car had slowed

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MANUAL WINDSCREEN WASHER PUMP For My 12/50. I Want to keep mine as original as possible, Please Either Email Or Text. Simon (Ipswich) 07942 894897. eMail: h4g@live.co.uk

HERALD REAR LIGHTS wanted in working order as my lights have been vandalised. Many thanks, Elliot (Oakham) 01572 722785.

ANY 6 CYLINDER HEAD (2000, 2500, GT6, Vitesse) needed for dummy set up of EFI to establish drilling patterns. Bare head as it won't be used is pref. Martin (Stockport) 07845 336968.

WEBASTO\BRITAX roof for GT6 wanted in good condition. Or source for a new one

please let me know. Steve. e-mail. sjd100@btinternet.com

GT6 MK2 TRANSMISSION PARTS. Laygear, 1st gear, 2nd gear, 3rd gear, Mainshaft synchro hubs. All useable in a rebuild. Please contact by e-mail afslbvi@aol.com Jeff (London) 0207 8341616,

HERALD BULKHEAD SECTION. Repairable bulkhead/front body section for the Herald range. Doesn't have to be perfect but in reasonable condition. Bristol area preferred but prepared to travel. Andrew. (Bristol) 07964 957200.

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TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

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Main Street, Lubenham,

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e-mail: info@tssc.org.uk

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

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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.

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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

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Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01495 240884 e-mail: spitfires.tssc@virgin.net

SPITFIRE Mk IV/ 1500

Derek Ford. 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.

Tel: 01495 240884 e-mail: derek.ford@sky.com

VITESSE 1600/ Mk I/ II

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GT6 MkI/ II/ III

Andy Wood, 12 Bishops Meadow, Sutton Coldfield,
West Midlands. B75 5PQ.

Tel: 07866 743781 e-mail: gt6@tssc.org.uk

BOND

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Tel: 07768 340121 e-mail: robnewhen@breathe.com

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chriskbaker_7@hotmail.com

Dan Chudleigh 1 Cottey Meadow, Kingsteignton, Newton Abbot, Devon, TQ12 3GB.

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INTERNATIONAL WEEKEND EVENT MANAGERS

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.

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November 2012



TSSC
Area News
Review

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Derwent Valley TSSC

NEW YEAR RUN 2013 Sunday 6th January



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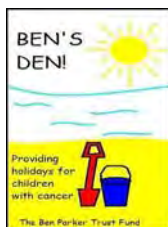
Colin on 01773 531580 or
Roger on 07970 619149

Email:

colin@derwentvalley-tssc.org.uk

Website:

www.derwentvalley-tssc.org.uk



The **NEW YEAR RUN** will be held on Sunday 6th January 2013.

Meet in the car park of Sainsbury's at Ripley, Derbyshire (DE5 3QP) from 10:00am with the run starting at 10:30am.

Sunday Lunch will be available on the run.

Entry only £3 per car with all proceeds going to 'Ben's Den' a local charity providing holidays for Children with cancer.

There will be a raffle plus prizes for the best decorated car and the silliest hat.

Derwent Valley TSSC
proud to be the Derbyshire area of the
Triumph Sports Six Club.



AREA DIRECTORY

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
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YOU ARE MEETING
WITHOUT TSSC
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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.

Area	Area Organiser/s	Meet at	On the
SCOTTISH AREAS			
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	See reports 1st Wed. 7.30pm Last Thurs. Eves.
LOTHIAN & FIFE	Russell Macfarlane: 01383 822340	Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE	2nd Wed. 7.30pm
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	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	New Hall Tavern, Salmesbury - Preston. PR5 OXA	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
SOUTH YORKS	Ian Blair: 01302 820119	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.
MIDLAND AREAS			
COVENTRY	Phil 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	Claire & Nigel Hill 07971 017012	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.30.pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Dave Richardson: 01234 740548	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Doug Balderson: 01778 560507	The Elwes Arms - GREAT BILLING NN3 DT	2nd Weds. 8.30pm.
PETERBOROUGH	Paul Lumsdon: 01780 470358 David Embery: 0121 552 0550 William Bate: 01952 581391	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Woodward: 07939 603061 Roger Haywood: 07969 024999	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
NORTH STAFFS		George & Dragon - MEAFORD Nr STONE	Last Wed 8pm.
WEST MIDLANDS		Drakes Drum PH - GREAT BARR BIRMINGHAM Oct to Dec Nautical Club BISHOPGATE ST. BIRMINGHAM	1st Tues. 7.30pm. 3rd Tues 7,30pm
WORCESTER	Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	Please Check with AO for venue.	1st Mon. 8pm
WELSH AREAS			
NORTH WALES	Sam Evans: 07772 787020	Plough Inn, Gresford Plough Inn at St Asaph	1st Tues. 8pm. 1st FRI 8.30pm 3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm
EASTERN AREAS			
CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - Fen Ditton, CAMBRIDGE CB5 8SX	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	Last Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927	The Bird in Hand WRENNINGHAM	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 OPG	1st Tues. 8pm.
NORTHERN IRELAND			
NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
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 963994	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 PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	TBC	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	TBC	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	See Area News report for Venue.	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	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 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
	Steve Hopkins: 07729 565059		
WESSEX	Trevor Carlyle: 01425 475376	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
WYDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
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		krishn_sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
		lucabellinello@fiscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
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SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	

AREA ORGANISERS REGISTRATION FORM 2013

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 2013 to 31st December 2013**, 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 **2013**.

My address is:

Postal code:..... Telephone Number

e-mail address:.....

Signed: Date:

Area Meeting Venue:

..... Postal code

Meeting Day/Time:.....

Seconded by:

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

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

Area Organiser for **2013** 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. LA2 9DQ**

**POLO SHIRT
 SIZE
 S/M/L/XL/XXL**

ALO REPORT . . . ANDOVER AVON . . . CAMBRIDGE



TSSC AREA NEWS

SN9 5LR on Wednesday 21st November.

Guy & Suzie

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Manchester Area would like to thank everyone who attended The Manclins Weekend, it was very much appreciated and it gave Frank and I a chance to meet up with a few Area Organisers. To Our Yellow Coats, hope you all enjoyed yourselves????

The AREA Registration Forms

I have now updated the

Area Registration Forms by removing the Area Draw Box as you **All** are now put into the monthly draw automatically and replaced this box for one asking for your polo shirt size. This follows on from the seminar we had at Stafford requesting an Area Organiser polo shirt. (First one free).

Registration forms will be in the Courier from THIS issue and remember it is that time of the year again when I start nagging about getting your registrations in as you are **Not covered by the Club Insurance if you are NOT registered** (plus it helps me with changing details in the directory).

Don't forget to get your names in for forthcoming events that are left in 2012, NEC and TSSC Xmas Party

The next CoM meeting will be 11th November if anyone has any questions or ideas they would like us to take to the table please get in touch in the usual way.

Congratulations to **Herts & Beds £50, North East £25, Cumbria £10**, Please get in touch with Angie at H/Q to claim your Club Shop Vouchers.

See you soon

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

A quiet meeting at The Plough at Grately in September, Ed joined us but I think others may have been away on holiday, we hope more of you find us and join us there over the next few months.

At the October meeting, which is this week as I'm writing this (you definitely start getting the feeling you need, or are in a time machine when you write the Area News, and getting the correct tense can be very confusing!) we will have discussed where to have our Christmas dinner and made a decision on it so, if you didn't get to that meeting and haven't had an update on where the meal will be and want to book in and get a menu to make your meal choices please contact us at the usual email address or by phone.

The Bruce Arms meet outnumbered the Plough meet, almost doubling numbers, as John and Jennie Rogers from Devizes and Graham from Hungerford joined us there. John & Jennie in the Lancia, but Graham's Spitfire still without a hood, and misbehaving a little, was left at home. We cheated a bit by taking a car with a roof - the 2000 Estate, it having just passed its MoT the day before.

The next meetings will be at **The Plough in Grately, SP11 8JR on Thursday 8th November** (another one early in the month due to the vagaries of the calendar so make sure you don't miss the date) and the **Bruce Arms, Easton Royal,**

AVON

Tel. 01454 327059

Apologies for the lack of a report last month. Opened the courier, checked computer and realised that it only works if you send what you actually type!!! Anyway, the items I think I missed were that Easter Compton was a good local show, Stafford looked full of Vitesse cars of all colours and Goodwood revival was its usual star act and we featured in Classic car weekly. The meeting in September was held **OUTSIDE!!!** and pleased to welcome the estate car with carb problems - hope the advice helped.

At Octobers meeting we discussed where to go for the festive meal. I have confirmed the booking to go to the **Rose and Crown, Wick on Monday 10 December**. The cost is 15.99 for 2 courses and 18.99 for three. £5 non-returnable deposit is required along with menu choice by **Monday 5 November**. Please let me know if you are interested and /or pop along to the meeting. I can be contacted by phone or email - junewrighton@tiscali.co.uk.

I may have details for the panto at Novembers meeting too as will want to book early.

Reminder that meetings are:-

**Monday 5 November – Christmas meal
and panto bookings**

**Monday 3 December – usual club meeting
Monday 10 December – festive meal**

June

CAMBRIDGE

Tel. 07764 324345

e-mail: kevin.rochfort@btinternet.com

The Cambridge meeting - slipped into our usual seats at The Plough and the conversation quickly turned Tom and Toby's entry in the Club Triumph Round Britain Reliability Run. We took it in turns to estimate how long it would be before Tom and Toby broke down, overheated or both or mistook the field by the side of the road as a good place to park until enough Triumph people came past to push it back through the hedge it had just exited through. Tom passed around invites to follow his RBRR progress on Google Latitude - a great little tool that lets you know where someone's phone is.

Unfortunately none of us guessed that Tom's Vitesse wouldn't even make it to the start of the RBRR, as it suffered a diff failure a couple of days before, leaving Tom with insufficient time to obtain and fit a new diff.

This meant that Toby was able to step in with his pre-prepared Hurricane as the backup car. I'll save the rest of the story of their drive for next month.

Those of us that didn't take part in the RBRR enjoyed a much more relaxing day at Duxford for the 19th All Triumph Day, organised by Pete Lewis and the Herts & Beds area - a great day was had by all.

Date of next meeting - **Monday 5th November, at The Plough, Fen Ditton, CB5 8SX**

Future meetings 2012 - 3rd December.

2013 - 7th Jan, 4th Feb, 4th March, 1st April, 13th May, 3rd June, 1st July, 5th Aug, 2nd Sept, 7th Oct, 4th Nov & 2nd Dec.

Kevin



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

As the dark nights draw in there was only a couple of Classics in the car park, Paul & Diane in the Gentry and Timmy Collins in his 2.5 Pi saloon along with Emma his daughter and Chas. The rest of us chickened out and arrived in our moderns.

Once inside we were treated to an Arabian Spectacular, well Landlords, Eric and Helen were dressed up as Arabs and there were various screens and candle lights. It appears the pub was having an "Arabian Nights" fortnight. This meant the usual plates of chips were supplemented by plates of Pitta bread with Humus!

It would seem that seats were the topic of the evening with Chas fitting a set of Alfa Romeo seats in the rally car and Paul breaking the driver's seat of Diane's Spitfire. He explained he just moved the car and found himself looking at the sky. They now have some MX5 seats to fit.

Ray was full of Gerald the Herald and how good it's now looking, we all had a good look at the photos on his laptop. I'm really looking forward to seeing it on the road.

The rest of the evening was spent working out who was going with whom and what time to meet up on Sunday for the trip to Duxford.

It was a shame Phil & Annette couldn't make it, I'm sure his write up would have been more interesting than mine. (Not true! - Phil R)

POST SCRIPT: We've just returned from the Herts and Beds bash at Duxford and a lovely day it was. Started with beautiful weather here in Kent and then clouded over as we approached the venue. But by 12 noon the cloud had burned off and it was really pleasantly warm. 7 cars made the convoy from Medway with Mark and Steve arriving solo after Mark's TR8 decided to blow fuel where it shouldn't. A quick turn around to pick up Steve's Stag meant they only arrived half an hour after the rest of us. A very pleasant social affair with lots to see and do. Many thanks to the organisers.

Phil
(the Stag)

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

I think it's now officially autumn, which means it's allowed to rain a bit more to make up for the long, warm dry summer that we missed out on this year. There has been the odd sunny day in between, allowing Hark the Herald to venture to the premises of Totally Triumph, and talk with Chris who has acquired the business from Max (as I understand things). At long last I've also realised that that long bumpy piece of concrete (was it a runway?) is in fact the Totally Triumph test track, as it shows up all the rattles and clonks in a short stretch of motoring that would otherwise take hours to find. It also has lots of puddles and these mean the car needs a bath afterwards.

After what feels like a long absence the man from Crew has reappeared, and it seems that a little attention has been given to the wishbones acquired at Stafford for the Herald estate. There followed a long discussion about 4 pot Triumph

engines oil pressure, oil coolers, and the correct colour for the oil warning light (at least that's what it seemed like). And a certain Spitfire that lives in Romiley is looking forward to having its back end taken apart and reassembled with some new bits. Only if we can locate the hub puller amongst the 128 boxes of kitchen bits in the garage. Roger was also pleased as punch to find a photo of himself and his Spitfire at Stafford in a magazine. It helped to know the colour of the car and of Roger's T-shirt, and possibly to have a magnifying glass handy. I hear John has cured the Spitfire's misfiring antics by fitting new plugs (of the sort one would fit to a Toledo, as the engine seems to have started life in a Toledo rather than a Spitfire).

Some old catalogues and things materialised at our meeting, and it was pointed out that in April 1996 a Rotoflex coupling cost £17.50 from STS Triumph Spares, who at that time had a shop on the A6 just over the way from Maplin. A very quick look on the web shows an original Rotoflex at £186 and an 'aftermarket' one for £33 at one establishment. There was also a fascinating tool for getting grease into a leaf spring. It's probably a bit more effective than scraping off the underseal (don't ask) then squirting half a can of WD40 at the spring to persuade it to be a spring rather than a solid assembly, but of course it helps if the spring is accessible.

When Adrian took the head off his GT6, and investigated the part number stamped thereon, it became clear that it wasn't a head that had started life on a UK GT6. Indeed, if the engine came like that from the supplier, then Max's opinion of that supplier would seem to be quite correct. There was a definite leak on no 6 (I think) so a head that belongs on a GT6 is being prepared to go back on, to provide a self propelled motor car while the kit of engine parts is also assembled into a GT6 engine. Meantime my education on recessed blocks and the history of Triumph engines is giving me a bit of a headache.

At a recent meeting somewhere south of here (zero the clock at Château Henry, drive south along the A34, when it says 30 miles it's the first pub on the left) the suggestion was made that if you drive a Series II Land Rover (the sort with RSJs for bumpers and, er, RSJs for springs) then there is no need to deviate from the chosen path when someone tries to cut you up, sticks the nose 3 feet out from a side road, or similar. Indeed in such a vehicle it's quite likely that you wouldn't notice as the RSJs deal with any obstacles, the noise of the engine and gearboxes drowning out any other sound. At first I thought this a rather silly idea, but having thought about it and having had to avoid lots of people in situations as described above, I'm warming to it.

It looks like at least 5 people will be travelling to the Restoration Show this year, several in one car starting from Macclesfield. It'll be interesting to see what bits get bought. Having just ordered the tickets, I note I have fallen foul of the 'cancellation protection' which is a new thing this year. It's too late to warn others, and no doubt next time there'll be something different to get more money out of you. There's not much else in my calendar at present.

Our next meeting is on **Thursday 1st November at the Cock and Pheasant**. Again we're back in normal meeting mode (what is this term 'normal?') so meetings start a little after 8:30. See you there.

Henry

IMPORTANT NOTE

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



CORNWALL Tel. 01872 573763

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

What a weekend we had in Swanage. It had been a great week weather wise leading up to the festival, so Graham and Karen went up early in their 1300. Carol, Sally-Ann and Anthony and us met up around 10am (after Anthony had found his tent poles – nothing major!) and had a good trip up, stopping at Poundbury for lunch. We arrived mid afternoon at the campsite, right next to the steam railway line. After an entertaining half hour watching tent erecting, Claudia and I went off to our B & B to find it owned by Dave the Cabbie (and that's a whole other story). That evening we all did our own thing, but met up the following morning. Whilst getting ready for breakfast we heard the first steam train of the day pass through Harmons Cross Station. When we arrived at the campsite we asked if they had heard it too, "Heard it?" Graham exclaimed, "I thought it was coming through the bl**dy tent!" Once the campers had thawed out from the cold night we headed off to Wareham for a wander around the beautiful town in the sunshine and get some picnic lunch. Then off to the ranges! The nearby army firing ranges are open to the public about 1/3 of the year, so we decided to go to Tyneham. Tyneham was taken over by the MoD during the 2nd World War so that the firing ranges could be extended. The residents were given a months notice to pack and told that they could come back when the MoD had finished with the land. They're still not back, but it makes a very picturesque outdoor museum. That night we had a barbecue in the campsite; interesting in the dark!

Saturday dawned cold, but sunny. We had all entered the Bournemouth & Poole Preservation Club Rally at Harmons Cross, so we decided it was time to book in. The £12 that we had paid per car gave us free access to the steam railway all weekend with extended services, because it was their Festival Weekend. So in no time at all we boarded the train for Corfe. After the obligatory stop in a tea shop we entered the castle, which was free owing to Heritage Day. Inside the castle was a 1/6 scale Trebuchet; an ancient war machine that catapults rocks at castle walls. It was firing time so we stood and watched as it was all explained and loaded with a football (thankfully). The crowd counted down and the machine was fired to launch its missile backwards into the pub beer garden below (a hard hat area!). After a rather embarrassed explanation that they had left the safety brake on, they tried again and this time it catapulted the missile almost up to the castle. Very impressive and we mused how much damage the real thing could have done. A good look around with photos of steam trains below and it was off to Swanage at the other end of the line for the Folk Festival and lunch. We found some great fish & chips and then went into the free marquee to watch some folk bands, some of which were very good. Back to the B & B where we met up with Des and Wendy, who couldn't come up with us on the Thursday. Dave the Cabbie dropped the four of us at the station and we all met up for dinner and some music in Swanage. Sunday dawned another cold and sunny day. The women decide to go back to Corfe whilst the men wandered around the show; Graham and Karen went to Swanage for more music. There were some very unusual and different vehicles to see at the show, plenty of Triumphs, but also a very early Range Rover (chassis 64?) an ex-army amphibious three wheeler and all manner of steam engines. It looked really good from the train (it's the law to wave!). At lunchtime the men and women all met up on the train to go to Swanage and more music! That evening we all had dinner together

TSSC AREA NEWS

and wandered around Swanage looking for some bands, but they had all gone home. After a good night's sleep by the B & B crowd and another cold night camping, it was time to pack up and head for home, so we did. We had a great run back stopping in an old diner in Bridport for lunch. It was a fun weekend and we all look forward to doing it again soon ... but where next year? Laon?

Following that the Triumph meet at Route 38, Trerulefoot was a bit of a wash out. It rained all day and I'm not aware that any of us went, unless you know different.

October is a busy month, so next month I will be able to report on the Round Britain Reliability Run, The Edinburgh Trial (as entered by our team of three TR7s, Forever 21) and the Throckmorton Challenge (a rally near Worcester which is a warm up for LEJoG. John and I have built a rally 2000 to enter.), plus, of course our monthly meeting. Phew!

In November we will be holding our **annual fireworks party at Mike & Claudia's all welcome**, bring a plate of food and a bottle of drink to share. We will also be starting our Sunday lunches. This month we will meet at 11:30am at the **Shipwrights Arms, Helford** (not Helford Passage) for a short walk, returning to the pub for 1pm lunch. If you want to come for lunch (and maybe for the walk), please let me know.

Our **Christmas Dinner/Dance** this year is being held at **The Metropole Hotel, Padstow on Saturday 15th December**. Dinner & Dance £25, B & B £40 per person (supplement for sea view rooms). Please let me know if you want to come, book early to avoid disappointment. This is not necessarily a 'black tie' do, but some of us dress up, just to show off!

So, just because it's heading into winter, it doesn't mean that things will go quiet.

**Diary dates:
NOVEMBER**

Saturday 3rd Fireworks Party at Mike & Claudia's, Callestick 7pm

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

Sunday 25th Lunch Shipwrights Arms, Helford. 11:30am walk, 1pm lunch.

DECEMBER

Saturday 1st TSSC Devon Area Dinner, Dartmoor Lodge Hotel

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

Saturday 15th Cornwall Triumphs Dinner Dance, The Metropole Hotel, Padstow – Sally-Ann Quick

See you soon

Mike

COVENTRY Tel. 02476 457487
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Hi Everyone. September was a bit of a quiet month event wise, but we still had a few outings in the "Smiffy Spitty" starting with the first Sunday meeting of The Heart of England Transport Club on the 9th of September, not such a good turnout as usual with only 27 vehicles in attendance of which 4 of them were Triumphs, maybe because it was the first Sunday meeting after everyone being used to Tuesday nights and not realised it had changed or maybe the fact that a lot of other events were also taking place, still the weather was good and a couple of pleasant hours spent in good company.

Our next outing was on Sunday the 23rd at The Kettering

Coventry Continues



Vintage Rally, the day started out fine although a bit chilly, we met up with Paul & Joan at junction 2 of the M6 and travelled down

together, a pleasant morning was had rummaging around all the stalls before taking a little refreshment in the beer tent, unfortunately it started to drizzle with rain as we left



to return to our cars to have our picnic, so up with the tent quickly by which time the rain was now getting quiet heavy, a quick picnic was had before packing up and returning home early, a rotten journey home with the rain getting heavier all the time and with the spray on the motorway visibility was pretty poor, the Spitfire not being an ideal car in that type of weather. Glad to get back home and dry out.

Saturday and Sunday the 29th & 30th was the Birdingbury Show, unfortunately couldn't make it on the Saturday being



to busy but did make it on the Sunday, although still a reasonable show not so good as previous years probably due to it being re arranged from it's original date. We were part of The Heart of England Stand which put on a good show, Paul and Joan were there on the Saturday to fly the flag for us and Paul returned on the Sunday.

Our monthly area meeting at the Bull & Butcher, it always rains on the first Tuesday of the month, another awful night weather wise but not a bad turnout, 13 in total braved it but no one came in their Triumphs, can you blame us? however Keith and Trish did come in their MX5, well done, good



to have you join us. As we have said before all makes welcome. As normal a very jovial meeting, thanks everyone who attended. We did have another special event which was not a motoring event, it was our absolutely, gorgeous,

granddaughter's Christening on Sunday the 16th a fabulous day to remember.

Have managed to get a couple of jobs done on the Spitty, have repaired the hood frame and restitched the hood so now we don't get quite so wet if it rains and repaired the passenger door mechanism so Lyn can now open it from the outside to get in, thanks to Karl at KD Triumph for supplying the part.

A couple of updates, our DALOS Day (Drive and lunch on Sunday) on the 28th October will start at the Griff in Bedworth ready to leave at 12.30 destination for lunch still to be advised, let us know ASAP if you are joining us so we can book the meals.

November DALOS day will be on Sunday the 18th route to be planned by Pete and Ann Martindale.

The Heart of England are having a Xmas Dance on Saturday 1st December at Bulkington Working Mens Club, live music and buffet included for only £5, it was a really good night last year, if you want tickets contact Roger Perkins at the Heart of England Meet or let us know, all proceeds to the Mary Ann Evans Hospice.

At our December meeting at the Bull & Butcher we will be having our Xmas dinner party, 3 course menu £16.95, need to know numbers at the November meeting and also your choice of menu, can email to you if you require. Dress code Festive.

For anybody wanting to attend the TSSC dinner dance it is on Saturday the 8th December at the Hinckley Island Hotel, cost £32 a head.

That's all for now, Regards

Phil & Lyn

Forthcoming events :-

Sunday 28th October DALOS Day run meet at the Griff ready to leave at 12.30.

Tuesday 4th November our monthly meeting at the **Bull & Butcher, Corley Moor, 7.30pm.**

Sunday 11th November HoE meet at The Griff 11.00am
Sunday November 18th DALOS Day Run venue still to be confirmed.

Saturday December 1st HoE Xmas dance Bulkington Working Mens Club, Chequers Street Bulkington.

CUMBRIA Tel. 01229 474077
e-mail: roy.anne@tiscali.co.uk
www.tsscumbria.co.uk

We had our last show at the Barrow bike and classic car show on Sunday 9th Sept and for once this year it did not rain. It was a nice sunny day with a good turn out of club cars for a small event. Myself and Anne - GT6, Ray and Gill - GT6, Roger - Acclaim, Tony and Helen - Spitfire, Mike and Esther - TR7, Simon - Herald Convertible. The show is the largest Bike show in the area and is complimented with a few local classic cars. With only a few cars on display there was huge interest in anything other than two wheels, even the local police took an interest. I don't know whether that was a good thing for me as my GT6 has a habit at travelling at warp speed.

November meeting: Sunday 25th, Farmers Arms, Lowick near Greenodd. Lunch at 12 noon, followed by our area AGM. Topics for discussing will include the election of the area AO and next years events. Please come along and have your say in what you want for next year.

Welcome new member Peter Leary to the area. AO's have had a request from the Register Secretaries to conduct a survey of area member's Triumph cars. They want

DERWENT VALLEY . . . DEVON



TSSC AREA NEWS

to know what we own and the condition of it. I know most of the cars that come along to meetings and shows but there are quite a few members who sadly I have never met and yet own Triumphs. If you could let me know what you have it would be appreciated.

Safe motoring,

Roy

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

One of the nicest days of the year greeted us for our clay shoot on the 8th September. With classic cars gracing the car park the sun shone brightly. Twelve of us decided to take up arms and 5 stood back hoping for a good laugh but they did not get one as even the first timers did fairly well under the guidance of Steve and Dave. However, for some reason Naomi sniggered every time Bryan stepped up to shoot.

We were split into two groups for a little practice and tuition, which was followed by a head to head to find the 'Top Gun' of the day. As John and I were classed as experienced guns we shot first and on report whilst the others called for each clay individually when they were ready.

It was pretty close and Jaynie was the best lady, however, Roger and Nigel both hit 7 out of 10 so they had to shoot it out. After a couple of rounds Nigel was declared the winner and was presented with a clay as a memento of the day.

The following weekend was the first Manchester camping weekend and Roger, Julie, Richard M, Kim, Paul, Angie and I were really looking forward to this event as we knew the Manchester gang are always up for a laugh. We were a little worried that they might be out for revenge after being subjected to many pranks at the Peak Run.

Angie and I were first to arrive and after partly erecting the trailer tent went to the pub for a spot of lunch, where we were joined by Kim and Paul. The food and beer were excellent and we decided that we would go there again that evening for dinner.

Several bottles of pink wine or beer later and once everyone had arrived we walked to the pub. Unfortunately, they were hosting a wedding reception and we could not get served. We were told that there was another pub down the lane opposite about 10 minutes' walk which served excellent food. So off we set whilst Richard jumped in his car to check it out...10 minutes later he returned. "It's not 10 minutes' walk" he exclaimed "its 5 minutes' drive!" The good news is that they had a table waiting for us. As the only one sober enough to drive and being a true gentleman Richard offered to ferry us back and forth to the pub which meant two trips each way. Thanks Richard much appreciated.

Once back at the campsite 'Figgy' made an appearance just for Pip, who could not resist a quick tickle. Friday night's entertainment was brilliant, lots of laughter and fun.

Saturday morning we lined up for a run to both Jodrell Bank and Anderson's Boat lift where we took a boat trip along the river after being lowered down in the lift.

The theme for the weekend was based around holiday camps in the early sixties and we dressed up in typical holiday attire for the era, to surprise the Manchester gang, complete with knotted hankies, head scarves, rolled up trousers and braces.

There just aren't enough words to describe how good the Saturday night entertainment was. From blow-up dolls to a face full of flour, from glamorous Grannies to ballroom dancing it was one hell of a night.

Janet and Tracy looked very sexy in their Hi-de-hi uniforms but when Pete and Mark appeared from behind the screen in pleated skirts and frilly socks it was rather disturbing. The party continued in our awning until the very early hours with a very tipsy Claire Hill (who does not drink) and a very drunk Julie who had to be escorted back to her Dandy after wandering off up the field in search of it!!

On Sunday we drove to the Secret Bunker used during the cold war in anticipation of a nuclear attack. I must say it was very well sign posted considering it was a secret!!! I had a go at the children's activity of finding all the 'Spy Mice' and received a chocolate mouse and a certificate for my excellent detective work.

Later we all met up at the Blakemere Craft Centre for the judging of the cars. Richard's MG achieved third place in the non-Triumphs class with Kim and Paul Cortina taking first prize in the same class. For some reason Roger's Dolly and Angie's Stag did not get a second glance.

Our October monthly meeting was a little quieter than the last, which meant that we could have seconds of the chocolate cakes and flapjacks made by Niamh and Lauren... ..delicious.

The quiz devised by me was a strange one with some random questions but the eventual winners of the tin of chocolates were Richard M, John, Bryan C, Kim and Bob with a score of 23 out of 31.

Naomi was critical of the content of the quiz and has agreed to produce the quiz for the next meeting on 6th November which by the way is also our AGM. Three little letters that seem to strike fear into everyone...don't worry Roger and I wish to be the AO's for another year – that is if you want us. Dates for your diary:

6th November – Derwent Valley's Monthly Meeting and AGM at Smalley Common Ex-Serviceman's Club [DE7 6FY] from 7:30pm. All welcome.

4th December – Derwent Valley's Monthly Meeting and Christmas buffet at Common Ex-Serviceman's Club [DE7 6FY] from 7:30pm. All welcome.

8th December – TSSC Dinner Dance. Only £32 per person. Discounted overnight accommodation with breakfast. See the Courier for more information.

9th December – TSSC club HQ open day. Open at 10:30am. See the Courier for more information.

6th January 2013 – Annual New Year Run and Sunday lunch. Meet in Sainsbury's car park from 10am. Run to start at 10:30am. Entry £3 per car. Wear your silly hats. Decorate your car and yourself in the colour PURPLE.

8th January 2013 (a week later than usual due to the New Year bank holiday) – Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm [DE7 6FY]. All Welcome.

20th to 24th June 2013 – The Peak Run weekend. 23rd June 2013 – The 25th Peak Run.

Cheers

Colin.

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

Steve Wilkinson reported that the North Devon BBQ held on 8 September, which started out as a club only thing has been expanded to include friends and neighbours to make the numbers up. They had a good evening, with far better



Devon Continues

weather than last year – well from what we hear it could hardly have been worse! Amongst the friends there Steve tells us that it was nice to see Eric and Ann from Somerset who came down in their Spitfire. Steve is trying hard to get a nucleus of North Devon members to meet together regularly on the second Thursday of each month and, if you would like to get more involved in the North of our big county, please contact Steve on 07968 702611. He would welcome input from members in the area, he lives in Barnstaple, with ideas of convenient places to meet up or events to attend as a group.

We took both of our cars to the Steam Railway show at Buckfastleigh and met up with Gerald (with a slightly warm Vitesse) on the Saturday, and Andree & Sarah with their 13/60 on the Sunday, Andree a bit worse for wear having fallen off a ladder and damaged his back. Other members' cars were out at Ugbrooke House, Morval, and Lanlivery shows too.

October's Club Night at the Star Inn at last saw a decent evening, and a really good attendance of twelve Triumphs. We had three small Saloons (Jas, Maurice and Mark B), two 13/60s (ours and Marc), one GT6 (Tracey with Sam), one Vitesse (Bob), one Stag (Steve), one TR7 (Colin), one Spitfire (Carol), Dan's Herald Estate and new car on the block was Mark and Jane's very smart recently acquired 2.5 PI. Julie reported having clutch problems with her TR7, and having survived her (???) birthday on the 2nd September. This was a well kept secret, so a belated happy birthday to her. Mark B told us that, as he is no longer able to drive his modified Spitfire, he intends to sell it in the near future. Keith's Spitfire is now running much better, after some help from Mark at Jigsaw, though she still has a bit of an overheating problem which, with use, is getting better and it was good to see Graham & Wendy back with us now that Graham's hand op has restored his mobility. Allan & Jackie did not make it – they were stuck in deepest Wales – nothing to do with Triumphs though!

The latest Southwest Triumph meet was held at Route 38 at Trerulefoot at the end of September, and although we could not be there, Dan intended to lead a group of Devon members to drive down. Appalling weather meant it was only him and sister Jas, but Julie and the Treleavens braved it at Route 38 where they met up with Tony & Helen Spicer from Cornwall and Andy Moss and his family who organised it. It poured all day so a big thank you to those who turned out in such vile weather. It was time however to congratulate Sarah on her 18th birthday.

It seemed so far away when we first arranged it, but Christmas is creeping up on us now. We are completely fully booked for the **Christmas meal at the Dartmoor Lodge at Pear Tree Cross, Ashburton on Saturday 1 December**. I just need to remind everyone that, if you have not already made your menu choices and let me have the remaining £11 per head, now is the time to do so, as we have to let the hotel have the balance of the money due, with the menu choices, a couple of weeks before the event. A reminder too that we will have our now traditional Christmas raffle towards area funds, and we would welcome any contributions of raffle prizes. Don't forget that, for every four people attending (we don't think that young Robbie and Gabriel qualify though) we will get a free bottle of wine.

We are hoping that we will have received the Area Calendars for 2013 by then, and we intend selling these at a very reasonable £6.00 each (if we post them, we will have to add a

further £1 to cover the expense). If you would like to order one, please let us know as soon as possible. As always, the CAR is the star of our calendar, and it is possible that your pride and joy may be featured.

Survey of Members' Cars - Those of you on our email list will have been asked for some details of your cars, so that the volunteer Register Secretaries can have a better idea of what cars we have in the Club. We do not want any personal details like registration numbers, but would be grateful for a note of what model of Triumph you have (Dinky models not included), together with a note of the condition of the car, ie A1+ down to Project. If you do have an email address but are not receiving our regular emails, we would be grateful if you could email us at devon2005@tssc.org.uk or, if you do not have email, a phone call, or an increasingly expensive snail mail contact would be welcome. Rest assured, there are no data protection issues involved, as we will not be keeping ANY personal information.

Notable Dates

Sunday 4th November will be the annual **Treasure Hunt**, with the 'Two Jags Chris Trophy' to the winners. This is always a fun day, and we would like numbers beforehand please. Last year's winners, Dan & Co are organising this, and we will be meeting at **The House of Marbles, Bovey Tracey** at 10am. You will need to bring a DIGITAL CAMERA if you have one. At the end of the Hunt we will be having a carvery fairly near to the start point, but there are other menu options available. **North Devon** will be meeting on **Thursday 8th November** – as usual please contact Steve for details of the venue. **Club Night at the Star** will be on our usual **third Wednesday, 21st**, so a bit of light relief before the festivities.

Looking way ahead – to **January 2013** – Allan & Jackie have already booked the **Smugglers Inn, on the Dawlish / Teignmouth road**, for lunch. A very busy venue, it is vital that we have names beforehand please so that we can be sure that we have room for all of us. The carvery there is simply too good to miss.

DEVON DIARY

Sunday 4th November Dan's Treasure Hunt
Thursday 8th North Devon Meeting
Wednesday 21st Club Night at the Star Inn
Saturday 1 December Christmas Meal
Sunday 6 January Lunch at the Smugglers Inn, Holcombe

Sue & John

ESSEX

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Here we are at the start of winter and the big announcement is that there are now two clubs in the Essex area!

The Essex TSSC and the M25 Eastern TSSC I would like to wish John well with the new area and I am hoping to visit in the New Year.

My office - have started all the little jobs on the TR7 as we are putting it up for sale as Joe can now drive himself we don't need two cars. But again all work on Triumphs came to a stop as the mini turned in to a gold fish tank, you almost needed wellies to drive it but a bit of welding and loads of under seal later it seems ok but time will tell, one day I will get back to figuring out when I am going to do the Spitfire based trailer.

Out and about

Club day - Weather was ok, we had 3 Spitfires, 1 GT6, 1 TR7 and a TR6. I managed to get there without a problem followed by a Janet in her TR7 and Joe in his Mini, Vince was already there in his Spitfire with some very nice new



TSSC AREA NEWS

wheels (very jealous) Ian and Cheryl arrived without incident but Brian and Jean in Lightning ran out of petrol on route and had to call his son out. Roy and Wendy rolled in to the car park with Wendy driving the GT6 and Roy pushing, it had come all the way from Chelmsford with out a hiccup then as it turned in to the end of the lane for the pub it refused to run and Roy pushed it, he said he would get it to Club even if he had to push it, but as the bonnet came up we all gathered round and the problem was solved, it was petrol related this time an air lock and some crud in the pipe. We also had a brief visit from a TR6, a very nice car the owner's father was taking it out for a run and dropped in, hope to see you at the next Club day and have a bit more of a chat.

Mile of Triumphs - It was a beautiful morning when we met up with Ian and Cheryl at their house ready to set off to the Mile of Triumphs. The two Spitfires were all shiny and looking forward to another long run. We had agreed to meet Brian and Jean at the Little Chef on the A12 and then Ian had said there was a good pub to stop at for lunch along the way. So off we went. We met up with Brian and Jean as planned and a short hop later we were at the pub. If you had a meal you got a free dessert - it would have been rude not too! An uneventful trip down to the Haven site and we had pre-booked it. Brian and Jean were staying elsewhere as they couldn't get into the Haven site. We discovered we had been updated to an 8 birth caravan so a bedroom each and no one had to have the sofa!. We set off to explore the site and enjoyed a coffee in the bar where it hammered down with rain!. Brian and Jean headed off to the site just down the road and we went back to unpack. We met up later on back in the bar for dinner, but we were so full, I Janet and I had a started between us and that was it. Some of the others had arrived and were camping and they came in for an evening meal and then headed out to the entertainment which I believe went on till 1 in the morning; we were all tucked up in bed.

The next morning up bright and early for the run and quiz on route. Cheryl and Ian were woken to a cooked breakfast (couldn't think of any other way to get them up ha ha) Rosie and Tallulah were preened and off we went to the site car park. Brian and Jean arrived so we were ready for the off. The others did not appear. We paid our money (well worth the £5 each) and got our instructions. At about 10.30 off we went. The map reading went wrong straight away as the first road name was covered in trees so many a Triumph was seen doing a three point turn in the road, but there weren't too many mishaps and we were soon in the swing of it. We answered all the questions, a couple were a little tricky. We decided to stop in Southwold for coffee and cake as Allan's friend Anne runs the cafe "pitstop" on the golf course. We spent a happy hour there before setting off again for the harbour where we were told we could get good fish and chips for dinner which we did, then the final leg of the trip to Dunwich and an ice cream Sundae. Three very tired little cars headed back to the site, and back for a sleep. In the evening there was the teddy bear auction, Ian bought a couple of soft toys, but we kept getting out bid. Better luck next time. Off for a night cap at the caravan.

The next morning after another cooked breakfast the same as before we headed out to the car park. A lot more Triumphs today for the run to Great Yarmouth sea front. We were soon on our way, quite near the front this year, but we got split up as Rosie had a coughing fit. Once we had met up again it was time for a coffee and cake. We found a nice sea front cafe and sat inside in the warm. It was decided that it was too cold to stay in Yarmouth, and we headed back to the cars, we met up with Kirk and his girlfriend and after a long chat we set off to the pub for the show and presentation. A bit early but it was cold. On arrival about 12 the restaurant was very

busy and we managed to get the last table for the day for the 6 of us a stroke of luck! Apparently we should have all booked, but they would never have fitted us all in anyway. We had a fantastic carvery and dessert and then set off to judge the cars for ourselves. It started to rain so we adjourned to the pub where we had the raffle. I won 2 prizes, Cheryl won 3 and Jean won 1 so that was great. Brian won car of the show with Lightning, and Chris Lilley from Kent won best Vitesse. The others had decided not to come to the pub and were busy packing up to go home. We had the caravan booked for 3 nights so back to the caravan and a nice early night. We met up with Brian and Jean for good bye drinks in the bar and were soon heading back for our last night cap and chat.

The next morning up early to rain! The weekend had been very good so we didn't mind. We packed the cars quickly and we set off at about half past 9 and were indoors by 12. A fantastic weekend. Well done Clare and Nigel Hill for the organising. We shall be back next year.

Battlesbridge - We were unable to attend this year due to grandson Jacks first birthday party, oh well never mind, but we do have a couple of members reports from the show. Many thanks Lesley and Brian for your reports.

1st report from **Lesley Goldstone**. The Club had a very good turnout, most of us meeting at the Half Way house, it was an early start - ready to roll at 8am. John and Donna headed off with Ray and me following with our 2 passengers Fiona was there along with Malcolm and Lesley, four other cars (sorry can't remember names but one of the ladies made some lovely cup cakes!) We met Jean and Brian there. This was the first time that we had visited the show but apparently the space we were allocated has previously been larger - it was very tight and hard to manoeuvre the nine cars which we had on show.

We all celebrated Jean and Brian's 45th wedding anniversary with a toast and profiteroles and their win from the previous week at the Mile Of Triumphs for car of the show.

The weather stayed reasonable for us although sometimes quite cold and windy, we all packed up and went about 4.30 2nd report from **Brian Lightning McQueen**. Saturday morning - time to get "Lightning" uncovered and ready for a very special day out on Sunday. Surprising how dirty he got coming back from the Mile of Triumphs at Great Yarmouth, but at least we had a shiny trophy to polish ("Best in Show" - I was flabbergasted).

After a wash down, a squirt of show shine and a fuel tank top up, we were ready for action. Next problem was making space for the extra payload for the special event tomorrow. We had made arrangements to meet John and the others at the Hawk Pub, Battlesbridge at 8.45 a.m.

We were there on time and discussing which direction the others would be arriving from and sure enough, on target, that shiny red Herald came across the horizon flashing his headlights and tooting We joined the convoy and queued up to get into the showground.

That all went well but then we had to squeeze a pint into a half pint pot with ten cars to get onto a plot that seemed far too small, however with a bit of shuffling and shunting we managed to get them all in and a nice new gazebo up. We had a good display with four Vitesse, four Heralds, one Spitfire and Lightning. Kettles went on and the smell of bacon was in the air. Later we learnt about John's new venture in forming a breakaway group called the TSSC M25 East Group, hence the new gazebo. There was a continuous queue of exotic cars arriving for the next hour or so. It looked like we



ESSEX . . . HERTS & BEDS WEST KENT . . . LANCASHIRE

TSSC AREA NEWS

Essex Continues

were all set for a good day. We had our own special plans, so as soon as we finished the initial refreshments we were off round the auto jumble with a shopping list with parts for "Little Nell" (our next project, a 1961 bubble car). Two and half hours later we were back with a bag full of goodies and some aches and pains from walking round too much, so on went the kettle for a light lunch and our next little surprise for the rest of the clan.

We announced that it was our 45th wedding anniversary and that I had treated Jean to a day out shopping at an auto jumble followed by drinks and a bottle of bubbly with some extra sticky profiteroles for everybody. Nobody could believe we have been married longer than some of them had been on the planet – but it's nice to be told you don't look your age. So suitably refreshed we attempted another walk-around but this time to look at all the other cars, bikes and all sorts. I must say it was a really good turnout, you needed at least two days to get round it all.

Up and coming

NOVEMBER

16th,17th,18th, NEC Birmingham

18TH club day Halfway house

24th, 25th, Bath Christmas market over night stop

Haynes museum

DECEMBER

8th,TSSC Christmas dinner Market Harborough over night stop club HQ and shop open day

16th Club day and Christmas meal Halfway house

Welcome to new members. One new member in the Essex is this month Colin Johnson

Birthdays this month Mark Jackson from Kent, Nancy Wing from Kent, Steve Cox, Charlie Spitfire(Pauls son)

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

Hello Guys and Gals. **The 3 Moorhens is being refitted and closed for a month, it should be open for the November 26th Noggin and natter with a short AGM thrown in to amuse you all.**

We have to have a quick nod and a wink to get the committee and AO in place for our continued insurance etc. there will be a balance sheet displayed from a secret beach chalet somewhere sunny. Anyone seen Alan.??? We will be collecting money for the **Christmas Dinner which will be held at the Anchor, Hitchin**, same place as last year, the date is not fixed at time of writing. all the pub regulars will be notified, those who have attended the pub and supported events will get a good discount, they put the effort in so it's a little bit of payback from your area funds.

Matt the new landlord at the Moorhens is active and enthusiastic about having our Club at his pub and laid on a BBQ at the August meet , we had 38 members attend and arranged to use The Lordship Arms in Bennington, for another BBQ for Septembers meet, and after a very wet day it cleared up and we had 28 members and 15 cars in the car park. Brilliant, especially as the roads and maps don't resemble the real world, but a really good turn out and some cracking burgers at £2, the BBQ theme may continue throughout the year. The 3MH is having a £350k refit, it will be interesting to see the new look, lets hope it suits our needs. many preferred the Anchor and this is still a on-going idea,

Duxford is well over and we will get some funding from IWM who collected our lucky number raffle monies at the gate, the website has had 2500 hits, if they all went it could be chaos!

Ray, Malcolm & Christine, Alan, Jill and myself went to the Northants "Dave and Angies breakfast run", where they provided some welcome bacon and egg butties followed by a 62 mile run through the countryside calling at the Summerfield model engineers railway for a tea and loo break, finishing at Harold Country Park for some more Loo's and a tea and bun fight, thanks to Dave for doing this, there being 16 cars in convoy following the route map or the car in front.

Ecurie Ecosse - visit to Dick Skipworths Jaguar collection September 14th was well attended. 35 attended to see a cracking collection of cars from this historic racing team and of course the Commer transporter, which I had to drive from Silverstone to Thame a few years back, also being involved with its TS3 engine ...wonderful.

That's all for now, roll on Christmas and the New Year...and a new season of Classic motoring, regards,

Peter

and Committee Ray, Alan, Barry, Pete & Stuart

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

Quite a good turnout last month at the Cock Horse with many differing subjects being discussed. In particular Roger came along with some parts from the GT6 he is rebuilding for opinions as to whether they should be reused or replaced. Much opinion was given, but the overall consensus (expert opinion?) was it's better to replace if at all in doubt.

I took the Stag to the meeting as it needed a 'proving run' before my entry into the Round Britain Reliability Run the following weekend. I can now report that I and my co driver Graham did in fact successfully complete the RBRR with only a couple of minor issues, a wayward wiper blade and an annoying driveline vibration at the legal limit. We covered exactly 2000 miles between 6pm Friday and 7.30 pm Sunday. In total some 41 hours of driving with 9 hours of stops at the 20 plus mandatory control stops. The Stag managed to average 24.5 mpg which given the nature of the roads we were using in Scotland and Wales was a good return. I have since taken the Stag to Faversham Classics for their view on the vibration issues, to cut a long story short it is going back to them in the new year for a replacement Diff Nose Extension, offside wheel bearing and rear suspension overhaul.

Next month we have two important jobs to do at the meeting, confirm the annual dinner date in January, and elect/confirm the Area Organiser. As I have already given notice that I will not be standing for the position again, the ball is now in your court.

Steve

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

Well, the weather has certainly put the dampener on this year's proceedings. One of the re-scheduled shows was at Houghton tower Nr Blackburn that a few of us attended. It wasn't a bad show with car's, bikes and a bit of an auto-jumble. September's meeting was very quiet with only seven people braving poor weather (again), but no triumphs to be seen. It was good to see Mel again, he hasn't been to a meeting for some time and is still on with his Vitesse restoration,,,,,,funny how they take longer than was initially expect-

ed too. We discussed having a Christmas meal at the New Hall Tavern and the date best suited to those of us there was the 7th December, as soon as I get a menu from Stella I will get in touch with you. One of the other topics that got us all hot under the collar was the new classic car program that was shown the night before, namely 'Classic Car Restoration' hosted by the odd couple Bernie and Mario.....what a load of *****

The last Sunday of September saw the re-scheduled run



organised by Debbie and Leyland. In Debbie's words "Three cars turned up on Sunday (that's Less than the cancelled run) Richard in a TR6, Dennis in the Vitesse, and Leyland & I in the GT6, See Photo.

We had a good drive through some twisty country roads around Ribchester and the Fylde, arriving for a quick circuit of Glasson Dock before parking at our chosen watering hole (the Stork Inn) for an excellent Sunday lunch, with a very wide selection of Sunday Roast, A la carte meals and South African specialities, with the option on most dishes for a full or smaller portion.

The sea water level at Glasson was the highest that any of us has ever seen, with a full moon that night, it was not only that the tide was in, but it was a high high tide too!

"Very spectacular"

On the return journey (now in the rain) we lost the Vitesse, as it needed a pit stop at Lancaster university; still the GT6 & TR6 had a spirited drive back through some rather very wet roads, which just increased the fun . . . (that is the same as fear isn't it, as you aquaplane around a blind bend)?

"We'll do the same again in the spring (the rain might be warmer)!"

Finally....It's that time of year when the AO's position is open for a new individual to manage matters, so if you fancy running the area for a year or two let me know prior to a vote at the November meet. I will not be standing and we need someone for the area to continue.

All for now,

Kevin

LEICS & RUTLAND Tel. 07774 276564

Looks like the year is due to finish with a bang, but more about that later.

Sunday 9th September saw the area at Lubenham (HQ country) for the annual Scarecrow weekend. Free show and free parking, need I say more. We had thirteen club cars, plus members and family for a great local show. Huge crowds enjoyed the warm sunny weather, with lots to do and see, plus about 200 scarecrows dotted all over the village. Good display of classic vehicles on display and lots of interest from all the people attending the show. Definitely one for next years events calendar.

The following Sunday we were off to the re-arranged Beaumanor Classic Car & Transport show. Normally held in July but due to the bad weather moved to mid September. Obviously numbers of vehicles, traders and visitors were down but still a good local show. We had originally only indicated that we would have four club cars on site, but when we turned up with ten, the organisers hurriedly moved us to



a prime site next to the hall, alongside the Mini club and Lotus club displays. A short walk from the main show field, but still very busy as most people visited the hall for refreshments and the craft stalls. As always, the Leicestershire MG floral society won the coveted trophy for best club display. We Triumph car owners like to be hands on whereas the MG car owners are definitely, "Hands off".

Three shows in a row meant we were at the Hinckley Classic Car show held in the centre of the town on Sunday 23rd. Good parking before the crowds descended, and before the shops opened, which most did not. A sales opportunity missed. There were trophies to be won but we shall never know, due to the fact that as the rain came down about 1 pm, the trophies and the organisers departed hotfoot. No Titanic spirit shown by them. "Cars and exhibitors first, organisers last" Wet journey home, even wetter for those of us who delayed their departure as we thought it was a passing shower. No such luck.

The same weekend saw a number of members travel east to attend the Mile of Triumphs. Great new venue at Haven holiday park, and new static caravans for us to stay in. The run out Saturday took in some lovely parts of Norfolk and lunch was taken at Mrs T's weather-beaten hut in the heart of Southwold Harbour, overlooking the river Blythe. The fish travels all of 20 yards from the boats, and depending on what's been caught dictates the menu. You place your order, take your ticket and wait to be served. All individually cooked and worth the wait. Fantastic. The usual madness and mayhem at the teddy bear auction, saw lots of money raised again for good causes and we seem to have acquired a new area mascot. At first we thought it was a bear, but as it travelled home with me on the passenger seat, in 'conversation' with it, it turns out to be a dog. Shame it is not a fox.

A team from the area will be at the Derwent Valley Bowl on Sunday 14th October playing to the usual rules. No chance of winning then but good friendly fun.

The **AGM on Tuesday November 6th** will be followed by table skittles and supper and I will need back any trophies won at last year's Xmas dinner ready for this year's presentation. Can I remind you that we do not hold an area meeting in December as the Red Lion are busy with Christmas meals and that we have our own dinner on **Saturday 15th December**. With **no meeting in December** I will see if I can organise another visit to Melton and the pork pie making. Just in time for Christmas.

The proposed **area trip to the Isle of Skye next summer** is taking shape, and the route and accommodation for nine nights away are being planned. A good number of members and club cars have indicated firm interest together with a couple of support vehicles.

Finally, Erica & Chris have kindly opened up their home and gardens again for an area Bonfire and Fireworks night on Saturday 9th November. Bring your own Bangers etc and this year stand upwind from the rockets. I hope that they have warned the local farmers and neighbours.

Dave



LIVERPOOL M25 EAST . . . MANCHESTER

TSSC AREA NEWS

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The September meeting was well-attended, and we were pleased to welcome Sharon Taylor and her Spitfire to our ranks. The continuing monsoon made most of us reach for the keys of our moderns, but Alex braved the elements with his Spitfire's special dirt-repellent paint!

It is a good job the landlady of the Derby Arms stays behind her bar, because the number of kn*ckered bits of Triumph we keep smuggling in to her pub would get us barred out if she knew. Exhibit A was a pushrod from Lee's GT6 bent like Dumbledore's wand. This is the second time the same valve has locked up, and he was understandably less than chuffed. Sage opinions on offer suggested a too-tight valve guide clearance. After all the effort Lee has put in on his car this year, we hope he has it running reliably soon.

Next furtive offering from the plastic bags was Dave McGowan's rusty Vitesse vertical link and disc, for dismantling and renovation tips. I now confidently expect someone to bring a gearbox in a bin liner to the next meeting!

On Sunday 26th August Alex, Lee and yours truly attended the Ormskirk Motorfest, which was a fabulous event. As early entrants Cath and I were on Aughton Street, where we were mobbed all day by people who had owned / dad owned / courted in / learned to drive in (delete as appropriate) Heralds. Interestingly, more exotic machinery around us was getting a lot less attention, leading us to conclude that people relate more readily to humble family transport. Lee and Alex were in the park also amid big crowds, and Alex also had the "we courted in one of those" conversation with a middle-aged couple, who declined his gracious offer of re-living their youth! The sun shone, and the blast around the town on closed roads was one of the highlights of my year. Locals had their sofas on the pavements outside their homes cheering us on. Alex has posted some great pictures on www.triumphliverpool.com and we are also on <http://www.youtube.com/watch?v=O3g6otVnkzo> at 1.28, which conveys the eclectic flavour of the event. A definite "must do" for next year.

The nights are drawing in, and Christmas will be upon us before we know it. I am floating the idea of a return to the **Yuet Ben in Liverpool for a Christmas meal**, hopefully closer to Christmas than last time. Interested parties please let me know. It is central for transport links, which I know matters to our outlying members.

Finally this month I was pleasantly surprised to see Hettie had sneaked in to page 27 in Courier 388. I am the mystery owner of the '65, and yes, they do look better without white rubber bumpers, not least because they cannot then deposit the stuff all over your trouser legs!

Steve

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Well, here we are, we are up and running. Firstly can I welcome members old and new, along to our area. Currently we have 25 members, not bad considering we have only been going for a few weeks. We hope it will be a fun area with lots of things going on and most importantly a lot of laughs along the way. Nothing too serious, except serious polishing of

course ha ha. It's all still a bit up in the air at the moment as there's a bit of setting up to do regarding the website, monthly meeting place etc, but we're getting there.

The Facebook page seems to have taken off well with everyone getting stuck in and contributing lots of pics and posts.

Our first real show as an area was the Mile of Triumphs, where we all camped for the weekend. Friday night took a while to get started as some of us didn't arrive till quite late.



But after a bit of dinner it was soon on to the refreshments ha ha. Some sore heads in the morning, or was that just me? Saturday was spent cruising round in the sun, stopping for cream tea at Horning. Also Saturday happened to be Lesley's birthday so, that night the 12 of us booked in at a



local pub for a lovely meal. The nights back at camp were a bit chilly but not too bad in our Onesies's (see pics on FB page). On Sunday, after the actual 'Mile of Triumphs' at Yarmouth it was time for the static show and peoples choice concours awards. Our Chris got 'Best Vitesse' and Brian, Jean and Lightning got 'Best in Show' so well done to them. The only dampener on the whole weekend was the drive home in the rain.

The Battlesbridge Show was next and went well, 10 cars on our clubstand. The space allocated to us was a bit small but we managed to cram everyone on somehow. We also tried out our new gazebo here, very pleased with it, just need some interior cloth panels made up to block the wind (hope you're reading this Donna ha ha).

A few of us also made the trip up to Duxford for the All Triumph Day and as usual it was a good show, well done to Pete and all the Herts n Beds Area. It was a bit on the foggy side on the way up but once the sun broke through it got pleasantly warm.

We recently received a club gift voucher and thought it would be a good idea while we were at Duxford to put all the names in a hat and draw out a lucky winner. A good idea as, if the winner was here on the day they could spend it at the Club stall. Well, Andy Maas won it and yes he was here. Only one problem, yours truly left the voucher at home, DER !! Oh well he's got until next year to spend it.

Well, that's it for our first monthly report. see ya'll.

John

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Our Manclins weekend was very well attended with almost 60 members at one point we had a jam packed weekend of fun and games. First Frank and me would like to thank The Chefs, who cooked a mean bacon or sausage roll for weekend breakfast (Ler, Kes, and Debs) route planners Piat, Les

NEWBURY . . . NORTH EAST



TSSC AREA NEWS

and Paul, photographer Cotty, Martin R Scoobs and of course our very own, Yellow Coats Pete, Janet, Tracy and Mark.

We had a great weekend with a warm Manc welcome quizzes and games Friday night.

Saturday a fantastic run taking in Jodrell Bank and The Anderton Boat lift which proved really interesting with many members booking a lift.

Mark Kilgallon who only joined the TSSC this weekend managed to separate his Vitesse from his exhaust pipe and managed to win a set of jump leads for the first and only breakdown of the weekend.

Saturday night was brilliant no one apart from the yellow coats had a clue what was in store so it was a surprise for everyone. Games from ballroom dancing, quizzes, guess the baby, giant jigsaw, dress the dummy and glamorous granny (the men looked a little too comfortable in a frock)

With the evening ending up with a bit of dad dancing to the beat of a disco.

Sunday morning we had a run out to Hack Green (secret nuclear bunker) which was really interesting with 27 bunkers to see. To round off a fantastic weekend we showed our Triumphs at Blakemere Craft Centre where members of the public along with our members voted for their personal choice of which Triumph they would like to own.

Winners of the people's choice

Best Sports Car - Scoobs TR6, Viky, Les's Vitesse, Rosie.

Frank's Triumph Stag, Ruby.

Best Saloon - Steve Dolly Sprint Ada,

Julie Hadfield 2.5s Christina

Non Triumph - Stunning looking Cortina, Tracy's MX5

Humphrey, Richard Malin's MG,

Car of Show - Julie Hadfield Christina Triumph 2.5s

We had a wonderful weekend we hope you all did too. Massive thanks to our yellow coats and everyone who supported our weekend.

Our Area meeting was reasonably well attended. A very warm welcome to Andy and his mate from the Welsh Area whom we met on the Manclins weekend, it was really good to see you both, equally a warm welcome to our new members Mark & Loraine Kilgallon and Steve Bedoes, I hope we will see you at many more of our meetings.

Pete has kindly volunteered to produce the Manchester Area calendars again this year.

We also discussed maybe doing one day runs and extra Sunday meets throughout the winter.

The first run will be **Sunday 18th November** around the **Goyte Valley Area** (Peover the Edge) taking in Sunday lunch and displaying our Triumphs at Blakemere Craft Centre.

Dates to remember in November

Tuesday 6th November Area Meet

Sunday 18th November 'Peover The Edge'

Run & Lunch

See you all soon

Pip n Frank

NEWBURY

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First of all thank you to Malcolm for holding the fort in September while we were away. Sorry to have missed Colin and Sandy on the Bonneville.

Lots of people were on holiday for the meeting at the end of September and so we decided to postpone the photo competition until the first meeting in October. Some of the photos will be used for the Area Calendar for 2013. Calendars

will be £5.50 each, please let me know if you want one (or more!) as soon as possible.

The Mystery Pub Lunch was a success. However, not too much of a mystery for Ian as I forgot to erase something on the menu which gave quite a clue. As he lives quite near the pub he guessed where we were going! Won't make that mistake again. We had 5 club cars: Ian in TR6, Nigel and Helen in TR7, Andy in Vitesse, Patrick and Jean in Spitfire and Mary and Dave in Spitfire (the Yellow Peril). Roger and Dan/Rosemary also came. We had a good run to the Hind's Head in Aldermaston Village; fortunately the roadworks were running to schedule so the road we wanted had re-opened. The food was good even though we had to wait quite a while for it. It was supposed to be a lovely sunny day, but the weather forecasters didn't look out of the window because it remained cloudy all day but at least it didn't rain.

Dave and I will now start the hunt for the next venue as we have exhausted a lot of local hosteleries. Still I am sure that won't be too much of a trial: as one has to sample the food and ale.

Don't forget the **Car Show and Autojumble at Newbury Racecourse on 11th November**. This has become a more popular event in recent years, even though you do need to wrap up warm!

Meetings

7th and 14th November At the Berkshire Arms on the A4 at Midgham, east of Thatcham, starting at 7.30p.m.

Events

11th November Car show/Autojumble at Newbury Racecourse (Andrew Greenwood - see his website)

Keep 'em flying

Dave and Mary

NORTH EAST

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Hi all. We had a lovely day for the Holy Island run out, at least 20 cars altogether, including a TVR S2, Gilbern Invader, we had a very nice Dolomite Sprint turn up with owner Steve Cox, lovely car, hope to see it again sometime. We were joined later up the run by a BMW and Vitesse convertible up from the Gloucester area and driven by Bev Gittings. They were up visiting but unfortunately, diff troubles meant a home return via a low loader, though Bev has said thanks for the welcome we gave him and he very much enjoyed meeting up and coming out with us.

Bit tricky keeping a convoy of 20 together for the first bit due to the number of roundabouts and traffic lights, downer that the Beadnell car park toilets were all locked up as well. Needing to get back early I left quite sharpish and took another scenic drive back down, no traffic, just sunshine, wind in the hair and exhaust noise, was fantastic.

We have one local who has a Herald 13/60 convertible that is going to be for sale shortly, recently rebuilt and in good order. Another looking for a Vitesse convertible, wants a solid car but not averse to one that needs some work. If you are interested in buying or selling, let me know and I'll put you in touch. Andy Boyes has almost acquired a TR7 convertible, may have succeeded by the time you read this.

Mr Armstrong has been around the world so his Tango Herald is still needing finishing. No-one else offered anything about their cars so that's it for now.



NORTHEAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

North East Continues

No christmas do this year, instead we are probably going to go on the curry express out to **Corbridge on Saturday 12th January 2013** as long as there's availability. Around 25 people expressed an interest so far. In case you didn't know, you get the train from Newcastle Central to Corbridge where the restaurant is, you give your order on the train and it's ready when you get there, and then train back to Newcastle.

Ian and Phil had a couple of cars turn up for their feature on Spitfires to go in their motoring show, find all their series episodes at <http://retread.tv>.

Calendar picture deadline is now the November meeting. If you haven't emailed me a suitable pic (jpeg 1Mb file minimum, landscape format) by **2nd November** it won't go into the vote off which is to be held at the november meeting. Calendars will be to order this year and will need paying for up front before they are ordered, £5.00 each.

Time for me to go now, have a think about some new runs out for next year.

All the best

Mark

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Well as the season now comes to the end, we find we are doing more now than during the wet summer months.

Stamford show at the beginning of September was a good show with all makes of classics to look at, as well as being able to look around the town, the day was hot and relaxing, ending in a duck race along the small river that ran along side the green that the classics stood on.

The scarecrow festival at Lubenham mid September, the Northants members who went said it was as good as ever, and does make for an interesting day out.

M.O.T at the end of September was a good event at a new venue, although cold and late Sunday there was some rain, fun was had by all, there was a great run out on the Saturday, which we ended with Knickerbocker glories and hot chocolates. The evening entertainment finished with Karaoke and a great laugh.

We have just completed our second breakfast run, there was a great turnout with 16 triumphs in all, after our bacon and egg baps we all set off on a great run with several stops at local venues, all who came said that they enjoyed it and we would like to thank everyone who came for making it the day it was.

Mid October sadly we will miss the Derwent bowl this year, but instead we have had arranged by Rob and his son Kevin a weekend in Wales, so fingers crossed it will stay dry.

The last couple of months at our monthly meeting it has been great to see some new faces, hopefully you enjoyed it enough to return. Any new ideas you have for days out or meeting improvements or just classic shows that you know of are very welcome, just let Dave know.

Lastly, must give you all an update on 'Joy' my long awaited Spitfire, after a struggle with some of the electricians with trial and error to put them right, and finding the distributor cap was on the wrong way round, a habit that Dave does seem

to do, as it happened with his GT6 as well, we have ignition, the engine fired up beautifully and sounded brilliant, time to put the interior back in and put her on the road I think.

Our **November meeting is on 14th November at The Elwes Arms - Great Billing** from 8.30pm onwards

Hope to see you there

Dave & Angie

NORTHERN IRELAND
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Hi All. Welcome to the November edition of NI area news. By the time this report goes to press we will have been on Alan's Mourne run and hopefully the weather was good enough for a BBQ at Kibronney Forest Park.

During September we went on the Blast up the Bann run, the weather was kind to us if a little bit cool at Portstewart! We had seven cars on the run and everyone seemed to enjoy themselves, no-one broke down and the 2000 behaved itself...the misfire seems to be cured and the car is running really well.

We started from chez moi and headed cross country to Portlengone and from there followed the east bank of the River Bann up to Portstewart via Kilrea and Coleraine. Apart from a set of traffic lights in Coleraine, we managed to stay together for the whole run. Following a bit of inventive parking in Portstewart, we split up and some people undertook a bit of retail therapy!

We re-grouped and headed back via the west bank of the Bann through Kilrea and Portlengone before arriving back at the Raine residence for a BBQ. Thanks to everyone who turned up and made it a great afternoon – always good to see the cars out and about!

We had a good meeting last month, good to see everyone there. As usual the banter was good and Laurence announced his intention to start sprinting the GT6 again – can't wait to see it in action!!

Paul brought some samples of window badges for us to take a look at. They seem to be really good quality and would be a great way of advertising the club, if anyone would like to order one, please give Paul a call. Paul also stated his intention to initiate a **TSSC Speed Trophy** for those who are competing in motor sport during 2013 and Douglas has looked into sourcing this through his usual supplier.

I announced that I would not be standing for re-election as AO at the AGM in December. This is due to the demands of a growing family and that the role needs someone who can attend all the runs and devote the time the job needs. I have enjoyed my two years as AO and hopefully I haven't annoyed too many people!

We discussed the **calendar for 2013** and following some lively debate, we have agreed the following dates:

- Sat 23rd February – Annual Dinner. Strangford Arms Hotel, Newtownards**
- Sat 23rd March – Kirkistown Sprint Event**
- Sat 6th April – Trunnion Oiling, Carrickfergus Castle**
- Sat 27th April – Argory**
- Mon 6th May – Shanes Castle Steam Fair**
- Sat 11th May – Totally Triumph**
- Sat 25th – Mon 27th May – Bank Holiday Run**
- Sat 15th Jun – Kibronney**
- Sun 16th Jun – Fathers Day event, Mount Stewart**
- Sat 27th July – Alan's Run**
- Sat 24th Aug – Sperrins Run**
- Sat 7th Sept – Autosolo and Run**
- Sat 21st Sept – Antrim Hills**

NOTTINGHAM . . . PETERBOROUGH

Sat 12th Oct – Mark's Run
Weds 13th Nov – Film Night
Weds 4th Dec - AGM

Please note that these dates may be subject to change at this early stage however we will let everyone know if that is the case. Hopefully these dates were taken down correctly at the meeting!!

Finally 2012 draws to a close. It has been an interesting year! There are still two events for the calendar, they are:

Wednesday 7th November – Monthly meeting @ 8:00pm, Nortel Social Club

Weds 5th Dec – Monthly meeting and AGM at 8:00pm, Nortel Social Club

Well, that's about all for this month. I look forward to seeing you all at the meeting next month on **Weds 7th November**. As always, we meet at 8:00pm in **Nortel Social Club in Monkstown**.

Best Regards

Mark

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Hello again, doesn't time fly, yet this time it seems an age since I last wrote my monthly update. Thanks to Paul Lewis the TR7/8 secretary for making contact re my Father in Law, John, TR7. An article has been promised upon completion and may already be whisking its way via e-mail to you.

Anyway back to local events.... Out last meeting had a decreased turn out as meetings are now in the dark. I didn't take my own Triumph yet again due to a fault on the headlight stalk and having no dip beam. However, an interesting evening was had with sponsor forms going round for the Club Triumph RBRR event & Howard discussed how we should easily find top dead centre on number one cylinder for setting up timing, which for a youngster like me was something quite informative. Thanks! The main reason for the discussion was to try and bottom what xxx's problem is with his 77 Spitfire is. Turns over, Won't start. Hmm. So we got our thinking caps on.

Claire and Nigel had a very successful Mile of Triumph event at Yarmouth. Quite a large turn out with bookings closing early. I look forward to the year when I can actually get to it. I was busy naming railway locomotives in Staffordshire at a



diesel weekend. The consolation was that two of my friends both took excellent photos of Chris Moxon's Herald in front of our Train at one of the level crossings. So I still had some Triumph involvement.

Moving on, there comes the last few get togethers for the area. Expect a text from Claire when your reading this to say that there will be a bonfire on their back yard again and some fireworks. Probably around **Sunday 4th November?** After



TSSC AREA NEWS

that it will be another national event with the **TSSC Christmas party on the 8th Dec at Hinckley**.

"Sybil the Spitfire" has had some work done on her in way of having an oil pressure gauge fitted after a surprise on the way back from Stafford where the oil pressure light came on with any revs below 1100. All seems good and it appears to have been low pressure caused by cheap oil getting too hot on a warm day. Lesson of the day- don't buy cheap oil!

The TR7 we spoke of at the beginning of the column should now be about complete. We were having a bit of a rest last



month whilst John was in his jollies, but I still managed to complete the fitting of the new radio and test it out. Another lesson learned here is not to use cheepo speaker cable from the £1 shop. It does just what you would

expect it to do at that price.... Break! Easily! Oh well. The doors had been competed with new rubber trims and just wait hanging once we have fitted the windscreen. There is mixed opinion on this task as to should you DIY it or get "Gavin" from a well known windscreen company in to do it for you. We are going to give it a try and will update in full with the outcome. We really hope we won't need "Gavin". So once the doors are hung its just the interior to fit. A few other problems have been the mexican wave



of the headlights, but this appears to be bad connections and earthings. Once cleaned it began to behave just a bit better.

We hear that Matthew has now got "Sally" back after his Spitfire was written off on her first day at Matt's new job. Not a great start being run in to at the rear, but she may be repairable in the long run. I expect Nigel will be making plans to either strip it for spares or sourcing new panels to rectify the rear end damage. It may be a tub off exercise from what I hear.

Finally, welcome to another new area member - Mark Bellamy. If you've not yet made a meeting, please drop in and say Hi!

Stop Press! Chris Gunby, Nigel & Claire Hill completed the Club Triumph Round Britain Reliability Run within 48 hours in Chris's very reliable Triumph Acclaim. Well done to the three of you!

Andy
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PETERBOROUGH

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What a nice surprise to see Michelle and David at our meeting this month. They have been travelling in a campervan all around Europe for the summer and are briefly back in the UK before jetting off to explore Thailand. They really are having a great adventure.



Peterborough Continues

Well with autumn well and truly upon us now the show season has pretty well drawn to a close. However, it was great to hear of some local success for our group at the late season shows. Graham Bellamy went to the Herts and Beds Triumph day at Duxford and walked away with the prize for best Spitfire - well done Graham, very well deserved. As always this was a very well attended show and one that I can thoroughly recommend. If you have never been do mark it on the calendar for next year.

One show that I have never attended, but keep meaning to get to, is the annual Mile of Triumphs. This year Andy Bramwell took the prize for best Stag. Again well done Andy, another well deserved accolade.

Andy really does recommend this event and the holiday site where the majority of TSSC members stay. It's another one to mark down for next year.

Returning for a moment to Graham, his fame (or rather his Spitfire's) is obviously spreading. He has now been asked to attend this year's **NEC Classic Car Show**, where his Spitfire Mk2 will form part of the TSSC exhibit.

The show runs from **16th to 18th November** if you fancy going along for a day out.

Looking ahead we have quite a busy schedule of events coming up despite the dark nights!

Next month is our **Peterborough Area AGM**. If anyone is interested in getting more involved with the running of our local area this is the meeting for you! Doug and I would welcome any thoughts, suggestions or candidates for positions - including AO, finance, events and any other roles you feel would help. **Monday November 12th** is the date and the AGM forms part of our normal monthly meeting.

In **December** there are two diary dates to note.

Saturday 8th is the **TSSC Christmas Dinner and Dance** to be held once again near Hinckley in Leicestershire. Full details are in the Courier magazine but basically tickets for the event are £32 per head with the option to stay over in the hotel at very favourable rates. Again Andy Bramwell attended last year and recommends both the dinner and hotel.

Monday 10th is our **Peterborough area Christmas Party**. We will once again be selecting from the Bertie Arms A La Carte Menu but we may have to make our choices ahead of the event to allow the chef to plan and prepare for us. We do try to start this meeting a little earlier than normal, so please make a note to be ready for an 8pm sit down. We will as always have a raffle with the proceeds to be donated to Sue Ryder homes.

That is it for this month - sorry if it reads a bit rushed - it was! Too much to do and too little time to do it - where have we heard that one before!!

Remember our next meeting in on **Monday 12th November at The Bertie Arms, Uffington near Stamford**. We meet from around 8pm and there will be the normal samies and raffle to keep you going if the AGM just gets too much for you! We look forward to a bumper turnout.

All the best

Paul

IMPORTANT NOTE

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

SCOTLAND CENTRAL WEST

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OK! Who sent in a picture of me polishing the Spitfire? I had full reflective protection gear on for the rare event. The cats that sleep on the bonnet now slide off as do the brochures and model car displays. The October meeting saw Nine members turning up. We had a new Vitesse saloon belonging to Andy. A very good original car with a few add ons, a Webasto sunroof and a rear window with a built into glass demister! (Triplex). Good to see a saloon too. We also had Vitesse convertible, Spit 1500, Herald 13/60 convertible and my Mk 2 Spitfire. A new member Ian Marshall also turned up. He has a GT6 undergoing restoration. So the different shapes plan is still working. The Area members are getting good at finding fantastic cars!

Lochinch was open as usual. We do have a venue nearby if Lochinch is not available. We would meet at Lochinch then drive en masse, so keep coming as usual. But I have been assured that all is OK again, staff and holidays are a problem this being looked into.

We were all inside so thoughts turned to the events left and next year. Over the next few months we will be looking at what we want to do in the future.

We already have an idea of changes of events based on experience. It is early yet but I may have an idea about a camping weekend for our group, more to follow, we will have to see the 2013 SVVF calendar first.

The recent weather has brought the idea of building bespoke caravans up again, some have already started. I might even take my own tent to Stafford next time! I have put out our Area information to some interested parties, so we will see how things progress. A lot depends on event funding and of course weather and dates.

I did Drive Your Classic to Work Week and saw no classics, but got a few thumbs up. The car is always being photographed when I leave it, as it gets used a fair bit now.

So far Ian's modified Spitfire is the only Area car in the big mags. Classic Car Buyer report on Stafford.

Well some Reports now, on the remaining shows.

Scone Farming Show. It stayed dry, not many Triumph bits for sale but plenty to interest if you were looking for another project (not necessarily a car, it is a Farming Show). Busy show lots of stalls and big display of vehicles. Exiting car park took time.

There may have been more here as Selkirk was cancelled. Museum of Flight. I have been told it was good but expensive to get into and park, a large variety of cars and attractions. Numbers slightly down.

Next month will be a report on Stoneleigh (and my purchases). I am a guest of the TR Register (used to be in TSSC) and you know what happens when I am in someone else's car, I usually see something big, mucky or oily, and that I really need.

The show calendar is now closed for the year apart from NEC etc?

We will go over the events we attended in 2012 in the coming months. Ideas are already noted.

We have dates for 2013 already.

TSSC Scotland Central and West Night Out - 19th January in Glasgow (TBC). Monte Carlo Historique Rally Start - 26th January- Parc Ferme is Blythswood Square, City Centre. (Please check local press for exact dates and times as there are tours running also). Back to original venue. The pace car is not a Herald Coupe but will be a 1965 Vitesse

SOMERSET . . . SOUTHERN



TSSC AREA NEWS

Saloon to commemorate 50 years since the original Vitesse Works Team competed. It is being prepared at present and the organisers would like another 2 powder blue cars if possible to make up a team.

Next Meeting is Wednesday 7th November 2012 at Lochinch.

This is the last meeting before the AGM in December, more next month.

Gregor G

P.S at the end of the September meeting I was very childish and took a detour through Glasgow town centre and was guided onto the Set of Fast and Furious 6, just before the road was closed. They were just setting up the floodlights so the Spitfire felt the bright lights of Hollywood, the polishing didn't work, they didn't need an extra..

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Hi folks and I hope you are still reading our comments each month now we are getting items in each month. If you have any comments, suggestions or ideas for these articles each month then please send us it via e-mail. I wonder if different Somerset members would like to send a few lines about their cars. If each of you sent me a few lines, we could put one in each month to try and liven up our waffles each month as we are now both struggling with ideas and comments - especially following a poor Summer and shows cancelled.

Phil

Septembers meeting was well attended with arrangements for the Restoration Show dominating discussions. We will have 2 cars on the stand and a theme which as usual involves dressing up, rather more tastefully this year I think.

By the time you read this the show will be upon us so if you have a spare day on the weekend of the **3rd and 4th of November then we will be at the Bath and West Show Ground near Shepton Mallet.**

We only made it to one show in September the Weston Wag, 5 triumphs from the Club and one E type. We had indoor parking so inevitably the sun came out for once this year.

Novembers meeting will be at The Fox and Goose on the 13th at 19:30.

Regards

Steve

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Hi All, the show season is finally winding down, and as I have been a busy boy elsewhere Mike, our intrepid AO has again put quill to parchment to let you know what he and a few other members have doing. As well as that Vanessa has written a piece.

Well folks, here I am again breaking the habit of a lifetime, writing again. First thanks to my Hon Sec Vanessa, for feeding my carrier pigeon. The show season is drawing to a close so a quick update on my attendances.

9th September saw David and myself at Windsor, a short notice job by Mickey and Julie from the Thames group. Nice little event which I hope will grow again to its former glory (and I'm sure it will). Anyhow it was a glorious day just to prove the sun does shine on the wicked - oops me thinks I must have got that wrong!

Saturday 15th September, Mike H and I went to the Goodwood Revival (the wicked old sun shone once again). An excellent day out with some terrific racing and many



thanks to Neil for the paddock passes. We hung around after the end, waiting for the traffic to disappear so out with the chairs, coffee and a sticky bun. Who should appear across the car park but Aaron, looking rather dashing in his CCF (RAF) uniform. We passed our paddock passes onto him for his use on the Sunday.

Thanks once again Neil for adding to our day. The journey home was most enjoyable with little traffic.

Sunday 16th September saw SCVC show at the Rural Life Centre, Tilford. Mike H, David and I met at my place, where we journeyed together for the 7 minute run. On arrival, we parked up in our usual spot reserved for the TSSC. We were joined by Mickey and Julie along with several others from the Thames group and last but not least, Vanessa and Mark G came along in the 2500S and the 2.5PI with Adam and Luiza.

I have just attended our October meeting which was a dirty night (I mean the weather!). I think only 3 Triumphs in the car park. We were visited by Sue and Dave from Woking who came in Sue's Spitfire because it was the 40th anniversary of her buying the car. Meeting was well attended and it was especially nice to see Aaron bringing along his friends, Henry, Alex and Jake. Very pleasing to see young blood in the club, long may it continue. On the subject of new members, Peter H bought along Gil, a fellow stag owner.

That's all from me, actually using a biro this time, having finally moved on from the quill and ink. Cheers

Mike

Friday 22nd September, Mark, myself and the two children set off to Wattlehurst Farm for the Kingsfold Rally. Due to Luiza's fantastic social life, we made the decision to tow the Esterel with our modern and Mark drove the PI down. We arrived early evening and set up camp and even managed to cook sausages in the dark!

Saturday dawned a beautiful sunny day and we spent a little time wandering around the various things on offer. Steam engines, a funfair, stalls, remote controlled boats, classic cars and caravans were just some of the many attractions. After a spot of lunch (warm doughnuts!) Luiza and I headed off back home to get her ready for her party. Afterwards we swapped cars and took the 2500s back down arriving Saturday evening. Mark and Adam had had a great afternoon, visiting "Deadwood", a western town and managed to catch the gunfight when the bank was robbed.

After dinner we wandered back to Deadwood but it was closing up for the night (as they were all heading to the beer tent!) but as we made our way back, we caught sight of the first few kites in the sky. An amazing display of lights flashing away on the kites.

Sadly Sunday dawned WET and by WET I mean torrential rain which carried on throughout the day, getting worse. We made the decision to pack away which mainly seemed to involve Mark and I getting soaked. I then had the lovely task of towing the caravan with the S in the rain. The Eurobox



Southern Continues

definitely tows better! Sadly that was the last outing in the caravan this year so I'm sure it won't be long before Mark starts pulling it all apart to do more repairs. Thanks Vanessa.

Our roaming meet for September was held at the Bat and Ball pub at Hambledon. Quite a good turnout including three GT6's one being Mark D's, another being our newbie from Lymington, Henry and the final one from one of our MG friends at the Deers Hut who has finally seen the light and grown a couple of cylinders. It was nice to see Peter about and driving again after his recent knee op and sporting a rather impressive scar on his knee that captain Hook would have been proud of.

October 7th was Goodwood Breakfast Club meeting. Originally the weather forecast rain but as it happens we had a glorious day for "soft top Sunday". Dave Moore and myself left Wonderful Waterlooville at 7am and were at the racing circuit by half past so I could try and get the Vitesse on the starting grid. We did, but we were beaten



by Peter H. who had beaten us by 30 minutes. Within the hour the paddocks were full and the marshals were directing traffic up and down the circuit. The world, his wife and it seemed any-

one how owned a soft top was there. There was some lovely cars on show but there were also peoples daily drivers ie. MX 5s, Saabs, Alfa Romeos, modern Jags, Bentleys, Ferraris, TVR's and Bmw Z3's. Paul and Neil came along in Paul's TR5, Aaron was parked up along the Lavant straight as was Henry and also Wendy came along.

If you intend to come to the **Xmas dinner on December 6th** please could bring any monies for payment and your menu choice.

A quick progress report on Dave Moores GT6, the body is now in paint and has been reunited with the chassis. The doors, bonnet and the boot lid are also on and Dave is now trying to fix in a new roof lining. Winning.

Up and coming events

November 4th The last Goodwood breakfast Club meeting of the year, Theme, "continental classics"

November 6th Regular meeting, Seven Stars pub, GU32 3PG

November 18th Sunday lunch roaming meet, at The Hunters Inn, Swanmore, SO32 2PZ (for noon)

December 4th Christmas Dinner and regular meet, Seven Stars pub. GU32 3PG

If you have any news on meetings over the festive period, please let me know so I can post the place date and time in Decembers issue of the Courier, so I need them by regular meeting in **November**.

That's all for this month, but just a reminder to make sure you have the correct amount of anti freeze in your Triumph and that your battery is also well charged. (Maplins do a good solar trickle charger for £20, you can leave this plugged in all the time the car is not in use)

Take care

Mark

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I can't believe that 12 months have gone since starting the re launch of Staffordshire area for the TSSC, we are steadily growing in numbers which is good news for the funding of the club in their difficult financial times.

The first meeting attracted about 9 members unfortunately some of these first attendee's only came to the very first meeting and have not returned, which is a little disappointing if any of those who didn't return can they offer any reason please contact me.

We now have around 16 members who have attended some of the meetings with a hard core of around 8 who attend regularly. (Where are the rest of you out there, as there's around 50 registered with the club in Staffordshire?)

Last month we had visitors who were members from a few years ago, Phil & Alison Belt who have recently bought a Stag and intend to rejoin the club, so hope we see them again in the near future. I would also like to welcome Elaine & Michel Pepper, who I invited to come along to the meeting at the Eccleshall show when I spotted their nice early Herald.

A new vehicle has also been added to the area by Mark Macgowan who recently joined and has been hunting for a Stag, which he has now captured, this adds to the growing number of these furry animals in the group, so much so that we could become known as Stags R Us.

In terms of events the area as attended has not been that successful so far, some of this could have been down to the awful weather that has plagued many events this year. One of the last shows on the calendar for September was cancelled due to rain making the ground at Uttoxeter race course heavy going as they say in racing terms. This has been rescheduled for **Nov 11th**, yes it does seem the wrong time of the year to be sat in a field in an open topped car, but it could prove to be one of the driest days of the year.

I'm not yet sure about offering calendars for 2013 as last years didn't sell well and made a small loss, they were a little expensive but of good quality.

Will up date you on this after emailing members to obtain what sort of demand there is?

The date for the **December meeting will be 12th** which will also be the **Christmas meal** as the normal meeting night falls on Boxing Day. There is a choice of 2 or 3 courses at £11.99 and £13.99 if you would like to attend please let me know by email ASAP there is £5 deposit required when booking. (I will arrange details on collection of this later.) Starters: Spiced roast parsnip & chestnut soup, hog roast pate, prawn cocktail or baked Cornish cheddar & chive cheesecake. Mains: Roast Turkey, Traditional roast Beef, Salmon with basil hollandaise, Duck with Redcurrant & Orange or Red Pepper, feta & rocket basket. Desserts: Christmas pudding Irish Cream Torte, Clementine Orange Pudding or White Chocolate & Raspberry Éclair Cheesecake. Yummy! I will need your order at time of booking so make sure you have chosen from the list, I'm not sure if the normal menu will be available should you not find a suitable meal from the Christmas fayre.

You may have read in the last Courier the request from the register secretaries for a report on the type and condition of the members cars, if you haven't replied to this request please do so ASAP, you know who you are, and I DO so please email your details to me. Model year and condition (1 2 or 3 or under restoration)

That all for now, keep driving the dream.
Forthcoming Events:

SUFFOLK SUSSEX . . . THAMES



Sunday 11th November Champions of Champions
Uttoxeter

Wednesday 28th Nov Meeting night

Wednesday 12th Dec Meeting plus Christmas meal

Tuesday 1st Jan New Year's Day Cobweb Blow-out
Drive (subject to weather)

Dave

SUFFOLK

e-mail: Suffolk@tssc.org.uk

Tel. 01206 250360

Seems that there has been progress on all the car repair / renovation fronts. Chris has his body (TR6 one that is), or at least its shell, back from the bodyshop and resplendent in its new paint. Courageously, he and three others lifted the shell over and onto the rolling chassis, lifting it high to get over the engine. Nobody dropped their corner! Now he just needs the bonnet, boot and wings back from the bodyshop.

Lindsay hopes his Vitesse will be next to get sprayed at that same bodyshop. He is not taking the body off the chassis as he doesn't really need to and the gaps are really good.

Colin's PI is now running. It has had a new prop shaft fitted and new windscreen but that has not been sealed properly and when it rains a fine mist is sprayed into the car. The misfire that has been around for a time is now somewhat better. I took that to mean that the misfire occurs less often not that it is a better type of misfire. At the meeting it looked like the PI would be the car going on the Round Britain Reliability Run in just 4 days time.

Mike's Herald estate has made great progress and it is getting very near to going for an MOT.

After that momentous event it will still need lots of finishing, particularly the interior.

Justin's Spitfire is also progressing although the pressure is off him to get it ready for a wedding, apparent change of theme to an earlier decade where a Spitfire would look very futuristic. Currently he needs to get the bodywork specialist around to check he has enough new bits for the bonnet rebuild. The rest of the body will need to be stripped back to metal before a re-spray as the existing paint has blistered from being kept under a cover for some time. He also has a suspect oil leak from the end of the crankshaft and a mis-operating clutch.

Fortunately he gets a lot of help from Rodney.

Brian, of the Lightning McQueen look-alike, also has a Nobel 2+2 bubble car that he is restoring. Presumably they have a 2-stroke engine as the direction of rotation of the engine is changed to go in reverse.

News flash – news from the Round Britain Reliability Run team of Colin, Russell and Chris. They completed the event without any serious mishap. Just north of Fort William they had a chafed wire on the electronic ignition module that temporarily brought proceedings to a halt. They also suffered an indicator failure and the misfire that has plagued the car for a while occasionally also made its presence felt. Otherwise, all was well and the car went perfectly. Colin and Russell managed to get some sleep over the 48 hours of the run but Chris didn't, at least not until on the way home after the run. The weather was a mixture of rain, some heavy at times, fog and bright sunny spells.

To quote Chris "It is good but very tiring. Glad I did it". Cannot get a better recommendation than that!

The next meeting is **6th November followed by the 4th December and January will probably be on the 8th (to be confirmed)**. So, see you at the Sorrel Horse, Barham on **6th November** at 8:00pm.

Peter

TSSC AREA NEWS

SUSSEX

Tel. 01273 566593

Christmas meal (Sunday 9th December) please let me have numbers at Novembers meeting, or phone me to confirm. I have made a provisional booking for 20, but we are often nearer 30, but the pub needs to know.

And onto other stuff. Martin has pulled bits off his car and been buying goodies. New GT6 all rad all the way from China, and a Canley's CV conversion have all been shoved through his letterbox. And it all needs fitting before the CT trackday (all very welcome to pop in and watch, Saturday 17th November at the beautiful Goodwood circuit). Meanwhile Bob has been over again, and was VERY interested in Martins new radiator. On top of that Dave has actually bought himself a spiffire, as he decided the GT6 rebuild was taking too long. Seems a sensible solution to me! Pauls GT6 has passed its MoT, but sadly he was unable to show it off at the meeting due to work commitments.

Talking of which (not work, but MoT's) I have some news about my cars. Most importantly the Mini is now MoT'd and on the road (thanks entirely to Pete) and Lucy is whizzing around with her L plates attached. The Toledo is undergoing some dashboard surgery to gain some "worry" gauges in preparation of the trackday, and the spiffire has its engine plonked in position on wooden blocks, next job engine mounts. By Novembers meeting some more progress will have hopefully been made. I should also mention that a couple of potential AO's for next year are limbering up, if anybody else wants to throw their hat in the ring let me know. One more report from me next month, and then the reins will be handed over!

TTFN

Clive

THAMES

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Hello everyone. We are now in our new home and not quite settled yet, thank you for your cards and best wishes. I am missing my Vitesse (no news on it yet been too busy to pop in and see it) and have been using John C Mk1 2000 saloon for the last couple of shows so a big thank you to John. It is that time to start thinking about where to enjoy our New Years Meal after the lovely Chinese we had this year. Please let me know your suggestion. We have a pub meet on Thursday 3rd of January or a Sunday on the 6th of January SOCIAL EVENINGS AT THE FOX & CASTLE

13TH SEPTEMBER - We are in the euro box this evening and collect John on the way; at the Fox & Castle we have the pleasure of Graeme, John P, Rob W, Mike H, George B. We have three Triumphs' in the car park this evening: - Graeme's TR6, John's TR7 & Rob's Mk1 2000 saloon. Work on our Triumph's has been: - John P has tuned up his TR7 carbs and is pleased with the results. Rob splashed out and filled up with petrol. We had a nice quiet night talking away the hours.

27TH SEPTEMBER - Julie & I collect John C on the way to the pub, tonight's company we have Tony H, John P, Mick C, Mike H, George B and a BIG Warm welcome to Kate & Peter G on their first meeting with us. They own a lovely Mk3 Spitfire coupe. Triumphs in the car park tonight were: - Tony's TR8 coupe & George's Mk1 Vitesse convertible.



Thames Continues

Work on our Triumph's has been: - Mick C fitted a new steering rack and his Spitfire is nearly ready for a MoT. George has overhauled his Vitesse's starter solenoid. Peter's fitted new needles to his Spitfire carbs. Julie's raffle winners were:- Mike C won the bottle of wine, John won the flexi blade, George won the car towel, Mike H won the quick dry cloth, Peter G won the polishing cloth and I won the After Eight which were shared around. A wonderful evening with great company.

SHOWS & EVENTS

2ND SEPTEMBER RSPCA GALA DAY - This was the last show my Vitesse was entered in before going in for body-work repairs and the dark green boot lid drew a few comments. I was on my own for the short drive to the show as Julie was collecting her Mum, Dad & Brother. As I pull in to the RSPCA Martin & Cynthia follow me in with their Spitfire 1500. We park up next to Dave L in his Mk1 2000 estate & Mike & Jasmine in their Mk2 2000 saloon, Mike G in his Stag & David S in his Spitfire Mk4, Peter & Margaret in their Mk2 2.5 saloon, Olly & Nikki in their Mk1 2000 saloon, Barry in his Stag. We soon have the gazebo up and the kettle fired up for teas and coffees. There were two other Triumphs' there a TR6 & a 2000 Mk2 saloon amongst the fifty-four classic's on show. It was a chilly day with some showers but there was a good amount of public to admire our cars and to enjoy the whole show which was spread out over the RSPCA.

8TH SEPTEMBER CAMBERLEY CLASSIC CAR DISPLAY - Due to a worn out rear wheel bearing I did not make it to this first time show, but Chris C managed the epic journey there he even started up this Spitfire Mk3 to get there in his home town. He reports that it was a successful show and looks likely to be there next year. Hopefully with more room and more classic's to see.

9TH SEPTEMBER WINDSOR CLASSIC CARS SHOW - This gave us a few restless nights as we bravely took over this last minute show. Much like last year it was poorly advertised but this year it was down to the Olympics' as the show ground was used as a campsite and training ground for the 2012 games. The national carriage driving championships could not let us know until the end of August if the field would be useable and we were there to support them. We did manage to give out flyers at shows we attended and some hectic phone calls to local car clubs. A sign was put out at the entrance some days before hand. The day itself was glorious sunny weather. Julie and I had all the equipment in the van so no Vitesse as the wheel bearing was in need of replacing. On the way we pick up John C to help us set up, we drop off a gazebo at the show ground entrance and then set up the event shelter, put out the TSSC banners and flags. Tea's & Coffee's are next and we park up TSSC Triumph's along one side of the show ground. Other car clubs were parked on the opposite side with the space in between with individual classic cars. Graeme and I parked them up as they came in. On the gate there was George & Mike, Julie & Trevor were busy making teas' & coffees. On the TSSC stand we had :- Trevor in his Herald 13/60 saloon, David H in his Spitfire Mk4, Mike G in his Stag, Graeme in his TR6, George B & Chris in his Mk1 Vitesse convertible, Peter & Kate in their Spitfire Mk3 coupe, Peter & Margaret S in their Mk2 2.5TC saloon, Martin & Cynthia in their Spitfire 1500, Andy S in his Mk2 Vitesse convertible, Peter H in his Spitfire 1500, John P in his TR7 convertible, Martin F in his Spitfire 1500. Colin, Jess and their growing tribe called in for a cupper and chat but left their Spitfire at home; as they can't all

fit in it no more. We had the Surrey Classic Vehicle club stand opposite us with four cars on show. Up from them two American Muscle cars and in the top corner Ford Pilot Car Club with five cars on show. We had twenty three individual entries with a lovely Courier van being the only other Triumph. There was only one small incident and that was a lost set of car keys to Peters Spitfire (they turned up at Duxford when they opened up their folding chairs). We hope to build on this for next year so please spread the word.

23RD SEPTEMBER TANGMERE CLASSIC WHEELS - We are once more in John C Mk1 2000 saloon for this show. The three of us meet up with Rob in his Mk1 2000 saloon and Trevor in his 13/60 Herald saloon. Julie keeps Trevor company as we head for Haslemere to meet up with Aaron in his Spitfire 1500. Once we are all together we head off again stopping for a loo break, where Aaron shoots off to collect his passenger. Rob leads to way to the Museum with his sat nav as time is getting on and the rain getting heavier. We are shown to our parking bays in the museum compound. Space is at a premium so we are unable to erect our shelter, so we all head inside to get out of the rains. TSSC Triumphs there were :- Aarons Spitfire 1500, Graeme's Spitfire Mk4, Henry's GT6, Trevor's Herald 13/60 saloon Rob's Mk1 2000 saloon & John's Mk1 2000 saloon. Of the sixty-four classic's that braved the downpours there was a pretty Herald 1200 saloon and a Standard 8 saloon. We have a lovely time looking around the museum and talking to the staff there. Tea, coffee and a bite to eat and still the rains poured. By 1 o'clock we made a move for home. A great museum shame the weather was so bad.

Our next meetings at the FOX & CASTLE are from 8 pm in November on the 8th & 22nd and in December on the 6th & 20th. Please come and join us for a warm welcome or call me on 07773623807. Upcoming events are:-

November

16th/18th Footman James Classic Motor Show Birmingham (NEC)

24th Aldershot Town Centre Aldershot

December 8 TSSC Xmas Party & open weekend HQ

Mickey & Julie

NORTH WALES Tel. 07772 787020

At last months meeting at the Plough Pub in Gresford, Bob Whiting announced that he was standing down as joint area organiser. Everybody is going to miss his monthly write ups, which have for nearly 3 years been extremely entertaining and also informative. Fortunately Bob has indicated that he will still be heavily involved with all the meetings, events and outings, so if you want to, you can catch up with Bob at these. On a personal note I would like to thank Bob for his assistance over the years and I have been very fortunate to have his extensive motoring knowledge on tap and there is nobody better to bounce ideas off.

I have also decided it is time to stand down as joint area organiser and as a consequence left the position of AO vacant at short notice. Fortunately Sam Evans has offered to take on the roll temporarily till the end of the year, which gives us a bit of a breather for all to investigate various options before electing a new AO or AOs in December. I know people are thankful for Sam stepping in but it is also good to hear they would like to help him if they can. If it is possible it would be good if we could continue running the area with joint area organisers as I think this works best. Also thanks to Mick Cohen for his positive input recently.

On a personal front I have eventually finished that BLAST-ED Vitesse of mine after 25 years and achieved my goal of winning the Concours at Stafford, but it was a close thing with it only winning by 5 points. There are many people I

SOUTH WALES . . . WEST MIDLANDS



TSSC AREA NEWS

Thanks to all of you who turned up and helped to create a very special evening.

Bern

WEST MIDLANDS Tel. 07969 024999

August was a busy traumatic month in more ways than one. It was busy in that we had quite a few rallies to attend and of course the highlight of the Triumph Year has got to be our International Weekend at Stafford.

I would therefore on behalf of I am sure not only the West Midlands Triumph Owners may I congratulate Claire and Nigel on yet again another brilliant weekend. You keep making it better and long may that continue.

The month was traumatic personally in that whilst I was attending the function at Stafford on Sunday 19th August 2012, my wife of many years collapsed at home and was rushed into the City Hospital Critical Care Unit rather poorly. We have heard a lot of people lately being very critical of the NHS and its services, well I can only say that if it wasn't for the prompt and skilful actions of all the doctors and nurses at City Hospital, Birmingham on that day, I would have lost my missus. They have my heartfelt thanks. Whilst I am on this subject, I would like to send my thanks to all the West Midlands Triumph folks who constantly rang enquiring about my wife's health and progress whilst she was in hospital and since then whilst she has been recovering. She is now up and about, and this week (8th) started driving again.

She gets tired easily, but that is to be expected after all she went through. Thanks again you folk. Its nice to be part of the West Midlands Family.

Well, we are quickly approaching the end of the year and of course with the bad weather and the ever encroaching dark nights, Triumph rallies and functions are hard to come by. We had a terrible wet summer and it was disappointing that so many of our regular week end functions were cancelled due the ground being water logged.

Last week end three West Midlands cars took part in the Road Britain Rally organised by Club Triumph, and as normal a wonderful job they did of organising it. Unfortunately out of our three cars, only one made it all the way around, a journey of just over 2,000 miles. Well, done to Chris's crew in the 2000, and bad luck to both Malcolm and Jaynes crew who both had cars which suffered from half shaft failure, better luck next time.

As is always said, it's not the winning which counts, its the taking part which is important, and it makes us proud that the West Midlands area can always produce people and cars to take part. Well done to everyone.

There is only one function in October in our area and that is the Classic Car Restoration Show at Stoneleigh, Warwickshire on Sunday 21st October 2012, TSSC Headquarters will have a stand in one of the halls, so if you are intending to go to the show, make a point of calling at the TSSC stand and introducing yourselves.

The West Midlands Area will now be meeting on the **3rd Tuesday of the month at the Nautical Club, in Bishopgate Street, Birmingham**. That is for **October, November and December**. Unfortunately starting January 2013, the Nautical Club will be closing on Monday and Tuesday of each week, as there is not sufficient customers to make it a viable proposition to keep open. So I am now in the process of finding us another venue for 3rd Tuesday of each month meetings for the New Year.

Now for important news. **The Christmas Party for the West Midlands Area** will be held as it was last year at the **Modern China, Chinese Restaurant, Stockland Green, Erdington**

would like to thank who have helped me on this long journey but on the day of judging it was probably Mandy's and Ian's assistance in preparing the car that gained those 5 extra points, so many thanks. Also I would like to thank Ian for driving the Silver Spitfire down for me so it could be entered into the Master Class where it achieved a respectful 3rd.

As regards up and coming events I am a bit out touch but obviously the next big one is the NEC Classic Motor Show on 16,17,18 November and I know some of us are going for all 3 days. Debbie and Lyne have been asked to put their TR7 on the TR Drivers stand so lots of polishing to be done – if you want a hand on the day just give me a shout.

The National restoration show at Stoneleigh is on 21 October – always worth a visit.

Due to other commitments and other issues, for the foreseeable future, I will only be attending our meetings held at the PLOUGH on the Aston Hill, Queensferry that we share with the TR7/8 Drivers crowd, also known collectively as the Red Dragons (web site coming soon- thanks Lyne).

Some members went to the Manchester Camping event and reported it was a cracking event, prompting some of us to pencil it in for next year.

It is many years since I did a monthly write up and it is a fact that people tend to forget that to produce one takes time and effort. I have done my stint in the past and wrote them for over 7 years. If anybody wants to assist in doing the odd monthly write up please consult with Sam.

Cheers

Derrick

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CHIP SHOP RUN SEPTEMBER 20th 2012

I arrived at the rendezvous point driving Jacks Toledo with my wife Michelle, daughter Emma and Jack to find that Gareth and Stephen in their 13/60 Convertible, Mike "The Cake" in his Spitfire, Kevin in his TR4, Eddie & Mo in their 13/60 and Gwyn Tim & Babs in their modern (as the Dolly is having some panel work carried out by Gwyn) had already arrived. Shortly before the allotted departure time arrived, Rob appeared in his & Pete's Vitesse, Pete was at the maternity hospital awaiting the arrival of his new grandchild.

Rob led the 7 cars (with Jack as his co pilot) to Barry Island taking the 5 mile lane route, the two convertibles taking advantage of the nice weather for some roof down motoring. On arrival at Barry Island we all parked together on the front and Mike checked out the cafe's to try to find one open, with mission accomplished the 14 of us piled into a Chinese cafe and spent the next 1/2 hour changing our minds on whether or not we should eat in or out. The outcome was that we ate inside and we set about rearranging the tables so that we could all sit together.

After a very reasonably priced meal we took a stroll along the promenade where Tim & Rob went into Gavin & Stacey mode and pointed out various places that had featured in the series (I had never watched the programme, so I learnt quite a bit). We then took a drive to The Knapp where we parked up and had a chat. After this Gwyn Tim & Babs started off for home as Tim had an early start the next day, Rob went shortly afterwards. The rest of us followed shortly after that with Kevin leading in his TR4 until he peeled off for his home near Bridgend. I then took the lead onto the M4 where other cars turned off at their various junctions leaving myself, Mike and Eddie to turn off together at Junction 30.

It was a very good turnout for a September Chip Shop run with 7 club cars and 14 people, we created a lot of interest and drew a lot of attention to the Triumph marque.



WEST MIDLANDS WIRRAL . . . SOUTH YORKS

TSSC AREA NEWS

West Midlands Continues

on **Tuesday 4th December 2012**, starting at 7.30pm. The cost will be the same as last year £14.50 and I am sure that a good time will be had by one and all. The restaurant will be decorated and they will provide Christmas crackers, so even though it is early in December everyone must get into the feeling of Christmas, by wearing Father Christmas or similar funny hats.

Our next meeting at the **Drakes Drum is on Tuesday 6th November**, and at this meeting I will be pleased to take your money and reservations for the Christmas function, I will also be organising a grand Christmas raffle for this evening, it will be the last one for 2012. So don't be late, bring you cash along for the Christmas bash, and a little bit extra to give to Liz for raffle tickets. It will be worth it.

Roger

WIRRAL Tel. 0151 339 4150

Hi again folks, did you think I had emigrated, or, even worse, No, I am still here and have offered to get into print again after my hand operation which, I am sorry to say was not an unmitigated success, in fact quite the opposite as I am still having therapy to get it better eight months after the operation. At the same time I had cataract treatment on both eyes and can now see better than I have for years so at least I can see what I am writing and hope that you all can read it. Normally Andy Todd and I alternate with the Wirral report but Andy has done them all since February so thanks to him for keeping it going.

What news, first of all let me tell everybody there will not be a Christmas Dinner, so Donner and Blitzen the reindeer can pull their sledges back to Lapland. We are having a **New Year Celebratory Dinner on Saturday 12th January 2013 at the "Cottage Loaf" pub**, meeting at 7.00pm. More details of this will be circulated locally during November.

As I am making a slow recovery with my left hand so likewise is Dave after his minor stroke which he suffered while staying with his daughter in Vancouver earlier in the year. Brave man, he has just flown out to Canada again for a few weeks. We look forward to giving him a "Welcome Back" and hope he is in fighting condition this time.

Having been out of action for a lot of the year I am unable to report on what has been happening, but with all the rain I think I can safely say "NOT A LOT" I did not drive at all for about four months, but have eventually got behind the wheel in my Spitfire and actually driven it.

Lifting the gear lever up to engage reverse was particularly a difficult task but I have now mastered it even if I do have to use two hands from time to time.

I did attend Stafford in August with "SAM" my eldest lad and his lad, I noticed in the October issue some people had a moan about the rain, I don't know where they were pitched but our group enjoyed a fairly dry weekend, the odd shower, but goodness me, this is England. If it had been held in July we would probably have been afloat. An added bonus to the Wirral weekend was three of our number picking up awards. Pete Dunne and Steve Hill for their Vitesse's and Paul Griffies for his GT6. Congratulations to them and also to Derrick Binning our colleague from the North Wales area who collected some more silverware for his sideboard. I would also thank Derrick for a very enjoyable day on Saturday 22nd September at his remote farmhouse in Wales where a num-

ber of people enjoyed a very fine buffet lunch amid glorious surroundings and to top it all wall to wall sunshine all day. I did make one error that day, I plotted what I thought was a shorter and more scenic route to get me there, scenic yes, shorter no, I came home by the direct route, it was exactly the same distance and took thirty minutes less time. My forte was navigating at sea not on land.

On Sunday 16th September eighteen bodies in twelve cars enjoyed a day out at the Clwyd Classic Car Club event at Caerwys. Although a bit on the breezy side the sun shone most of the day, better than last year when it was a real wash out. On Friday 24th August four stalwarts met at the "Tudor Rose" pub intent on an evening drive through the leafy lanes of Cheshire to the "Goshawk" pub in Delamere Forest. With it bucketing down a hasty change of plan saw them drive all of six miles to the "Wheatsheaf" pub in Raby so they didn't even get off the Wirral. Our final run out of the year will take place on Sunday 28th October so hopefully Andy will report on this in next month's "Courier".

Finally let it be known that Peter Broadbent (One of our Wirral Triumph Members) has sold his Daimler Dart and is now the owner of (dare I say it) and M.G.B. This magazine being devoted to Triumphs I will not extol the virtues of M.G. ownership, suffice to say this car is thirty two years old and has only covered fifteen thousand miles. Unkind people, not lovers of the M.G. marquee, say it was broken down the rest of the time.

Also it is sad to say that "Totally Triumph" has had to cease business in Cheshire, not through lack of customers (it was always busy) but unfortunately due to the ill health of MAX the proprietor, a number of us were his customers and we wish him well for the future. I also hear that "Triumph Nuts" have ceased trading but I do not think they had the following that MAX had.

Thanks all for now folks, hopefully I will be back in January, Cheers

Ray

SOUTH YORKS Tel. 01302 820119 www.southyorkshiresc.yolasite.com

Hi Everyone. The attendance at Club meetings has been quite solid so far this year but as the onset of winter takes hold I anticipate that it will start to dwindle. Since our last editorial four members attended classic shows in the Yorkshire region. The first was held by Rotherham Town Council on an area known as Clifton Park, there was a good cross section of classics there and some nice trophies handed out at the end of the day.

This was not only a car display as the remainder of the park was filled with side shows and entertainment from across the globe as the area is very cosmopolitan.

Our second visit of the month was to the Knavesmire at York, once again this was a show very well attended by entrants and the general public. There was a rather good autojumble and some stalls to suit the ladies. The rain on this occasion did hold off but there was a chilling wind which prompted a few to leave a little sooner than normal. These are both good events and I would recommend anyone to attend.

Several of the members had a track day at Blyton on the 28th September, as yet I don't know the details and will report on the outcome next month.

Well its TTFN for now as myself and her indoors are off to sunny Spain for a weeks R & R.

Regards

lan