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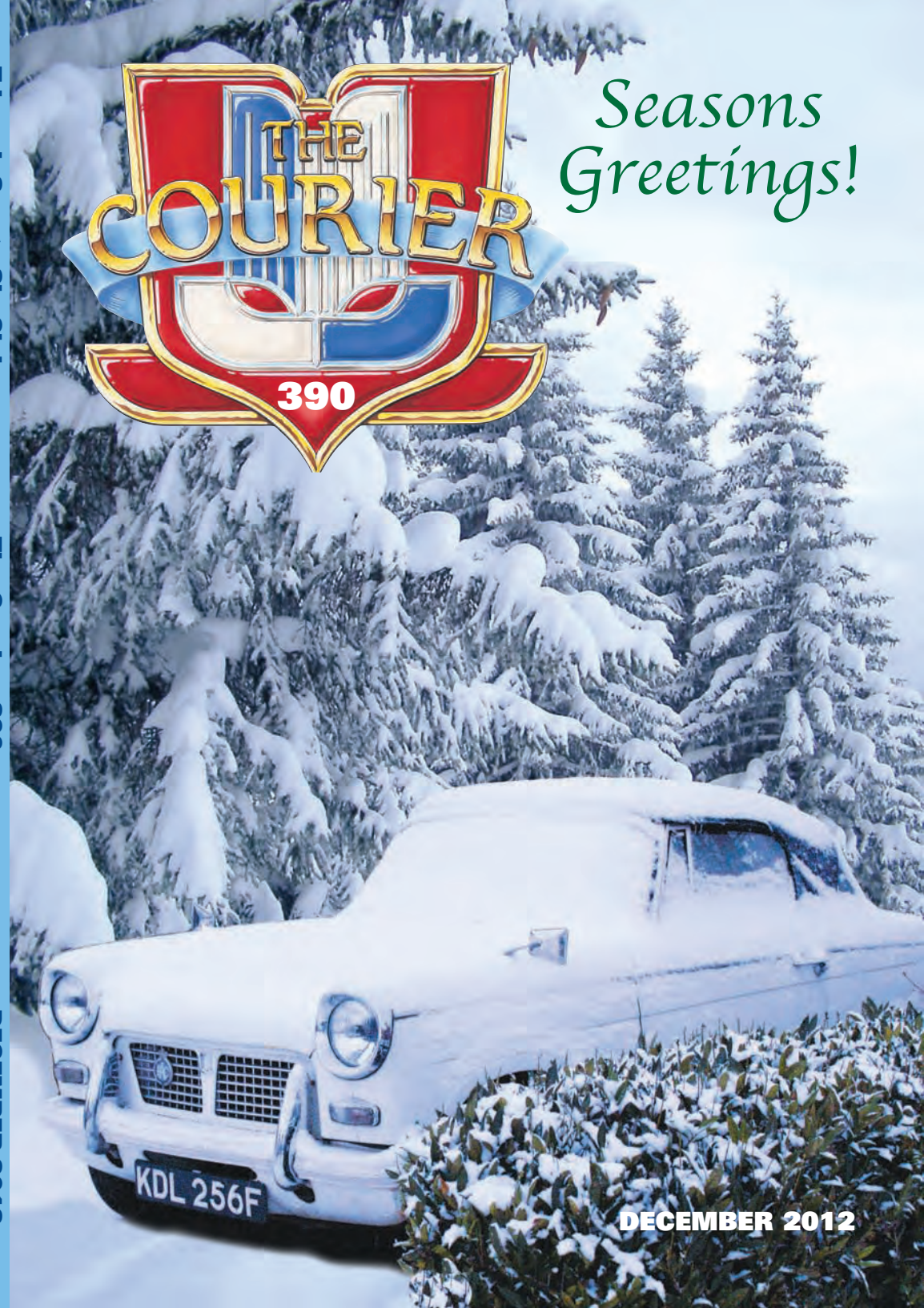
Triumph Sports Six Club

The Courier 390

DECEMBER 2012



*Seasons
Greetings!*



DECEMBER 2012



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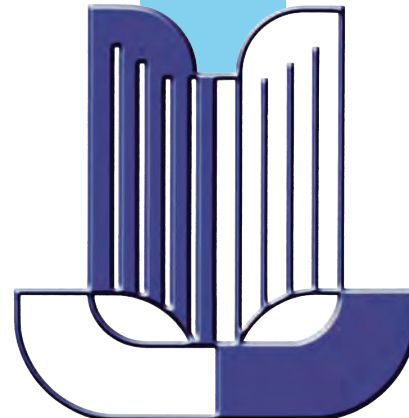
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Club Magazine of the Year 2011
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.390 Vol 34. DECEMBER 2012

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

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

Headquarters open 9am - 5pm Mon to Fri

GENERAL SECRETARY

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

CHAIRMAN

Claire Hill, 32 Holly Hill Road. Selston,
Nottinghamshire NG16 6EF Telephone. 07971 017012
email: chairman@tssc.org.uk

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

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

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Courier Copy By 8th of Each Month

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COUNCIL MEMBERS 2012

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

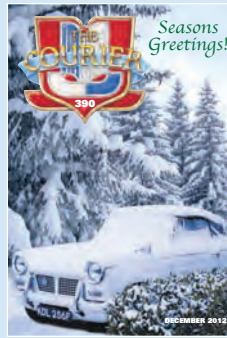
For a full list of TSSC officials see page 82.

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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SEASONS GREETINGS!
FROM THE DIRECTORS
& ALL STAFF
AT TSSC HQ
PIC BY GARTH & BERN

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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2013 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

December 2012

SAT 8 DECEMBER 2012
TSSC HEADQUARTERS
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10.00AM TO 3.00PM

SAT 8 DECEMBER 2012
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January 2013

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OR ROGER 07970 619149

May 2013

FRI/MON 3/4/5/6 MAY 2013
THE 24TH ISLE OF WIGHT
WEEKEND
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FRI SAT SUN 24/25/26 MAY 2013
TSSC TRIP TO SPA CLASSIC
SPA FRANCORCHAMPS
BELGIUM
CONTACT TSSC HQ

August 2013

SAT SUN 17/18 AUGUST 2013
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March 2013

SUN 3 2013
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SPARES DAY
STONELEIGH, NAC, WARKS.
www.triumph-show.co.uk

April 2013

SUN 23 2013
NATIONAL DRIVE IT DAY

May 2013

FRI SAT SUN 3/4/5 2013
DONINGTON HISTORIC FESTIVAL
DONINGTON PARK CIRCUIT

**Date
Change!**



TSSC HQ
Christmas Open Day
NOW



Sat 8th December

**Come & Join in the
Celebrations at TSSC Headquarters!**

Saturday 8th December 10.00 am to 3.00 pm *Don't miss it this year!*

“ CoM ment

BY PIP FLEGEL & FRANK SPENCER
AREA LIAISON OFFICERS

This is going to be a little note to introduce our selves to all our TSSC members and friends (probably not that many of you have even heard of us) Pip n Frank TSSC Members, A/Os, ALOs, CoM etc. etc. flippin eck!!! We both served in the British Army and 15 years at school and never managed to collect that many letters after our names.

Being members since 1995 we have enjoyed every minute of being a small part of the TSSC, attending events that you have organised all over the country and enjoyed the help and camaraderie you only get from our great Club and its fantastic members.

We joined in 1995 with our little Spitfire 'Milley' 10 years later we thought we would have a go at being Manchester Area Organisers and to this day we are still there. Five years ago we became Area Liaison Officers and Council members and I hope we have given something back to our great club.

Over the years we have met some fantastic people and worked with so many brilliant members, 99% of whom are volunteers and I have to say we have had a complete ball.

We as a Club are going through some really testing times financially (everybody being in the same boat) in fact we have been going through a really tough period over the past few years due to a drop in membership and ever increasing costs but we are sure with everyone pulling together we will come through this and be a stronger club for it.



If you are not attending the Xmas Dinner Dance please try and get down to Club H/Q open day on Saturday 8th December we hope to see you there and even share a mince pie or a mulled wine or three.

Area Organisers please get your Registrations into myself or Frank as soon as you can?

We have a great Club with some fantastic members, keeping the TSSC on the map. Have a great Christmas, a fantastic New Year and keep your Triumphs on the road during 2013 and beyond.

See you all soon

Pip n Frank





NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

**TD Fitchett Website
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In this day and age most items that we purchase are available from online retailers. Classic car parts are no exception, and the majority of the major Triumph parts suppliers have a web presence as well as a physical shop. However there has been one exception to list of Triumph parts suppliers, well until now that is.

T.D. Fitchett have carried a double page advert in The Courier for a very long time, but the only way you could order parts was via the telephone, fax or in person.

Mr Fitchett has always had a personal approach to customers but now in association with the TSSC, T.D. Fitchett have a website for ordering parts 24/7.

The TSSC will administer the site and handle the online payment side of the ordering process, and your orders will be packed and despatched by T.D. Fitchett from their Telford base. You can still phone your orders to T. D.

Fitchett if you wish but more importantly still you can call staff at T.D. Fitchett's for any technical issues you may have. Really nothing has changed. You just have more choice.

Remember there are far more O.E. items in stock and on the new website than shown in the double page advert in the Courier.

Please note if you have any technical problems with the website or the online payment you **MUST** call or email the **TSSC Club Shop**.

The URL of the new website is www.tdfitchett.co.uk and the site should be up and running on **December 21st 2012**.

Herald For Heroes

On April the 21st 2013 we will be traveling from Suffolk in the UK to Istanbul, Turkey, via ten countries, France, Belgium, Luxembourg, Germany, Austria, Slovenia, Hungary, Romania, Bulgaria & Turkey this is a round trip of over 4500 miles.

We will be traveling in a rare triumph Herald 12/50, 1963 model, also we will not travel on any motorways, the purpose of our trip is to raise for Help for Heroes.

We are looking for sponsors for the event that will be highly publicised, the name/s of our sponsor/s will be included in the signage on the vehicle, We will need plenty of spares etc.,

If you can help in any way for this very worthwhile cause, please give us a call or contact us via our website,

Best regards

Simon Hodding

Event co-ordinator Herald for Heroes

Tel:- +44(0)1473 623096

Mob:- +44(0)7942 894897

www.heraldforheroes.org

info@heraldforheroes.org



HQ OPENING TIMES

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

HQ Open Day Sunderland Court, Lubenham.

SAT 8 December 2012 10.00am to 3.00pm

HQ Closed for Christmas Break

Mon 24 DEC 2012 to Weds 2nd JAN 2013

www.tssc.org.uk



www.tssc.org.uk

JANUARY - OPEN AS USUAL FROM 2ND JAN

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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 Winter Offers this issue

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



THE
TRIUMPH
SPORTS SIX
CLUB

www.tssc.org.uk

Council of Management Meetings

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

Wash, Wipe.



Hello everybody. Merry Christmas and Season Greetings to all. Well that's 2012 nearly out and what a year it has been for both Vitesse and Spitfire owners. We celebrated the 50th of both at this years International by filling the hall with both models. I can remember a message on the PA system calling for more Spitfires as the available space was being

rapidly filled up by Vitesse's. *See Pictures 1 & 2.* Thank to our roving reporter, Nigel Thorley, for picture 2. I very much doubt there have been so many Vitesse's in one place since the factory was assembling them back in the 1960's at Canley, so a big thanks must go to all of you who made it possible by putting their Vitesse into Bingley Hall.

I guess it's time for me to put on my anorak and cover an item on the Vitesse which changed over its production. That is the windscreen wiper and washer control(s). Firstly a bit of history.

It's hard to believe that back in the late 1950's windscreen washers were just being introduced as a standard item to cars. Most were the Manual pump variety, very few had an electric pump to squirt the water onto the windscreen. Before this it was common practice to either stop to clear the dirt off or lean out of the window with water and squirt it onto the windscreen. The latter is not safe and definitely not to be



Picture 1.



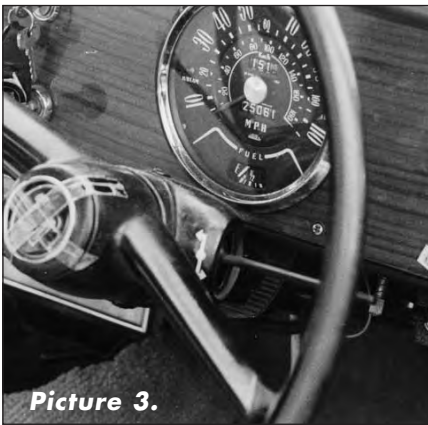
Picture 2.

recommended. Sorry for stating the obvious but I have to put that bit in these days. Please don't write to me saying it is dangerous, I know it is but that's what people did back then. Well back to the subject.

When the Herald was introduced in 1959 it was equipped with manual pump windscreen washers as standard. At this time the wiper and washer controls were separate. When the Vitesse came available in 1962 it inherited the Herald set-up where the wiper switch was one of the cluster of controls in the centre section of the dash.



Picture 4.



Picture 3.

The washer control was mounted below the dash on the opposite side of the steering wheel.

Using the wiper and washers was a hand swapping process.

Picture 3 shows the position of the washer control on the early, 1962 – 1963, single dial Vitesse. With the introduction, from Com No HB15001, of the four dial dash in 1963 the wiper control was moved from the centre of the dash to the opposite side of the steering wheel. At the same time the washer control was mounted in line with the wiper control on the dash. See Picture 4, note the ammeter is not standard. This made the wash/wiper function a one-handed operation.

The first two fingers would pull out the wiper switch and the thumb would push in the washer pump.

Though it may not sound like it, it did make life a lot easier for the driver. This set-up was carried over on the 2 Litre in October 1966 until October 1968



Picture 5.

when the Mk 2 Vitesse was first introduced.

Picture 6.



The Mk2 was fitted with a dual -function, wash/wipe, control which was introduced on the 13/60 Herald the year before in October 1967 (part no 149138). [See Picture 5 & 6.](#) As standard the Vitesse has always been fitted with single speed wipers and manual pump washers.

It's useful to look at what was fitted to the later Triumph models as these can form a source of parts for either direct replacement or modifying the standard set-up.

The early UK Toledo, 1970 – October 1972, had single speed wipers with a manual washer pump and used a similar dual function control as the Mk2 (part no. 155129).

The MkIV Spitfire was fitted with a similar

Picture 7.



dual control to the Mk2 Vitesse with a manual washer pump, but had two speed wipers.

As a result the switch had three positions not two as on the Vitesse (part no. 155495).

[See Picture 7.](#)

Later Toledo's, after October 1972, had two speed wipers and electric washer pump using a dual control which looked the same as the Mk2. The manual pump had been replaced by a spring loaded push switch to operate the washers and there were three positions for the



Picture 8.

wipers (part no. 155496). [See Picture 8.](#)

I can say the MKIV Spit and later Toledo types will directly fit the Vitesse dash without any modifications. The only type I haven't had experience of is from the early Toledo but as it is just another of version of the Mk2 control I can see no reason why it would not fit.

Finally just a word of thanks to all those who have provided us with stories of their experiences and pictures with their Vitesse over the last year.

Just keep them coming as your Vitesse is of interest to all of us fellow owners.

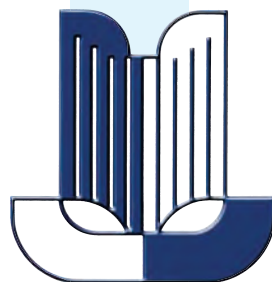
Well that's it for this month, have a good time over the Christmas period and don't eat too much!

[Safe Driving & Keep Running On All Six.](#)

Dave

Welcome to NEW MEMBERS

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



THE TRIUMPH SPORTS SIX CLUB

John Skelton
Alan Russell
Roger Bence
Eifon Evans
Laura Hayes
Bob Berry
Howard Williams
William Smith
Herbert Hatley
Nigel Entwistle
Peter Stewart
Ian Briggs
Michael Aston
Paul Ballamy
Simon Gane
Max Jones
Keith Golding
Gilbert Fletcher
Gary Brignull
Michael Brett
David Whittaker
Andrew Russell
Justin Sears
Stephen King
Andrew Coleman
Brian Bates
Joe Norwood
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Navdeep Gill
Daniel Wrigley
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Micah Stanbridge
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Robbie Renfrew
Paul Gay
Julian Butler
Adrian Read
Alistair McDonald
Mike Barnett
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Northants
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West Sussex
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Warks
West Yorks
Wilts
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Netherlands
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your Triumph and everything
the Club has to offer*

BIG SALOON Register



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Mark Blease

Le Jog & Fuel Tank Coating

Regular readers will be well aware of our 2000's ongoing issues with fuel contamination, caused by a rusty fuel tank and failed internal tank coating. Hopefully I have resolved these issues once and for all (more of that later) but first: I received an email from Mike Crewes this week, regarding his preparations for "Le Jog" - a road rally from Land's End to John O'Groats road rally which takes place annually in the cold and dark month of December.

"I thought I might let you know about a project that I am involved in.

You may have read some of my occasional articles about Trialing my TR7, well a fellow team member and Club member John Hicks fancied the idea of doing this years LEJoG.

This is a four day rally from Lands End (LE) to John O'Groats (JoG). We decided that since Charles Harrison had won his class in a Triumph 2000 that we should get a similar car, so we did! During the preparation of the car, John ended up buying a garage,

which was a real help. The car is basically standard the only mods being: stainless steel sports exhaust, K & N Air Filters, full length sumpguard, Rover 220 front seats with 3 point harnesses and then there is all the rally gear, like the Brantz distance recorder.

We upgraded the main beam lights, but this set the wiring on fire the day before our first event (no one realised they had a polarity), so we spent the following morning rewiring the lights, but now they work perfectly through the relays.



John Hicks

So, in October we made our way from Cornwall to Worcester for the Thockmorton Challenge. We had three goals: 1) learn how to compete in an event (there was a training day to attend), 2) get the car through scruti-

neering and see what else needed to be done and 3) compete in an event. Number 1) was soon ticked off with a very thorough training day at the event, so on to Scrutineering. The

so, on to LEJoG on the first weekend of December. If you want to know more about LEJoG, please go to: www.heroevents.eu



Mike Crewes

car sailed through with lots of lovely compliments, including from the Chief Scrutineer; that was two ticks, just the event to go.

The Throckmorton Challenge is based at the old RAF Pershore site with some off road and on road sections. We had 15 off road sections where we were 'Gold Standard' on two of them. Gold Standard means that you are the car to beat in your class, so we were the fastest without penalties on those two. Then there were the four Regularities on road. As we competed in each one we (John the navigator) got better and better and so did our penalty points!

Overall we came 38th (of 51) and 5th in class (of 8), but we had received 1800 penalty points for not signing on at the start, oops! Lesson learned! If we had signed on we would have come 25th overall and 3rd in class.

The car performed perfectly all weekend and brought us home afterwards (with thanks to Jane's Jubilee Garage, Charles Harrison and Chris Witor), just a few niggles to sort. We were very pleased with what we had achieved, all three goals achieved and with much better results than we had expected –

I'll let you know how we did when we get back!"

Good luck Mike, I'm really looking forward to hearing how you, John and of course the 2000 get along.

Fuel Tank

A quick history of our 2000's fuel tank problems: the original tank was badly affected by internal corrosion during the car's

eighteen years in storage.

The tank was removed, cleaned and coated, a treatment that lasted three years before failing. A replacement was sought and I ended up with two - a very good used tank from Mike Papworth, and a new-old-stock tank that turned up at a local car show. I elected to keep the latter, for no other reason that it was NOS and therefore must be as good as new, right? Actually no - after fitting and using for a few weeks I noticed rust in the fuel filter again, and investigation revealed the NOS tank to have some surface corrosion inside.

Having already disposed of the excellent tank that Mr Papworth had provided (oops), I decided against hunting down yet another tank and to repair what I had.

After the previous single-shot "budget" tank sealer I used had failed, I decided to use a three-stage tank repair kit from American company POR15.

The three stage process is fairly straightforward. First there's a cleaner that, when mixed with hot water, removes old fuel deposits, sludge and varnish from inside the tank. After thoroughly rinsing with copious amounts of clean water, the tank is ready for the second



treatment; a zinc phosphate metal etching solution that neutralises surface rust and prepares the inside of the tank for painting (Photo 1).

Again this must be rinsed thoroughly with



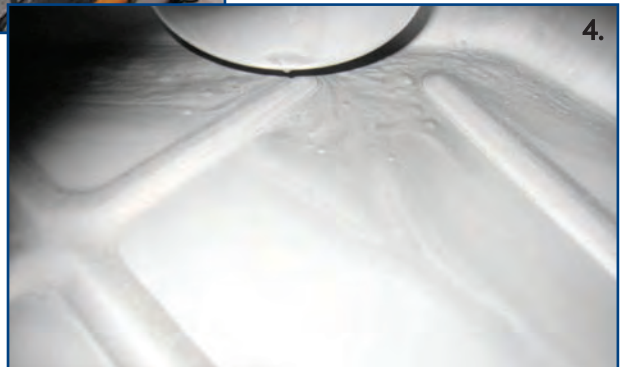
clean water and then the tank must be perfectly dry before the third stage. I achieved this by leaving the tank near a warm radiator for a week, before using my wife Tracy's travel hair dryer (Photo 2) to blast hot air through the tank. I did promise to buy her a new one if it broke....

With the tank dry it was time for the final stage; the coating. With all outlets except the filler neck sealed, the thoroughly mixed paint is poured into the



check with a torch through the sender unit hole showed everything was well covered, then any excess paint is allowed to drain for at least thirty minutes, as pooling of paint has to be avoided. The tank is then allowed to dry for at least 96 hours before refitting and filling with fuel.

Photo 4 shows the finished result - everything is covered but there are one or two bubbles in the paint that I'm not too happy with. However fingers crossed this will provide a long-term solution to our problems - time will tell!



Until next month!

Mark



Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies, and some liquid refreshments From the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for those of you who are not driving.

This Christmas Open Day is going to be one to remember.

There will be fun and games for all the family including a **FREE** raffle. There will also be a prize for the best Triumph on the day.

You will be able to meet some of the Directors & Staff of The TSSC and Bernie will also be manning his infamous "Bizarre Bargains" Stall for Charity.

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

Saturday 8th December 10.00 am to 3.00 pm

*Note the **Date** change!!*

Tel 01858 434424 www.tssc.org.uk



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



Colin Lindsay

Those who Can Do

Those who Can't - read about it.

It's becoming a sad, but true, state of affairs that this last while, that I'm spending very little time in the garage - what time there is has been taken up with the restoration of my trusty (or should I say rusty) 6 x 4 trailer - and the cold dark evenings are spent indoors, either buying things I don't need on eBay or finding an alternative to dreadful television programming. I still read a lot, when I can



find a cat-free chair in a quiet corner, and it was while perusing the shelves recently that I blew the dust off my Herald library collection and realised just how many I have. Disregarding general Triumph books, of which there are more than a few, and narrowing down to Heralds alone, I have well over two dozen, not counting multiple copies (well they WERE cheap, or needed to be rescued from charity shops!) or separate volumes as in the workshop manual or service notes series. They vary from the generally informative - **Graham Robson's "Complete Story"** is excellent reading on how things all began back in 1959 - to the severely technical; the latter

not being the sort of entertainment for a prolonged break in the smallest room in the house but handy for a Saturday service.

If you want a basic reference guide go for something like **Mike Costigan's 'Guide to Originality'**; this is a very informative book which skims the surface of Herald identification with a lot of good photos; handy if you want to identify your latest purchase, or argue that someone's pride and joy isn't just as original and untouched as he claims.

There are a number of books which gather together press cuttings, reviews and test drives - **the Brooklands series** covers these in one handy tome, so you'll be able to discover not only the history of the Herald through contemporary

HERALD 948 -1200 -1250 Register

press articles but also reviews on the cars and how the journalists found the drive experience. They also include buyers guides, and apparently back in 1981 Herald owners were all frantically looking for replacement doors, which by that time were already a problem area, so make sure yours are good... the 'normal motorist' will also find the Herald's ability to accelerate from 30 to 40 in the same gear a 'vital factor'...

As a must-have for any restorer or home mechanic I'd recommend a **Spare Parts manual**; they turn up from time to time on eBay; some trader's catalogues use the same exploded diagrams - they're amazing



for fully detailed blow-ups not only of where everything fits, but what parts are actually called. This saves a lot of embarrassment when ordering parts by telephone: "I need one of the small 'L' shaped brackets that goes from the back of the shelf area to the flat metal part behind the curvy trim bit" etc. They also aid reassembly of dismantled units as you can see what goes where, particularly those bits that remain on the garage floor after reassembly. My mate refers to these as "wheels", as they go flying over the hedge when no-one's looking. Wheeeee.....

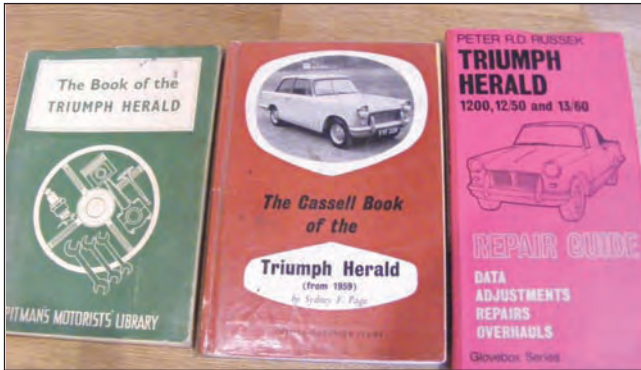
Of course, sometimes you need to be slightly more technical and know not only what goes where, but also how tightly. Workshop manuals abound, from the highly technical to the more user friendly 'driver's handbooks'. The huge hard backed **Workshop Manual** covering both Spitfire and Herald is available



from a number of sources, but it can be unwieldy. Look out for the set of six individual volumes - they're much easier to carry about and to use in the garage. I believe some people actually use computers in their garages and have the manuals on **CD rom**. Whatever next? Electricity and heating? Didn't have those in my day... **Haynes** manuals are pricey these days,



but older versions abound in charity shops - there are a number of similar volumes: **Autopress, Autodata, Intereurope**... even the Haynes manual comes in different



from the glovebox series by **Peter Russek**. For its' size, it's very technical and a great reference, and cost me 99p on eBay. Very informative, good illustrations and a pull-out wiring diagram at the rear, so definitely one for the Herald glove box.

The **Cassell 'Book of the Triumph Herald'** is also good reading, recommending the Spartovisor sun visor to prevent glare, or at least a good pair of

versions: hard backed, softcover, and a smaller sized volume dating from 1979 but don't be caught out - this is only a driver's handbook, not a service manual.

The **Olysager Motor Manual** and the Postlethwaite-written **Pearson's Car Servicing Manual** turn up a lot, as does the **Service Division Owners Repair Manual** - look for this last in the black outer sleeve if possible, you'll know it has been looked after. You can date the others by the cover price; it rises from 8/6d to 50p depending on the year of print.

The first reference I ever bought was **Lindsay Porters "Guide to Restoration"**, available for a time under the Haynes label.

The photographs were quite a help in my early days; this was closely followed by the **Practical Classics book on Herald Restoration** again with a good selection of colour photos, a real morale booster when things slow down or look impossible to the novice.

Both are now out of print but available from the usual sources on-line.

I like the smaller glovebox series of books, most of which date from the early 1960s and give wonderful advice such as: *"Always carry a blanket for the comfort of rear seat passengers"*. Apparently we should also consider the [Regal roof rack](#) and the [Remington Auto-home electric shaver](#) for those who regularly undertake long journeys.

My favourite, in a shade of shocking pink, is

Polaroid sunglasses. The **Odhams series by Bill Hartley** goes one further with instructions on how to build and heat a garage, and advises the purchase of a Road Fund Licence costing £15 per year, along with a compulsory car radio licence costing a hefty 20 shillings. Obviously the nostalgia value is as good as the actual information gained!

Finally, you may find a set of **Jack**



Brabham's Car Care Cards (I can just hear Albert Arkwright trying that one!); a nice period memento but be aware - they are a set of twenty information cards, and there is no - emphasis on this - **THERE IS NO** - number three nor number fifteen. Card two and card fourteen both carry on for two cards each. You may be able to argue that such a set is incomplete, and con a reduced price out of an unknowing vendor... but of course you wouldn't, would you?

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Derek Giles

"One of the Family"

My thanks to **Kenny Wilson** from 'Bonnie Scotland' for taking up the challenge of putting pen to paper and sharing some of his thoughts on 13/60 ownership. Over to you Kenny.

Herald memories go back a long way to when my father owned a 62 saloon (VJR 795) initially Litchfield with Matador interior. As a small boy in shorts the vinyl would burn my legs on hot summer days. I also remember wielding a brush as we changed the colour to patriotic Tartan red!

This car was our main transport till the mid 70's when along came a very luxurious 1967 Austin Westminster 3Litre. The Herald, now with rotted outrigger and floors eventually went to a scrap dealer for £25. In 1976 an 1800 'Landcrab' replaced the Westminster and was also used as my learner car. I joined the Borders Vintage Automobile Club in 1985 and at one of the meetings chairman Robin Wild announced he was bringing a Triumph to the Borders from Scarborough! The owner decided a newer car was needed but wanted to make sure the Triumph went to a good home. It was a 1969 13/60 in a rather faded Royal Blue in need of some cosmetic work, it

looked sound! I was immediately interested and knew the supply of parts was generally good so thought it would be a good classic to own. In June 1989 Dad and I went to view it at Robins', where in among his Bentleys and Minor 1000's it looked forlorn! We agreed it would come to Earlston for inspection by a friend/garage owner. After copious use of a lump hammer by Stuart the car was pronounced sound so a number of Scottish Pound notes changed hands! Bringing the car home via some back roads it



ran well but had the odd rattle or two but nothing too serious.

Once home I got out and shut the door a bit too hard and a large lump fell off the bottom. Oh well, so much for a quick cosmetic tidy up!

Undeterred I set too with T cut and managed to get some sort of shine on the paintwork!

During the subsequent winter my brother used the car occasionally and quickly found the notorious rear tuck in when he tried pushing it on



period Motorola radio. With the bodywork sound I turned to the engine bay and removed the Smiths heater to flush it through and found a magnetic 'keep a key' box still containing a spare ignition key and taped to the underside of the washer bottle was a door key!! The flushing of the heater removed years of gunk and with the radiator also re-cored the heater works much better.

the still fitted, cross-plies!! Over the next two years bodywork was attended to especially the dodgy doors and wheel arches and 'D' plates. Steel valences and bumper rubbers were fitted. One thing owners might like to know when fitting the rubber pieces I used 'Waxoyl' as a lubricant. It works well and also may offer more protection for the metal rails!

Shortly after acquiring the car I contacted the previous owner who replied, telling me some history of 'Jemima' (the cars name) and all the old MOT certificates, which seemed to indicate the mileage (54,000) was genuine! I also sent for a Heritage certificate which stated the build date as 20th March 1969 and dispatched to Robert Massey in York on the 25th. I assume they were the main dealers, the car then went to Misking & Knaggs in Scarborough for sale (their stamp is on the inside of the handbook).

As the bodywork became more presentable the car was entered for the BVAC rally near Kelso in 1990 and with only one year missed, has attended ever since.

I joined TSSC in 1989 and the icing on the cake was winning best Herald at the clubs Scottish weekend in August 2000!

Over the years the interior has had new carpet and mill boards luckily the seats were in great condition and have only ever needed a clean to keep them looking good. Similarly the dash is still good and responds to Mr Sheen now and again. The car came with a 1970's cassette player but has been replaced with a

In August 2005 the car failed the MOT due to badly corroded body mounting points. As the work was beyond my capabilities I took the plunge and decided that a full job was required! I phoned Chick Doig and within two weeks the car was in Fife for repairs. It stayed for five weeks and as well as repairs to the mounts it also had work done on 'A' posts, side rails, driver side floor-pan. By far the largest repair was to the boot floor, where the entire boot floor was replaced with the original style panel.

A superb job and I would recommend them to anyone north of the border! Since that time several other jobs have been done, including door skins and partial re-spray.

She now potters along happily on unleaded following a head conversion (Chic Doig again) some years ago. Throughout the summer "Jemima" continues to be used on runs with BVAC and also attends other classic car events in the Borders and further afield!

Like my mum often says- truly

"one of the family"

Kenny Wilson.

Thanks for your input Kenny, it's good to know at least one 13/60 is alive and well north of the border.

I guess all that remains for me to say is have a Merry Christmas and a Happy New 2013! Cheers for now,

Derek

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Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£950.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£85.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£285.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rotoflex GBS750.....	£15.00
Brake shoe non rotoflex GBS746.....	£15.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£175.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk I bonnet 903477.....	£125.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701/711.....	£20.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£295.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E.....	£35.00 pair
Front underrider XKC 83/84.....	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£37.50
Dolomite Rear lamp assembly R/H TKC938.....	£52.50
Head lamp assembly 1300/1500 Dolo (square).....	£62.50
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£295.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50 3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£55.00
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£52.50
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Sprint brake shoes Original.E. GBS780.....	£22.50 set
Dolo 1500/18-50 brake shoes GBS746.....	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

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At the time of going to press we can supply most gearboxes, steering rack and diffs for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
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 Manufacturers Part No. used for reference only

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CLUB SHOP NEWS

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

by **Garth Jupp** **GT6 Drop Glasses**

At long last progress on the GT6 drop glass. I am sure you will all be glad to hear that things are now moving. I delivered the sample to the glass supplier in the second week of November. Check the TSSC Messageboard for Final Price update (www.tssc.org.uk)

Manufacture takes 7~8 working weeks, therefore I expect that they will be ready late January 2013. What happens next? Each of the people that expressed an interest will receive an email requesting a 50% deposit to be paid up front. Due to the fragile nature of the items we are not going to send them out from the club shop. The proposal is to ship them to say half a dozen members in wooden crates direct from the supplier and then the other nearest members can pick them up from those locations. Alternatively they can be picked up from the supplier in Bromsgrove, the club HQ or at shows such as Stoneleigh Triumph Spares day.



engineered spring loaded ball valve assembly that is fitted into the sump in place of the original drain plug. To drain the oil, you remove the dust cover and with a 180° twist of the bayonet fitting on the end of the drain tube, the oil flows out and into the container you use for draining and not down your sleeve or all over the drive. These will fit all Spitfire and Herald models, unfortunately due to chassis clearance problems they do not fit the GT6 or Vitesse. However I have yet to confirm that they fit big saloons, Dolomites and TR4-6, I will be testing this as soon as possible. These will cost £37.99 Inc VAT and postage will be 0.15kg

stahlbus® New Products

We have mentioned one of their products previously on the message board, however they are now available. Firstly we can offer this useful Oil Drain Valve from Stahlbus of Germany. Once fitted they make future oil changes a breeze. They use a precision





Also from the same company are Automatic bleed valves. There were some very similar items available in the 1980's These new ones also use a precision engineered ball check valve in each bleed screw assembly. They are available as sets of four or individually. The individual price

is £24.95 Inc VAT each and £140 Inc VAT for a set of 4 but these also come with anodised aluminium dust covers which are not included on the individual valves. The bleed valves will be to order only.

Well it's the time of year that your loved ones will be thinking about buying you a Christmas present, they could do worse than having a browse through the following pages of

Winter Season Selection

Seasonal Gifts for You and Your Triumph



Hi Torque Starter Motors



Does your Triumph not want to start easily when it is hot or not used regularly

Why not fit one of our Hi Torque Starter Motors?

- ◆ Can give in excess of 200% more cranking torque
- ◆ Uses less current than conventional starters, up to 40% less



P & P 10Kg

6 Cylinder cars

4 Cylinder cars (not TR2,3 or 4)

HITORQ401	HER/SPIT	£150.00*
HITORQ101	VIT/GT6	£150.00*
HITORQ100	2000.2500/TR5/6	£150.00*
HITORQ400	STAG	£150.00*

These prices are valid until Dec 31st 2012

Starting Reliability

TSSC Hi Performance HT Leads

↓ TRIUMPH SPORTS SIX CLUB - 7MM SILICONE RFI SUPPRESSED

These New HT Leads retain the look of Original Equipment Lucas leads but internally they are made to the same spec as modern High performance leads and also are branded with the Club's name and Triumph shield.

FL100	... Her/Spit/Dol/1.3/1.5	£13.00
FL200	... Vit/GT6/2000/2500	£15.00
FL300	... Stag 3 Ltr V8	£20.00
FL400	... Dolomite Sprint NEW	£25.00



Lumenition MS3 Coils

By fitting this coil you can guarantee that it is a perfect impedance match for the magnetronic ignition system which will ensure that it works correctly and can not supply too much current to the system, These coils are priced at **£32.00**

However if you buy the coil with a Magnetronic kit then you will save 20% on the coil price compared to buying it alone.

Magnetronic Ignition - Lucas

System by Lumenition

Totally housed within the distributor cap with no separate power module, this system maintains a totally authentic look to your Triumph whilst delivering the superior spark management of a modern electronic ignition switching system.



Part No	Application	Distributor type	Price	weight kg
MAGMTK003	TR3A, TR4, TR4A, Herald 1200, 13/60	"22D4, 23D4, 25D4"	£79.00	0.21
MAGMTK005	2000, 2500, 2.5PI, Vitesse	"22D6, 23D6, 25D6"	£79.00	0.21
MAGMTK007	Dolomite 1300, 1500, Sprint, Spitfire 1500	"43D4, 45D4, 48D4, 54D4, 59D4"	£79.00	0.21
MAGMTK009	TR5, TR6,	"43D6, 45D6, 48D6, 54D6, 59D6"	£79.00	0.21

CTEK Battery Conditioner/Charger

Don't use your car everyday? Battery not in the best of health?
Then you need a CTEK battery conditioner/charger.

Suitable for 12v lead-acid batteries up to 120AH
NO NEED TO DISCONNECT BATTERY TERMINALS

CTEK3600 **£52.20**



P & P 1.5Kg

These prices are valid until Dec 31st 2012

Battery Mat

Leaking batteries have ruined many a classic car through the acid eating away the metal.

The Club shop has come up with the answer - the Battery Mat, an absorbent poly propylene felt treated with an acid neutralising formula and coated in latex.



BM100 ALL CLUB CARS £3.00 P & P 0.1Kg

Battery Isolator

This revolutionary switch is a small, well constructed switch which will, if turned disconnect all electrical circuits preventing the car being started. (Supplied with in-line fuse)



DC001 DIS-CAR-NECT £7.00 P & P 0.2Kg

BRIGHT LIGHTS LED Bulbs

Why not change your car's bulbs to LED equivalents? They are brighter, draw less current and are quicker to react than conventional bulbs.

We are able to offer the following replacements

LEDST Stop and tail light
C2-XXX-BA91W Side light

£13.00ea
£4.70 ea

Note: European directive 76/756/EC which came into force on the 1st October 1977 governs the "E-marking" of vehicle lights for any of "our" cars that were first used/registered on or after this date.

Therefore any vehicle first used/registered on/after 1st October 1977 MUST use "E" marked lighting components when used ON THE ROAD. If the vehicle is not using "E" marked components (including bulbs) then it



P & P 0.1Kg pair

is illegal and in contravention of the various Road Traffic Acts and Vehicle Lighting regulations.

High wattage head light bulbs and LED bulbs ARE NOT "E" marked, and are therefore illegal to use on cars first used/registered ON or AFTER 1st October 1977 .

NEW! GPS TRACKER Car Security

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.

However it is possible to have the same benefits BUT without

The high initial cost.

High running cost.

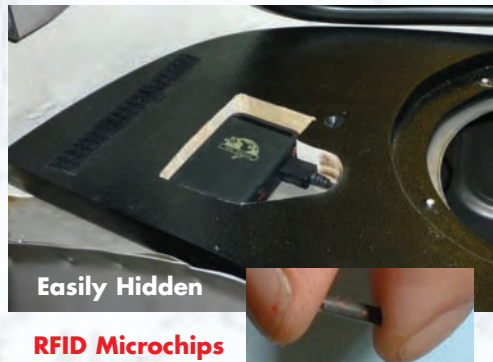
Concerns over confidentiality of your usage of the car.

Spares available – a full set of spares and components are available including:

Internal batteries, Mains charger and UK lead, Backing covers, USB data leads, Voltage converter for connecting to vehicle battery, Holographic anti-tamper ID tags, RFID microchips.

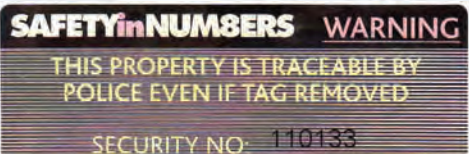
All this is available for just £129 inc VAT and postage, this is £20 off the RRP

Ring the Club Shop to place your Order



Easily Hidden

RFID Microchips



CAR PROTECTION

Top Quality CAR COVERS

Outdoor Covers



- ◆ Breathable 4 Layer Fleece Lined Weather Proof Covers.
- ◆ Fully breathable to avoid condensation, can be put on a wet car.
- ◆ Internal FLEECE lining to protect your car in all weather conditions 99.9% waterproof.
- ◆ Semi Tailored Shape for excellent fitting to all models.
- ◆ Elasticated ends & sewn in straps for secure fitting.
- ◆ UV protection avoids paint fade & deterioration of rubber seals.

HAMILODC-D	2000/2500 (NOT ESTATE)	£165
HAMILODC-EST	2000/2500 ESTATE	£175
HAMILODC-C	STAG	£160
HAMILODC-B	HERALD/VITESSE/DOLOMITE	£155
HAMILODC-SS	TR2-8/SPIT MKIV /1500/GT6	£150
HAMILODC-LCW	SPIT MK I-III	£145

Cockpit Covers



HAMILCC2S	2 seater Cover	£49.95
HAMILCC4S	4 seater Cover	£64.95

Indoor Covers



HAMILIDC-D	2000/2500 (NOT ESTATE)	£115
HAMILIDC-C	STAG	£110
HAMILIDC-B	HERALD/VITESSE/DOLOMITE	£105
HAMILIDC-SS	TR2-8/SPIT MKIV /1500/GT6	£100
HAMILIDC-LCW	SPIT MK I-III	£95

Indoor Covers



- ◆ 100% Dustproof.
- ◆ Super soft Fleece interior lining.
- ◆ Very breathable eliminating condensation.
- ◆ Supertex is also water resistant & is perfect in carports & barns.
- ◆ Available in Red, Blue & Green, supplied with storage bag.

These prices are valid until Dec 31st 2012

Boot Ram for Spitfire I/II/III IV/1500 & Herald/Vitesse

Fed up with your old mechanical stays that don't latch? Replace them with our custom designed gas ram kits. The kits come with all the fittings you need, **easily fitted in minutes**

Kits available for the following fitments:-

Spitfire MKI-III

Spitfire MK IV & 1500

Herald/Vitesse

all above priced at **£29.95 inc VAT**



£29.95 Per Kit - P&P 1.2Kg



Silicone Hose Sets

P&P 0.75Kg



HERALD 1200	£78
HERALD 13/60 SMITHS	£94
HERALD 13/60 DELANEY	£100
SPITFIRE 1500	£92
GT6	£120
VITESSE 2 LITRE	£100
STAG	£149
SMITHS BREATHER	£ 3 5

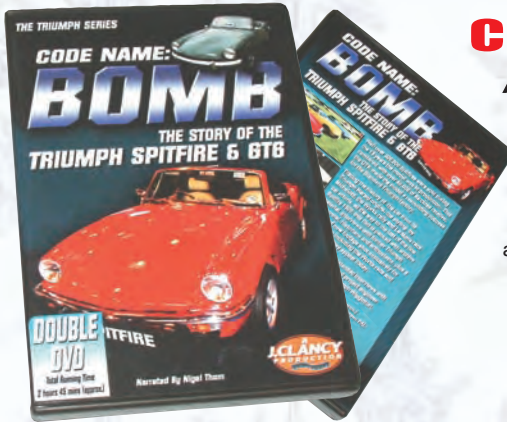
Silicone Hose kits. We can now supply Herald 13/60 kits for both Smiths heaters and those cars fitted with Delaney Galley heaters. We now supply all the hoses in a Matt finish so that they resemble the original rubber hoses and retain an original look but with the added benefit of a lifetime warranty. T

Fit these and you don't need to worry about them cracking after 6-12 months like the rubber ones available.

We are so confident that you will never need to replace these that we offer a non transferable **Lifetime limited warranty** on our silicone hose kits. **Other models are in development and will be available shortly.**

Range of Triumph DVD's

P & P
All DVD's
0.100Kg



Code Name: BOMB

Approx. running time
80 minutes

This double disc DVD tells the story of the Triumph Spitfire, the close relative the GT6 and the models that both were derived from. There is footage of the Le Mans and Rally exploits, along with interviews with former Triumph personnel, historians and enthusiasts. The extras disc features extended interviews with Triumph stylists and Project engineer for the Herald, Ralph Wigginton, as well as a tour of the TSSC HQ & the TSSC International Weekend 09 amongst other items.

DVDBOMB Double Disc £20.00

Code Name: STAG

This is available as either a single disc or a special double DVD edition with plenty of extras.



Approx. running time
80 minutes

The DVD charts the Stag, the only Triumph to use it's secret code name as the final model name, from the original concept by Michelotti through to the success that it is now. On the way the troublesome reputation is complemented with footage from the archives featuring former Triumph engineers, historians and enthusiasts along with new footage of some surviving prototypes.

DVDSTAGSD Single Disc £15.00 or DVDSTAGDD Double Disc £20.00

Code Name: BULLET

Approx. running time 90 minutes



This disc takes you through the birth of the biggest selling TR range of cars. From the conception at a time when the British car industry was in turmoil and strike ridden, through the styling, assembly, advertising and motorsport. The disc features input from Harris Mann the original stylist and footage from the ex-competition manager Bill Price. It also has extra footage showing the derivative prototypes Lynx and Broadside.

DVDBULLET Single Disc £15.00

Traditional TR

Approx. running time 180 minutes



This new title covers the Chassied TR's from the TR2 to the TR6. This is a double disc DVD with 3 hours playing time. Every model in the TR range is covered up to the last of the line TR6

DVDTR2/6 Double Disc £20.00

Triumph Saloons 1946 - 1984



Main Feature 92 minutes

This film covers the History of The Standard Triumph Company. Told by the people who were there. This release covers every post war saloon from Triumph Roadster to the controversial Triumph Acclaim

NEW! DVD Saloons
Double Disc £20.00

Clothing Range

P & P
All Clothing 0.7Kg
Caps 0.1kg

Please state Colour and size when ordering
Logos are positioned as shown

Triumph Anniversary T Shirts



Dickies B2 Shower proof
Bomber Jacket
S,M,L,XL,XXL, Navy +
Club Logo £27.00



Last Chance to order these
When they're gone, they're gone!

Anniversary T Shirts

S, M, L, XL, XXL

B8S	Spitfire	£7.00
B8V	Vitesse	£7.00

Car Caps



CAR MODEL LOGO CAPS
CCAP £7.40 P&P 0.1Kg

High quality fully adjustable with
car logo on the front. NAVY. Car
Model logo
embroidered onto the front
LOGOS AVAILABLE
Herald, Spitfire, GT6, Vitesse,
& Triumph Shield

**State Model of
Triumph when
ordering.**

TSSC Polo Shirt



Long & Short Sleeve
B9 & B9L Polo Shirt
Mens M,L,XL,XXL,
Ladies S, M, L, XL
Navy + New Club logo
Short Sleeve £8.00
Long Sleeve £12.75
State Size & Type

TSSC Jackets



B3 Fleece Jacket
S,M,L,XL,XXL,3XL,
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Trevor Collett

A Rose by any other Name

For my first car this month I have to thank that other Triumph-dedicated mag, Triumph World. The small photo of LRA282J at the top of its Market News page triggered the double take, and the text further whetted my interest to find out more about it. Triumph World told me that the car had been recently sold at Brooklands Historic Auctions, so off I trotted to find out more. I only trotted across the living room to pick up my lap top to point Chrome to the relevant web page.

This is the entry in the on-line catalogue:

Lot 290 - 1971 Triumph 500 Grand Prix Racing car Tribute

The Triumph Spitfire was originally devised by Standard-Triumph to compete in the small sports car market which had opened up with the introduction of the Austin-Healey Sprite.

Triumph's idea was to use the mechanicals from their small saloon, the Herald, to underpin the new project. Italian designer Michelotti was commissioned for the new venture, and came up with a traditional, swooping body as well as a single-piece front end which tilted forwards to offer unrivalled access to the engine. It was a huge success and four subsequent variants ensued.

Often providing the basis for a 'kit-car' the Triumph running gear is deemed to be simple, reliable and, with independent suspension all round, durable.

The car based here is a Triumph Spitfire Mk. IV and has been fitted with a very stylish and eye-catching 'Ferrari Grand Prix' glassfibre body from the 1950's. This two-seater special offers open top 'wind in the hair' motoring for a very modest outlay and is sure to attract attention on a Sunday afternoon.



Moss Monaco - Ferrari Auction

Who writes their stuff, I wonder. I think I'll contact them, and offer to help them out. Anyway, the car: "a very stylish and eye-catching 'Ferrari Grand Prix' glassfibre body from the 1950's" – well goodness gracious me, that take's the Hobnob. OK, beauty is in the eye of the key-holder, or some such, and I'm as big a fan of the Moss Monaco as anyone, but, really. (I'm assuming you all did recognise the car in the picture as a Moss Monaco).

I don't think the Brooklands Historic Auctions description

would interest the advertising standards people with the “very stylish and eye-catching” epithet, but “Ferrari Grand Prix... from the 1950s”?

Come on, this is a Moss Monaco, a home-built kit car on a Triumph Herald chassis (I can't be sure of the chassis, but from the proportion in this one picture, I think it looks more like Herald wheel base than Spitfire).

The real denouement, for part one of my story, is that the car sold... for £5,640. Did the buyer think he was bidding on a Ferrari Grand Prix car? Probably not, I can only imagine that this is a very, very well built Monaco, as this must be the highest price ever paid for one.

You know me well enough to know that I wasn't going to leave the story there. My first recourse was, obviously, dear old Google, and what do think it threw up – another auction catalogue entry, one from the Bonhams sale at Goodwood in July 2006:

Although the 1950s is acknowledged as the heyday of the kit car and back-yard special, the desire for do-it-yourself bespoke motoring seems everlasting and this Ferrari-style example is based on a circa 1971 Triumph Spitfire 1.3-litre. One of the most popular donor cars for specials during the 1960s was the Triumph Herald, introduced in 1959, which boasted a separate chassis endowed with independent suspension all round: by advanced double wishbones at the front and swing axles at the rear. The Herald subsequently provided the basis for the Spitfire sports car, which proved an equally adaptable starting point for many specials. Designed to resemble the monoposto Ferrari Grand Prix cars of the 1950s, this two-seater special has glassfibre coachwork by Griffiths, though whether it was constructed from a kit or is a genuine one-off is not known. The car has been

owned by the vendor since 1993. Offered with Swansea V5 document.



Moss Monac at South of England Meet

Yes, it's for the same car, it even uses the same photo. At least this one suggests the car might be a kit car. As for “coachwork by Griffiths”, no idea – and Google hasn't either. Did it sell in 2006 – yes it did, for £2,755.

I'd still love to know more about this vehicle, and I've emailed Brooklands Historic Auctions and asked them to pass my contact details onto the new owner, on the pretext that the I and the TSSC might be useful to him, or her. I'm not holding my breath, but you never know. What about that great information mine that is the TSSC membership – anyone ever seen this car, or know anything about it?

Just by way of comparison, the car above XTL885L, photographed at the South of England show in 2009, is a Moss Monaco that is quite happy to known as a Moss Monaco.

Another auction house has thrown up two interesting Herald-based cars lately, an organisation that probably sells more cars than Bonhams, Brooklands and all the others auction houses added together, yes, eBay.

Bet you never thought that a fire engine would qualify as a club car. Well, thanks to members of the Fareham Fire Brigade we do actually have a Herald-based fire engine. At the moment I can just show you one of the photos

Herald Based Fire Engine!



anything about this very intriguing vehicle...

The other EBay car provided yet another example of a slightly questionable description; the main title read, "Willys Jeep (Triumph Herald)". The description does include the two words "kit car" but does not say what, I am pretty sure, the car is – a Burlington Chieftain. As you've guessed, I hope to find out more about this car, and then I will bring the details to you, at the same time explain-

ing, to those of you that don't know, what a Burlington Chieftain is. In the mean time, if anyone of you... etcetera, etcetera.

from the EBay auction and tell you that it was built by the Fareham fire service staff to raise money for charity. I have been promised more details – but if anyone of you knows

ing, to those of you that don't know, what a Burlington Chieftain is. In the mean time, if anyone of you... etcetera, etcetera.

Trevor



Burlington 'Chieftain'?



Parts 4 Triumph Cars

Range available - Spitfire, TR2-8,
Herald, Vitesse
GT6, Dolomite, Stag



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e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



TR4A Engine Rebuild:2

Continuing on from last month is the second part of my series on the rebuild of my TR4A high mileage original engine.

18/10/2011

The exterior of the engine was scraped of 44 years of oil and washed down with degreaser, the gear box was new last year and did not need cleaning.

With the engine and gear box safely on the floor I unbolted the bell housing from the engine and slid the gear box away being careful to ensure that the input shaft did not touch the clutch finger springs.

I then removed the clutch assembly and using a piece of 2" X 1/4" X 3' with holes drilled to bolt to the clutch fixing holes on the fly wheel to lock it I removed the crank pulley, timing chain cover, camshaft sprocket and chain and then the flywheel.

After removing the cam followers (I am using new ones as well as a new camshaft so there is no need to number them) and withdrawing the distributor drive I undid the camshaft retaining bearing then carefully removed the camshaft. The front engine plate was then unbolted and removed. The engine was then lifted onto the engine stand and I removed the sump and oil pump. I then spent about an hour and a half degreasing

and wire brushing the timing chain cover, front engine plate and lower clutch cover.

5 hours.

19/10/2011

Before stripping anything else I turned the crank until number 1 piston was at the bottom of its stroke, I then measured from the top of the piston to the top of the wet liner, this dimension of 3 5/8" will enable me to ensure that the crank that I have already had reconditioned from a spare engine and intend to fit has the same stroke.

I numbered all the con rod caps (with the numbers facing the opposite side to the camshaft) 1 - 4 with number 1 being the front of the engine then undid the bolts and withdrew them through the wet liners.

I then marked the central main bearing cap with 2 centre punch pops on the end that faced the opposite side of the camshaft. After removing the front aluminium bridge I removed all the main bearing cap bolts and



gently eased the caps out. The next to be removed was the crankshaft and then using my purpose made wet liner drift I removed the wet liners. The liner from #1 cylinder was very badly coked up.

The main bearings were still in good condition, but the big ends were in a bad way. I checked the condition of the small end bearings and remarkably they were as good as new with no sign of wear or play.

2.5 hours

20/10/2011

I fitted the new piston rings to the pistons then using new gudgeon pins and circlips assembled the pistons onto the con rods using my heat gun to warm the pistons up first so that the gudgeon pins slid in with a very slight tap.

As I have heard of problems with the tapered blind bolt that secures the clutch fork to the operating shaft shearing on other TR's I took the opportunity while the gear box was out to drill and tap a m5 hole through the centre of the fork and shaft and screwed a m5 high tensile cap head through the hole and lock it with a nyloc nut, this should prevent any problems.

Armed with the loan of a Chipmunks degreaser bath and 50 litres of degreaser Jack then gave the engine block and other parts a good hard brushing.

3 hours

21/10/2011

I spent 4 ½ hours cleaning the shoulders in the block where the wet liners locate of any carbon with various scrapers, then fitting the wet liners with copper fig-

ure of 8 gaskets lightly coated with Welseal and by repeatedly removing the liners and filing the 0.018" thick gaskets (you try it) I managed to obtain a consistent liner protrusion of 0.008" when the special collars that I made to hold the liners in place before cylinder head installation are torqued down. As the recommended protrusion is 0.003" – 0.005" I have 3 choices, 1) leave it as it is and hope that when I torque the head down it makes the top and bottom seal, 2) try using the thinner steel figure of 8 gaskets (unfortu-



nately these can corrode and don't compress to make a seal as copper does), 3) try to source thinner figure of 8 copper gaskets.

As I only have to reduce the protrusion between 0.003" & 0.005", the risk of damaging the liners if I machined them is just too great.

4 ½ hours



22/10/2011

I checked on the availability of different size copper figure of 8 gaskets and the only other thicknesses are $+0.005''$ so this takes away one option. When I filed the copper figure of 8 gaskets (holding them down on a flat surface and drawing a file over them) I found that they were no way near flat, so I therefore decided to once again remove the wet liners and use the thinner steel gaskets.

I gave the gaskets a coating of Welseal on both sides to give a better seal and to protect them from corrosion (even though they have a protective plated coating) and once again fitted the wet liners. After I torqued them down using the collars there was a protrusion height of $0.004''$ on all liners, perfect, but I would much prefer to have used the copper gaskets. I then installed the camshaft.

1.75 hours

25/10/2011

Gave the engine block 2 coats of green(ish) engine enamel and the timing chain cover, front engine plate, lifting bracket and sump 2 coats of black engine enamel.

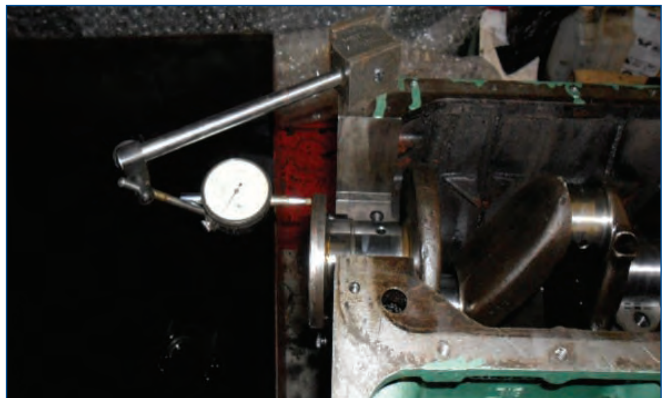
1.5 hours

26/10/2010

I painted the edges of the timing chain cover and sump that I hadn't been able to reach when I had previously painted them.

It was then time to install the reground crankshaft. With the engine block inverted I installed new oversize main bearings and after oiling them (some people

use engine rebuild fluid or STP mixed with engine oil, the downside to this is that the protective lubricant between the bearings and crank is a couple of microns thicker, which means that when the engine is rebuilt and running this "gap" is filled by the thin-



ner engine oil, it's down to personal choice) I carefully placed the crank in place. After

inserting the standard size thrust bearings I placed a DTI on the end of the crank and checked the end float, it was 0.008". The tolerance is 0.004" to 0.006". The next size thrust bearings are +0.005", so I ordered a set from a well known supplier and if when one of the oversize bearings are fitted along with one standard one and the float is 0.003" I will reduce the oversize one by carefully rubbing it on a piece of 600 wet or dry placed on a thick piece of glass.

I then installed the front and rear main bearing caps with new bearings ensuring that the faces were flush with the engine block.

3 hours

Continues Next Issue

Finally this month I received a technical question From **Graeme Morgan**. I want to encourage members to ask questions and I believe you are more likely to do so if you see it in print. Here's Graeme's question:

Dear Bernard,

I am considering purchasing a Triumph TR4A IRS which I have been to view (see photos attached).

Chassis No. CTC783590 Engine No. CT78706E Year: July 1967 Mileage: 116,200

I have followed the TSSC Guidelines "Buying a TR - What to look for", and everything appears to be satisfactory.

I have a few queries which I would like your guidance on:

1. From your "TR Register" do the Chassis Numbers & Engine Numbers align for the same car (i.e. original build verification)?

2. The car mileage recorded is 116,200 - Is this an excessive mileage for a 1967 car - or should the engine be good for a 150,000+ miles? (I'm concerned about having to carry out an engine re-build at the current mileage).

3. The current owner stated that he has been using Unleaded Petrol without any additives, although the engine head has not been modified to run on unleaded, and that the car is running "normally". I am con-

cerned that this car (or has) caused engine damage due to "Knocking". But maybe not since the Compression Ratio, according to the Triumph TR4A handbook, is only 7:1 (although a number of "Special Order" engines had a 9:1 Compression Ratio).

Your thoughts please.

4. The original Radiator "mechanical" fan has been replaced by an "electric" fan. Although this mod reduces the "original" car build "appeal", I assume that this is a common modification (but why it was modified I do not know).

Your assistance & observations, would be appreciated.

Yours sincerely

Graeme K Morgan

Hi Graeme,

Your e mail has been forwarded on to me and I hope that I can help, although the images have become distorted through the email process!

The first number that you have sent me CTC783590, is I believe the commission number and should read CTC783590

TR4A's started with number 50001 and finished on 78684, your number shows that it is quite a late car (which ties in with the 1967 year), the suffix O means that the car was fitted with the optional over drive gear box.

The engine number CT means that it was fitted with the standard 86mm liners which give a displacement of 2138cc .

You can check the V5 to see if the Engine and Commission numbers match with those on the car, but even if they do, there could have been an engine change that was reported to the DVLA, so this won't tell you if the car has the original engine, the only way that you can be certain of this is if you buy a Heritage certificate, which should give you all the correct details of the car when it was new.

Whether or not the engine is any good after 116,000 miles depends on how well it has been looked after, you would need to carry

out a compression test and make sure that all readings are within 10% of each other and all over 120psi. You mention a "knock", any knock is bad news, what is the oil pressure like when the engine is hot?

It is common to remove the mechanical fan system on a 4A as the fan is mounted on an extension, this accentuates any wear that there may be in the crankshaft/bearings, but many owners remove them because even if they have rebuilt their engines the fan and extension can cause an imbalance and accelerate wear.

If you read my column you will know that I drove my 4A for years with a worn (but not knocking) engine and I never used a lead additive, when I removed the head for the engine rebuild (currently in the Courier) there was no sign of valve recession.

Let me know if I can be of any further assistance to you.

Cheers

Bern



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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
---	------------------

TR7/8 Register



e-mail:

paul_lewis_1966@hotmail.co.uk

Paul Lewis



Car Insurance

It's December already and the winter months are nearly upon us. This month I thought I would carry on the saga of Car Insurance and the accident that happened minutes after buying my new TR7 run-around.

If you weren't aware of my new purchase then I will expand on the whole story. I had been looking for a TR7 FHC for quite some time as I fancied a usable car for some of the local events and reliability challenges that fill the events calendar throughout the year. I did not want to use the TR8 for this as with it being Concours I am not wanting to spend every weekend cleaning it, especially after winter events. Anyway, I found a car on EBay, a 1977 FHC, 4 speed, with low mileage and only 4 owners in good condition. I won the bid and went to pick the car up from the previous owner. Driving back

on trade plates from work (privileges) I was in stationary traffic in Salisbury when I felt a nudge up the back of the car. A Transit



van had not seen me stationary and a collision occurred. We exchanged details and I drove to my daughter's house which wasn't far in Swindon to leave the car as I felt that with the rear light being broken ([Picture 1](#)) I did not fancy driving getting home in the dark.

The damage to the car was minor in some respects ([Picture 2,3 & 4](#)) but still, it had been damaged by the owner of the Transit van and because I did not fancy having to try and repair the car myself and getting the driver to pay out of his pocket, I thought I would inform my insurance company (contract still wet as only minutes old) and get them to deal with it all, after all it's what we pay them for isn't it?.

I contacted my Club Insurance Broker and informed them of the accident and all the details of the driver and his insurance policy number. Due to them only being brokers they took all the details and said that they would pass the information onto my insurance



company and that the insurance company would call me to confirm details etc. I waited a couple of days and nothing, no email, no phone call, nothing. So I called my Club Insurance Broker back. They advised me that all the paperwork had been sent but they would resend it again and gave me the direct number to insurance company. I waited another day and still no call, so I rang them. They



said they could not find any paperwork for the claim and would get back to me. I waited another couple of days then called them back. No recollection of any details again. They eventually took my details as they said even though I had reported the claim to my Club Insurance Broker, 'They' had to be informed within 24 hours. I was not aware of this but anyway they said they would pass the claim onto their claims department and they will call me. Yes you guessed it 'Nothing'.

I had had correspondence from the driver of the Transit's insurance so I called them and asked if I needed to go through my insurance company, they

replied very quickly and said 'No, and that they will deal with everything'.

I then called my Club Insurance Broker again and said that I did not wish to go through with the insurance claim and told them the reasons why.

They were great and also put me through to the complaints department. The complaints department said that I was not the first to complain about the insurers and that they would look into it.

A few days later I received a call from my Insurers saying that they were closing the claim as I had decided to go through the other drivers insurance. I bit my tongue all the way through the phone call but still have no faith in my insurers.

The saga does not end there neither. The Other Drivers insurance had sent out the RAC to pick the car up and take it to the assessors to establish the extent of the repairs. When they turned up they said we cannot take the car as it's not taxed (hence the reason for the trade plates when I picked it up). 'It's going on the back of a truck' was my reply, but still they would not take it. Anyway the insurance company then sent an assessor to inspect the car where it was. Nearly there, when the garage came to pick the car up, guess what? They wanted to drive it to the garage. 'The light is broken and it's not taxed, also the boot doesn't close'. Off they went. An hour later they are back, still no pick-up truck. 'We have booked it in for an MOT', but it has a valid MOT. 'We can legally drive it to an MOT testing station was the reply'. Beyond belief I gave them the keys and shook my head.

The car is now back from repair and I have plans for its use next year as part of a study.

More will be revealed in the new year.

Well many thanks for the support throughout this year in my new role and I wish you all a Very Merry Christmas and hope Santa brings you all the bits you need.

Paul



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



Ben Broadbent

Review of Year

And Stag Windbreaker updates

Hello and Seasons Greeting to everyone for later this month. I was very please to see that a local Triumph group still had their Stags on the

been a great response to these articles, with people making there own or looking around to convert existing examples from other vehicles. In the March copy of the Courier we had Danny Stroud explaining in great detail how he made his on Tonneau Cover and Breeze Buster. *(picture 1)* This was followed up in August by

road in the bright northern sunshine of early November, I was passed by a convoy of about nine Stags in the country lanes of Cheshire. This month I want to reflect on the articles during the past year. Many of the these have been a response to members' requests for information. Likewise, some articles have been provided in response to my request for interesting features.

Well, looking back during the past twelve months there have been three trips to Paris, three discussions about various issues in the original Stag sales brochures. There was a look at the Stag's technical specification and the TSSC Technical Directory, and a review of Sue and John Franklin's on-going restoration. There has been a good response to these articles, leading to other articles, so thank you to everyone who provided information and others who requested further details.

One group of articles that I have not mentioned above is that of Tonneau Covers and Wind Breakers/Breeze Busters. There has



Steve Pratt's article on his alternative approach to making his Breeze Breaker. *(picture 2)*. During my visit to a SOC rally, I came across a



number of Wind Breakers that looked like the Perspex type, but were apparently excellent self-made versions with personal adaptations undertaken to suit personal tastes.

I am again grateful to Nigel Thornley for yet another excellent article he has written for the Courier, for the various marques that he owns. Nigel in response to the August article from Steve Pratt has provided the following contribution. So here is what Nigel has to say:

Prompted by the article in the Courier (August 2012) and having seen several types of wind deflectors fitted to Stags, I have also had personal experience of these excellent devices on other cars.

Buying my Stag last year, I started to look round for a suitable wind deflector. I have previously had the Perspex type, which are OK but mark easily, are vulnerable to damage, this time I wanted the more successful mesh type. I found a couple which looked very Heath Robinson to me.

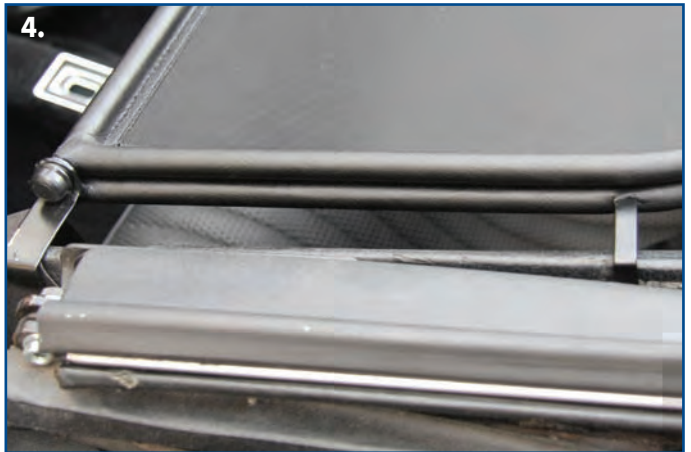
So I also looked around for an alternative from a mainstream manufacturer, as had Danny Stroud and Steve Pratt. However, I didn't like the fit and although I never looked on EBay, costs for new ones were very high.

Recently, I was very pleased to find out that a new, easy to fit mesh alternative was now available, specifically for the Triumph Stag, from Classic Additions in Wiltshire.

It's a simple fit that requires no drilling, separate fasteners, removal or adaptation of trim. Lightweight and well made, two mesh panels are hinged in the centre and are contoured to the shape of the rear seat and



roll over bar area (picture 3). It was just a matter of raising the tonneau panel, locating the lugs of the deflector across the rear seat rail



and then closing the tonneau panel, job done. (pictures 4, 5 and 6) The top section of the



better summer in 2013, that allows the pleasure of driving with the roof down and provides the actual need for the use of the Wind Breaker!

Once again, a great big thank you to all the members who have contributed to the Stag articles this year. It would be great for more people to contribute during 2013. I would be

deflector is then folded up to the vertical position. (Pictures 7 and 8)

Very effective in use, the deflector also looks neat and is a tidy fit (picture 9).

When you don't want it, you can either just lift it out for storage or, when the hood or hard top is up, simply fold down the front section out of the way.

I am really pleased I found this alternative, which looks the business and could have been an original Stag accessory, it looks so right. For more information contact Classic Additions via their website at www.classicadditions.com

Well, thanks Nigel, that's another great look at the ways to make driving a Stag more pleasurable. The three responses featured in these pages to dealing with the wind problems of the Stag are certainly providing Stag owners with a choice of solution. There are other alternatives out there. I just hope we have a



most grateful for technical articles that address your solutions to the various problems that still occur in our fantastic cars. Any major rebuilds underway, any fantastic barn finds, and stories about simple remedies to long-term problems. Please share your experiences with your Stag with the rest of the membership.

Well, that's all for this year, see you in the New Year.

Keep those V8's purring!

Ben



LATEST ISSUE

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TR7 Sprint. The car BL should have built.

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Suzie Singleton

Laon Historique 2012

As we're heading from the wet summer into what looks like it could be a cold winter I thought it could be an idea to hark back to warmer days, and climes, and look forward to the events we'll be doing next year, with this article from **Iain Gordon** on his trip to Laon Historique back in May. We went to this event in 2011 and thoroughly enjoyed it.

LAON HISTORIQUE FRANCE 2012

I've never been one who really enjoys car shows, taking part or just going to view. I'm a driver, put me behind the wheel of an inter-

though I live near Lincoln. For a supplier of good quality parts and service I thoroughly recommend him. The car is in regular use all year round and it's taken us on holiday to The Isle of Wight, the Loire Valley, the Ardennes and many other places over the years, always with total reliability. I particularly enjoy 'The Derbyshire Dales Run' organised by The Derwent Valley Area. I've attended this event every year but one since I've owned the car! I recommend it to anyone who has thought of going but hasn't.

The general makeup of the car entrants to these rallies tends to be very similar, lots of Triumphs, MG's, a few modern sportscars and a smattering of older British Saloons. This is normally a good mix, but I wanted to see a

few more continental types, Lancias, Alfas, Panhard's, Simcas, Citroens, Renaults etc, and above all I wanted to see them on the road.

I'd heard about the 'Laon Historique' and visited the web site many times over the years and thought about going. It promised a 100km run round the French countryside on the Saturday followed by a street circuit through the ancient town of Laon on the Sunday. More

importantly it boasted of an entry list made up of over 700 cars from all over Europe. Surely there would be a few continental rarities in there? In past years I'd always reckoned it was held a bit early in the year for reliable top-down motoring, I'm obviously a bit of a softie



My Car

esting car and I'm in my element. I drive a '69 Spitfire mk3, originally bought from Anglian Triumph Services in Norfolk 15 years ago. David has also supplied all major components in maintaining the car, unleaded head, overdrive gearbox and differential, even 50

at heart!, but this year it seemed to be a bit later-12th and 13th May, and I thought yeah, that's do-able, I'll go!

I rounded up my mate Gordon who agreed to come with me and we made the booking through Continental Car Tours who offered a reasonable rate for a four day package. I've used Continental Cars before and always found them good value. I got the car serviced the week before and the Thursday before the event saw us heading down to Dover from Lincoln for our overnight stop. It's a fairly long haul at 220 miles so we did the first half on good A and B roads (mainly A15) and then joined the A1, M11 and A2 to complete the journey. The last section is not good travelling, just too busy with bumper to bumper juggernauts. Our cars are much

happier on smooth single carriage roads! We noticed some MG's, a GT6 and an E-Type in the hotel car park and we deduced correctly we were all heading to the same event.

Friday morning dawned clear and dry and we rolled off the ferry into Calais late morning. The crossing had been uneventful but I was a little bit anxious on returning to the car before disembarking. The reason was simple. On boarding the ferry we drove up the steep ramp and presumed it led to the car deck. Not a bit of it! Halfway up the ramp I was told to park up. Now my car is totally roadworthy, with a good handbrake, but it wouldn't hold on this ramp! I put the brake on as hard as I could, expecting to hear a twang as the cable parted, and shoved it into first gear. It held, and the crew put chocks behind it anyway, but the guy behind me cast a few anxious looks!

Anyone who has driven on French roads will know that generally they are a revelation. Good smooth surfaces are the rule, and so quiet. Just what our cars like! The route to Laon is very straightforward, about 140 miles. We stopped for a sandwich and a drink at one of

the 'Aires' (Services). After chatting to some bikers who were heading for Switzerland, a nice red E-Type Coupe pulled up. I then noticed that his registration was just 24 numbers up on mine, so naturally I went over to have a chat. They were also heading for Laon. It turns out neither of our Plates are original, his car being an American Import and my plate replacing a personalised one the previous owner had kept. During our conversation it turned out he was

Just 24 Numbers apart!



very interested in First World War Sites and was going to visit The Lochnagar Mine Crater near La Boisselle before arriving in Laon.

Ok, I'll explain. The Lochnagar Mine was an explosive device buried in a tunnel under the German Lines and exploded on the first day of The Battle of the Somme (the Germans applied similar tactics). It caused devastation and carnage on a huge scale and created the largest man made crater of the First World War on the Western Front. The site is now owned by an Englishman who preserves it as a memorial site. Laon was an easy drive away and we had plenty of time so we decided to follow them to the spot. The size of this hole in the ground is quite incredible and well worth a visit. A chance to spare a thought for those that died in that bloody war.

We arrived at our Hotel early that evening having done another 209 miles. The car had behaved perfectly, and I gave her bonnet a gentle pat! Already in the car park were some very tasty vehicles, 4 Cobras, a Volvo P18800S, a Sunbeam Rapier Convertible and a TR3. The two guys in the TR were very good

company and we shared a few drinks with them over the weekend. Whilst searching for our hotel (not the easiest place to find) we passed most of the other hotels in the area, all with car parks full of classics. Straight after having something to eat we made a quick tour to check them out. On our return we noticed half a dozen Autobianchis had arrived at our hotel, all left hand drive. At last! Something different!

Laon is a medieval town set in the flat plains of Picardie. The old part is set atop a hill 100 metres above the plain and is dominated by the cathedral which dates back to the 12th Century and old city walls which surround it. The streets and buildings are well worth exploring. In the 13th Century it was the capital of France.

Saturday, the first day of the official proceedings was sunny but chilly. The forecast was for a rain free day and so it proved. Down came the top and off we drove to the rendezvous point for all cars, up in the old part of the town. As we got closer and all 700 plus cars converged on the same point it started to get a little crowded with classics behind and in front. We inevitably came to a standstill close to the old town ramparts. A good opportunity for



Jaguar. They all looked a bit apprehensive - this being their first ever rally - and the Tulip Style instructions were 'Frenchified', just to make things interesting! I told them with over 700 cars taking part they only had to find one of them and follow it if unsure! The owner of the Herald Coupe, a sprightly 80 year old was in seventh heaven. 'This trip is my 80th Birthday Present from my son,' pointing to the young fellow next to him, 'He said he'd bring me along and do all the driving. I can't tell you how happy I am!' His son explained the car was a rolling restoration, mechanically sound (it got there) but in need of some extensive body surgery! It was one of the rarest cars there being the only Herald I saw.

The couple in the 1500 spit happily chatted about their recent holiday, 3 weeks touring Europe with car and tent! That's what I call hard core touring. Apart from anything else, where did they put the tent and camping equipment?

Just chatting to all these people summed up what owning a classic is all about. I also had a long conversation with the Panhard owner parked next to me, he in French and me in

English, and I think we understood each other! The rally started as soon as you were ready, very relaxed, some going off on their own, others in pairs or even in convoys like some of the MG and TR boys! Because there were so many cars you were given either a clockwise or anticlockwise route, everyone travelling the same road but not all in the same direction!



Panhard PL24

Gordon to jump out and take some pictures! We parked up next to a Panhard PL24 (when did you last see one of those?), and then watched as car after car went slowly passed to find a spot to park.

We spotted the couple in the E-Type, a Herald Coupe and a Spitfire 1500. The E-Type couple had been joined by their friends in another

SPITFIRE I - II - III Register

The route was great, exploring the Picardy Plains and villages around Laon. Hundreds of

Laon which is what it says it is, a very large park with plenty of room for cars. There was a large marquee where you could get more refreshments as well. Entertainment was also laid on for later that night, but we were bushed and headed back to the hotel.



people had turned out along the way waving and cheering as the cars went passed. We even spotted a family having a picnic on the grass verge outside their house especially so they could see all the cars go by. Everybody stopped in Vervins for lunch, filling the main square rapidly. We collected our sandwiches and drink which was part of the ticket price

squares, car parks and even closed off sections of road just to cater for them. The main even wasn't until the afternoon so we spent the morning wandering around the squares looking at the newcomers. There had been an influx of Fiats that had popped up from nowhere-mainly '70's saloons and coupes like the 124P and 850 sport coupe-all in the colours of the day, lime green and orange! Today's main event was the closed off street circuit winding its way up from the bottom off the hill which is modern Laon to the city ramparts and cathedral up on the summit of medieval Laon.16 kilometres of road closed to all other traffic, barricades in place and efficiently controlled by Marshalls and the Gendarmerie.

Lunch Stop



and had time to ogle all the cars on display. When did you last (if ever), see 3 Reliant Sabras together? (the English version was called a Sabre, I think). We resumed after lunch arriving back in Laon at Parc Foch de

It's no exaggeration to say that there could have been over a thousand spectators waving and cheering all the cars as they drove round the circuit-and you could drive round all afternoon if you so wished . We stopped half

The Main Square display



miles per gallon. 265 of the cars were English (over half the total). By my reckoning the most numerous make was Triumph, but only 5 Spitfires! I can't wait 'till next year!

And finally, wishing you all a good winter season doing all those jobs you keep meaning to ... but And let's hope that 2013 is a watershed - oops, definitely not the right phrase - anyway, hoping for a mild winter, a fresh spring and a HOT summer - or at least, any kind of real summer would be good.

Ok, not quite finally as I have one more snippet to round off this

way round our second circuit and sat on the grassy bank below the ramparts watching the procession of cars. At 5 o'clock cars were still

year, another Triumph on the TV, we've seen a

Peugeot 402b



few lately. This was Peter Shilton and Peter Schmeichel in *Celebrity Antiques Road Trip*,

going round but we decided to call it a day and head back to the hotel. One more meal and a drink in the bar with the TR3 guys and the weekend was over. Monday morning saw us heading back to Calais and we were able to catch the ferry just before lunch and 5 o'clock saw us back in Lincoln.

The weekend had been a great success. This is obviously an important event for the town of Laon, all the locals seemed to know about it judging by the number of spectators and even the Mayor played his part, welcoming everyone to the town hall and making a speech. I for one will definitely be back.

For the record, we did just under a thousand miles all told, used a litre of oil and did 34



driving around Cheshire in Dave Picton's? 1964 Spitfire4, 7516 KV. This was a programme we saw in September but it may well be repeated at some point.



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SPITFIRE MkIV/1500 Register



e-mail.

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Derek Ford



Tobermory Spitfire 1500

Feature Car this month is on the latest purchase by **Phil Siddall** who has taken it to live North of the Border!

Here's what Phil had to say.

Hi Derek

I have just bought a 1500 from my pal Malcolm Dexter in Newark, joined the TSSC, and wonder if you are interested in the car. Malcolm was the second owner, and it had been stored for quite a few years.



here and there, such as the scuttle, and



It's 1980, has covered 28,000 from new, and is little restored. There is a bit of new paint

Malcolm has done all the right things with brake pipes, master and slave cylinders,

engine hoses, springs, dampers and suspension bushes, so it is pretty tidy.

The interior is totally untouched, but I have treated it to a brand new hood.

The 420 mile drive up to Mull from Lincolnshire was generally uneventful, although I did keep the speed down to 60 on the motorways, as it has the standard head, not an unleaded conversion. I wish it had an overdrive though. I was pleased to see that



most days, so it is safely tucked away in the garage out of the Highland weather. regards,

Phil Siddall,

Tobermory, Isle of Mull.

Many thanks Phil and thanks for the amazing photos! enjoy everyone. Merry Christmas!

Derek

the hood kept all the rain out as we drove through a bad downpour in Glencoe; I'm not so sure it will when parked though!

It finally misbehaved about a mile from home, and started sputtering a bit. It turned out to be a slightly loose push-on connection on the coil, so easily fixed when we got home.

Of course, it has now been raining



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



Guy Singleton

Bond Hardtops?

W

ell, the end of another year, a wet one which has seen my 2+2 do more miles than the Convertible –

garage, so I'm adding a couple of photos of them here just to remind me they do exist – and go out occasionally.

I have heard from Peter Rieu-Clarke in Fife, Scotland who has just bought a 2 litre convertible. He would be interested in making contact

a first I think! AND....

....The start of a very special year is coming up soon. Yes, I think you might have got the message by now, **2013 is the 50th anniversary of the Bond Equipe**. Various things are being planned; hot air rising; and hopefully the balloon will go up!

I don't have much Bond news this month; mine have been tucked up in the



with other nearby Equipe owners so if that is you, please contact him on gapplair@gmail.com. We Equipe owners must stick together and support each other. It would be great if someone not too far from Fife would be able to get in touch with Peter so he doesn't feel too isolated.

Peter is planning to build a hardtop for the car for use during the winter months (or, going by this year, it may even be useful in the summer!) I think the only practical way of doing this is to start with a fibreglass Herald/Vitesse hardtop and alter it

but it will need quite a lot of work as the screen top finishes further back than the Herald/Vitesse ones as does the rear hood well. Has anyone done this before? I know I thought about it many moons ago – and ended up building an Estate instead but, as they say, that is another story.

Actually, I understand from Bob Buckby, my counterpart in the Bond Owners Club that my old Estate recently featured in Classic Car Weekly. Unfortunately I didn't know about that at the time so failed to get a copy so, if anyone out there does have a spare one I would love to hear from you.

Although I no longer own the car, having built it



would like to modify it so that the front part of the roof is removable, making it an optional open job. Could you tell me if this idea is structurally sound and if so, would it be safe to drive the car at speed after the conversion. - **C. M, Birmingham.**

Reply - "In its present form this body which is a fibreglass reinforced shell is very strong. But it is dependent on its integral shape for its strength. If you start cutting it about the rigidity of the shell would be destroyed and it would soon start to crack-up under strain.

We would NOT recommend that you carry out this conversion."

As you can see, the response to CM's question wasn't very encouraging, I wonder what they would have made of my old 2+2 which many years ago I cut down into a convertible (after the car was rolled by my brother). I can't lay my hands on a photo of it just now but thought I'd share with you a photo of a 4s convertible conversion (Top of page) done by Jean Claude Lacueille in France some years ago.

I've not met the car in person although I was pleased to meet Jean Claude at Stafford – again, a few years ago! I wonder what the chances are of us getting a Bond Estate, a 4s convertible and a 2 litre convertible with a hardtop together at one of next years' anniversary events?



in the first place it is good to know that it's back



on the road.

Whilst on the subject of modified Bonds, following is a letter Suzie found in one of her old car magazines, I believe it was a 1968 issue of Car Mechanics

"BOND HARD-TOP

I am considering buying a Bond Equipe and

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Severn Hospice Rally

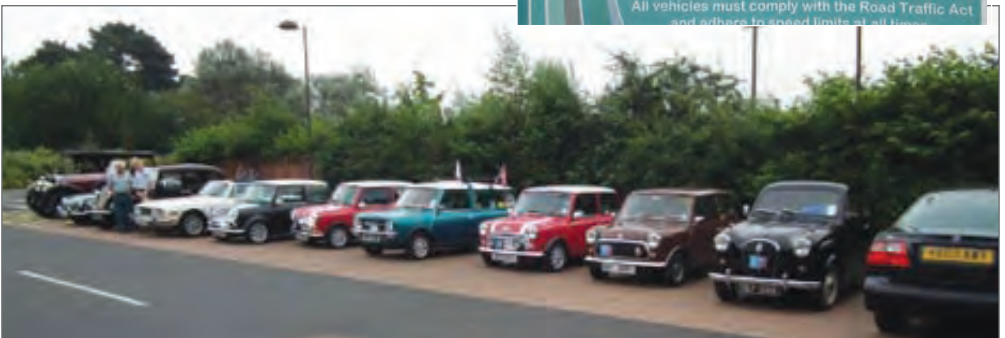
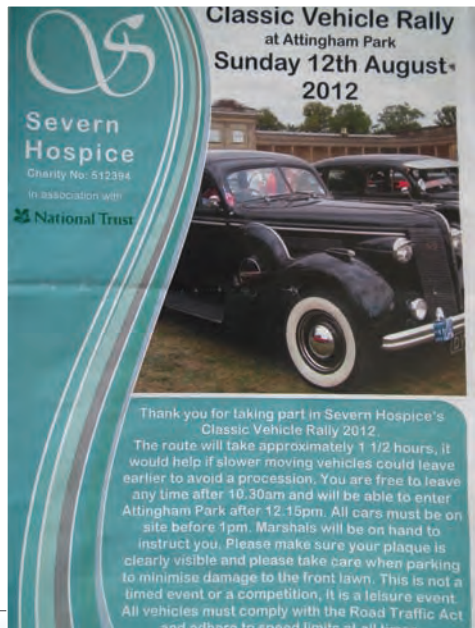
By Bill Bate

The **TSSC Shropshire Area** has developed a close association with the **Severn Hospice** through the Shropshire Spitfire Project. David Embery and I attended the Rally in 2010, unfortunately we could not attend in 2011 due to a date clash with our TSSC Annual event. This year David in consultation with David Sear of the Severn Hospice ensured that there was not to be a clash of dates for 2012.

We assembled on Sunday 12th August, at the Severn Hospice in Telford under a dry but overcast sky. Comprehensive route directions were made available which directed us along single and double track lanes embracing short distances on 'A' and 'B' roads in Northern Shropshire, routing us through the County Town of Shrewsbury, our destination was the National Trust property at Attingham Park.

As we were about to leave the starting point

(you guessed it!) it started to rain, those of us



Area Showtime



We enjoyed our picnic, as an area had been reserved for the Shropshire Group members. Later a number of us wandered off to the Tea Shop for (cream teas), when we returned to our cars, we were the only ones left much to the chagrin of the organisers who were waiting to lock the gates to the field.

with open cars made a mad dash to erect our hoods. During the drive the rain was torrential, however by the time we arrived at Attingham Park it had ceased and out came the sun. The pictures show the large variety of classic cars that attended the event.



Despite the rain on route, Tim, Roy, Simon, David & myself with our respective ladies thoroughly enjoyed our day and look forward to next year enjoying ourselves and supporting a cause that provides vital support to so many patients and their family and close friends.

Round Britain Reliability Run

By David Embery

What is Membership? - The Search For The Promised Land!

If I'm honest, this year's Round Britain Reliability Run (RBRR) was not where I was expecting to find one of the most compelling reasons as to why membership of Clubs such as ours is so important and rewarding. However what happened on Saturday night 6th October will



1.



my focus is what happened when the guys made it back to Shropshire from Scotland on the Saturday night during the event.

Those of us in the TSSC Shropshire who were going to support, made their way up to a service station just north of Oswestry and waited.

The obligatory 3 course meal with wine and beer was a 'must do' as we fortified ourselves against the biting mild temperatures outside and the demand for pudding very nearly meant we missed the

forever stick in my memory as a classic example of just why membership of the TSSC is precisely that.

guys arriving!

However as you can see they made it safely

Tim Ward, Simon Morgan and Roy Lacey had been planning their respective entries into the event for some months. Simon would be co-driver to Tim in Tim's GT6 (See pic 1) and Roy would be assisted by his friend **Bruce** in his GT6. (See pic 2)

All went as well as can be expected leading up to the event with Roy and Tim's car being prepared rigorously. Tim's appearing to be in bits only several days before the event was something of a worry, but nevertheless both cars made the start line at the Plough in Enfield on Friday 5th October

As for the rest of the TSSC Shropshire, Steve Cureton suggested the idea that we should look to perhaps go and offer our support during the event itself. Particularly as there was a scheduled stop off within the northern shores of Shropshire just outside of Oswestry. Great! A night out and we get to see some cars, was the general thought and plans in diaries were set.

Back on the start line for the RBRR our guys joined by many other Triumph enthusiasts from around the country set off on what would be a fantastic experience and no doubt many a fine tale of what happened in the whole event will be regaled up and down the country. However



(See pic 3 & Pic 4). It was truly a shared experience in terms of people being genuinely delighted to see one another! Those of us not in the rally were happy to see our guys had made it in one piece and safely. Those in the rally had now done more that 24 hours without

sleep and, feeling jaded, needed something of a 'pick me up'. True, there were other ways of



getting that 'Pick me up' fix (see pic 5) but the effects were not as long lasting as that you get from being with and appreciated by your friends and family! The joyous atmosphere that ensued at a petrol station is perhaps not something that is repeated everyday and no doubt made a refreshing change for the people that work there! The looks of appreciation on the faces of all those in the rally said it all in terms of what the support meant to them!

We started to hear the stories of what had been happened and those are perhaps for another time and certainly for another writer! However, one story impressed upon me just how much team spirit and genuine ingenuity



there is within the Triumph community. Tim explained that only a couple of hours from the start he had run into trouble with his GT6. The Crankshaft sensor had broken.

This meant driving his modified EFI GT6 was going to be something of a challenge unless it could be fixed. As you can see (pic 6) the problem was overcome with few cable ties and the top from a can of WD40! Now to the trained mechanic and expert in electronic fuel injection, this may seem somewhat of a simple fix. However, to mere mortals such as I who don't have that level of knowledge, you just have to take a step back and admire what they did because that would have certainly spelt doom and gloom and a journey back on the back of an AA truck for me!

Being party to and witnessing the genuine scenes of friendship and support that Saturday night, made me realise why membership of groups such as ours is just so rewarding. What is membership?, What do I get as a member? These are questions frequently asked and in truth the answer is probably different in many respects on each occasion. However, I would like to suggest that there is common ground that every answer has. Being part of a group that prizes values that rank amongst the most important things in life. Friendship and being there for one another are just so rewarding for everyone involved! The opportunity to learn from one another and offer support with added team spirit just cannot be over stated. Above all perhaps it is being part of a group experiencing life with an outlook of having fun!

However it is you want to view it, perhaps membership is, at the end of the day, exactly what you want it to be as an individual and what you make of it comes down to you as an individual. The more you put into it and your group, the more you will be able to take out. It is certainly evident to me that membership is exactly what every individual makes of it rather than something given down from upon high. It was just I was not expecting to find that as we fast approached midnight in a petrol station just outside of Oswestry!



Readers Write



Thanks Bill!

I would like to add my thanks to those of the Council of Management (CoM) for all the hard work for more than 30 years, that Bill Sunderland and his wife, Jo, have done on behalf of the Club.

Bill is exactly the type of person who should be our President and he will be a tough act to follow, if indeed he is followed! It's thanks to Bill and people like him that we have such a great Club to be proud of.

I remember being a member of CoM in the late '80s when we had the idea to own our own premises. To many this was a pipe dream, but to Bill it was a challenge; one of many that his leadership brought to fruition and a legacy that continues today.

I have never found Bill, or Jo's enthusiasm for the Club waiver for one second and I am proud to have been able to work with them on many issues. I am even prouder to call them friends. Good luck to you both in your retirement Bill, but I know you won't be far away – that's just your nature.

The very best of regards

Mike Crewes

TR7 Register

As a TR7 owner I just want to say how much I appreciate the articles of **Paul Lewis** which started this summer. I joined the club a few years back at the suggestion of Footman James to save on insurance, which it did but until Paul's items I wondered very much if this was the right club. One does not see many TR7's

about, perhaps because so many were exported and are therefore thin on the ground but it would be interesting to know how many owners are club members.

My car, my wife's technically, is a Y reg Drophead in Bordeaux Red. It was displayed at NEC in 1996 on the TR Register Stand and that is where I saw it.

For a long time I had fancied a drophead but was put off by the relatively modest performance. However this car was fitted with a tuned Dolomite Sprint engine which immediately overcame those concerns. I had a mechanic friend visit NEC the next day for me to look the car over and following a favourable report agreed to buy it, and the next week my wife and I collected it from Hampshire (I think) and drove it back home to Doncaster South Yorkshire. Since then it has done only five to six thousand miles. This is because first of all I did not like to get it wet, I've got over that at last, and secondly before I was used to it and with it being very eager to rev I inadvertently took it to 7000 rpm in 3rd which resulted in an expensive noise, and I continued my journey to work in another car.

Since then I have had a great deal of work done to it in all departments but most importantly a rev limiter fitted which for safety cuts in at 6,000 rpm.

John Dobbin

Twass The Night Before Christmas

The following was sent to one of our area members, Paul Taylor, from another Triumph owner, Dennis McKinley who lives in America.

Mark Steinson
AO TSSC
Southern Area

The Night before Christmas

'Twas the night before Christmas
and out in the shed
Sat a tired old Triumph, its battery dead.
Its fenders were rusted, the floor pan had
holes The seats and the carpets
had been eaten by voles.
The tires had dry-rot, the gas tank was leaking
A turn of the wheel sent
tie rods a-creaking.
So I put on my coat with a weight on my
heart, And went out to the shed to
get it to start.
The engine turned over-there arose
such a clatter!
I knew from the sound, "timing chain chatter".
From under the dashboard there came
a bright flash:
The wiring harness had just turned to ash!
"I've had it with Triumphs!" I finally swore
"Enough is too much!
I can't take any more!"
When what to my red, teary eyes should
appear, But a little Englishman
(hey, I might need a beer!)
"Good Day," I heard, as he tapped on
my shoulder.
"I'm Joe Lucas" he said
as the car continued to smolder.

"This one can be saved;
there's no reason to grieve.
All you need is some faith man,
you've got to believe"!

"A hammer! Some duct tape!
Get me more tools!
When you work on these cars,
just make up the rules"!

"We'll get her cranked over - no way that
she'll stall (But stand over there
with your back to the wall.)"

A cough and a sputter, the cacophony stunning
I couldn't believe it!
The damn thing was running!

The ghost winked at me
and said, kicking a tire, "**Whatever you do,
DO NOT TOUCH THIS WIRE!**"

The old man then vanished amid sneezes and
fa*ts, But when the smoke cleared
he had left me some parts.

So I opened the shed door and let the top
down, Put pedal to metal and
went out on the town.

And I thought to myself as I missed second gear
**Merry Christmas to All
and to all
Happy New Year!**

Dennis McKinley
USA



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In the January issue of ...

practical CLASSICS

ON
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Inspiring GT6 Resto

It took Mark Coward four years to transform this £850 GT6 at home into a TSSC concours winner, and all for just £4000. Read the full story in the January 2013 issue



Also: Triumph 2000 Super Saloon

This month **Practical Classics** re-tests the BMW-beating saloons of 1963 – **Triumph 2000**, Rover P6, Ford Corsair and Humber Sceptre. Also inside: **Triumph Dolomite Sprint** Engine Autopsy – the 16-valve engine exploded and revealed. Plus there's the chance to **win loads of Christmas kit**, find out exactly how to **read a circuit diagram**, and marvel at **Staff Car Sagas**. Oh, and **David Soul** joins **PC**.

ENGINE AUTOPSY

Triumph straight-six

Sporting, cheap and two more pistons than the opposition

THE VERSATILE TRIUMPH straight-six powered some of our best-loved sporting classics: Vitesse, TR5, TR6, GT6, 2000 and 2500PI. Yet it wasn't designed from scratch as a muscular sports car engine – it was a cash-strapped development of a humble 803cc four-pot from a budget saloon.

The 1952 Standard 8 engine could be bored out to 948cc, but Standard-Triumph needed more for the new Herald. Director of engineering, Harry Webster, moved the cylinder axes across and found the room he needed. He also discovered that for a little extra outlay, two cylinders could be added to create a straight-six. It went into production in the Standard Vanguard Luxury Six in 1960. In 1962 it powered the Vitesse, and in 1963 the Triumph 2000. Extending the stroke gave the 2498cc needed for a suitably hairy engine for the TR5.

[A] THE VALVEGEAR consists of (top to bottom) pushrods, rocker shaft and rockers, valve spring caps (with the tiny collets that secure them to the valve stem), valve springs, the valves themselves and finally the tappets that act on the camshaft lobes.

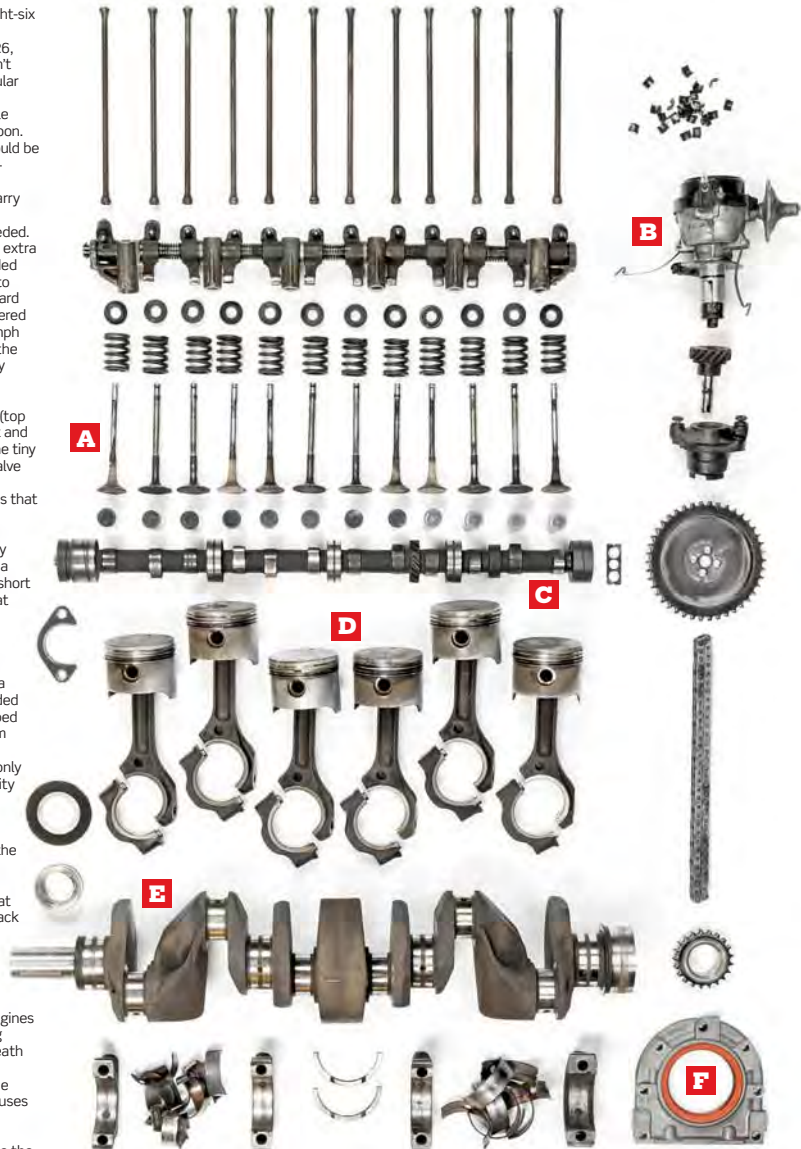
[B] THE DISTRIBUTOR is driven by a bevelled gear that meshes with a similar one on the camshaft. The short shaft with the gear on has a slot at the bottom that the oil pump impeller shaft locates in.

[C] THE CAMSHAFT can be swapped as an easy route to extra power. Before the Triumph expanded the engine to 2.5-litres, it was hoped enough power could be made from a wilder camshaft and bigger carburettors. Sadly, 150bhp was only possible with poor idling, tractability and economy.

[D] THE PISTONS and con-rods demonstrate the slight offset of the cylinder axes. See also point **[K]**.

[E] THE CRANKSHAFT is sealed at the front by a thrower ring (the black one above the nose of the crank) and a keyed sleeve that runs in the seal found in the timing case. The thrust washer is a weak point because it only supports half the crank – most engines have two. The cupro-nickel plating wears off and then the steel beneath erodes, leading to fore-and-aft movement of the crank. In extreme cases, the washer falls off and causes rapid engine failure.

[F] THE RUBBER OIL SEAL next to the bearing shells and caps is far better than the scroll-and-rope design of many engines with origins in this era.





Statistics

Stroke: 95mm **Bore:** 74.6mm **Power:** 132bhp
Displacement: 2498cc
Compression Ratio: 9.5:1
Torque: 153lb ft **Pistons:** Aluminium alloy **Block:** Cast iron
Cylinder head: Cast iron **Sump:** Pressed steel

[G] THE ROCKER COVER is pressed steel with a breather outlet pipe for recirculation into the inlet manifold. Spark plugs enter from the opposite side to induction and exhaust.

[H] THE WATER PUMP is a separate casting that bolts to the front of the cylinder head. It's driven by the boss-shaped pulley visible towards the lower left of the casting. The fact that

the water pump mounting is not incorporated into the block may indicate the original four-cylinder block's even earlier basis as a sidevalve design with thermo-siphon cooling.

[I] THE CYLINDER HEAD is not a cross-flow design, but at least the ports are not 'siamesed'. For this 2.5-litre version to work, Harry Webster had to increase the port and valve sizes and increase the overall depth of the head casting. This allowed sufficient gas-flow to take advantage of the extra 500cc of capacity over the 1998cc version.

[J] THE TIMING CASE covers the straightforward four-stroke pushrod pattern of a small cog on the crankshaft driving a larger cog on the camshaft, turning it at half crank speed via the duplex chain between the two cogs.

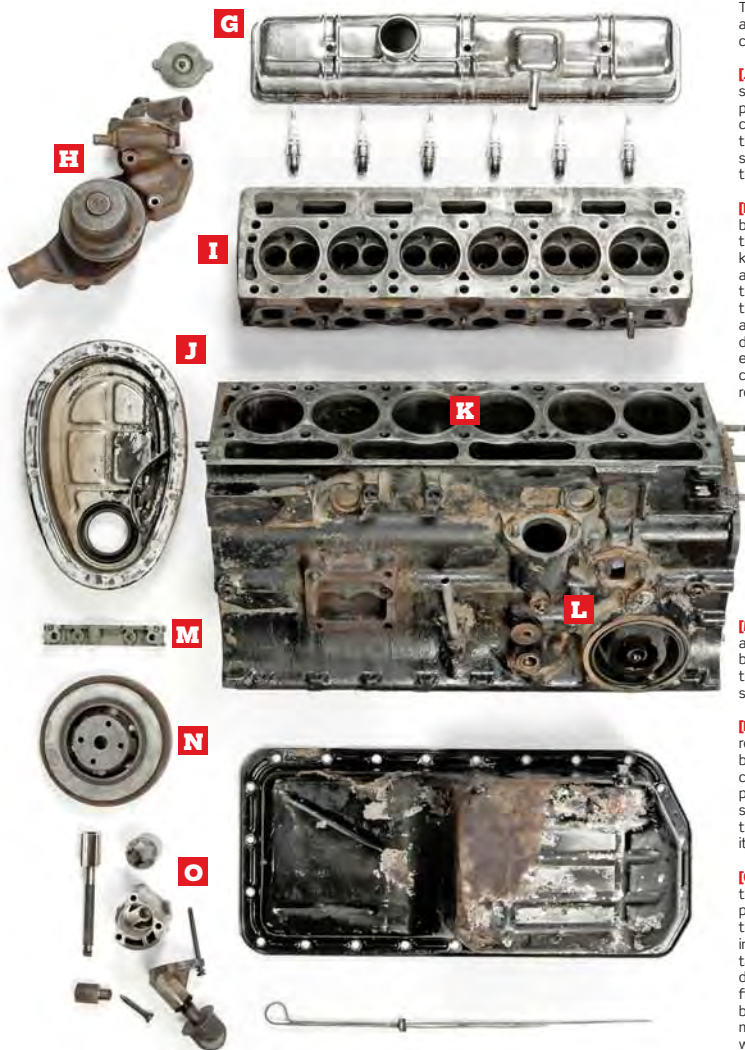
[K] THE CYLINDER BLOCK features bores that are located to one side of the crankshaft's centreline. This is known as a désaxé (or 'off axis') design and allowed Harry Webster to increase the bore diameter without impinging on the cylinder head studs. It has other advantages: if the offset is in the direction of crank rotation, it has the effect of increasing leverage on the crank during the power stroke and reducing thrust wasted against the cylinder wall. The connecting rod remains closer to vertical during the downward stroke, tilting much more on the upward stroke.

[L] THE MOUNTING HOLES on the cylinder block are (clockwise from bottom right) the circular location for the oil filter, the oil pressure relief mounting hole, the dipstick tube, the distributor housing and fuel pump mounting.

[M] THE GASKET BRIDGE is a small aluminium casting that fits across the base of the crankshaft at the front of the engine block, allowing a continuous seal to be made with the sump.

[N] THE CRANKSHAFT PULLEY requires muscle to remove - the bolt that fixes it to the end of the crankshaft is always very tight. The pulley doubles up as a crank damper, soaking up torsional vibrations as the engine revs rise, maintaining its smoothness.

[O] THE OIL PUMP assembly includes the impeller shaft, body and housing, plus the gauze-tipped pick-up pipe and the pressure relief valve. It protrudes into the deeper part of the sump, taking its drive from the base of the distributor shaft. It has to prime the filter every time the engine starts because of the filter's horizontal mounting, which allows oil to drain out whenever the engine is switched off. It's something of a design flaw, as the engine runs for a few seconds without much oil pressure.



*Statistics and image apply to a 1972 Triumph 2.5PI
DISASSEMBLY: Sam Glover **WORDS:** Nigel Boothman
THANKS TO: The Triumph Sports Six Club: 01858 434424, www.tssc.co.uk

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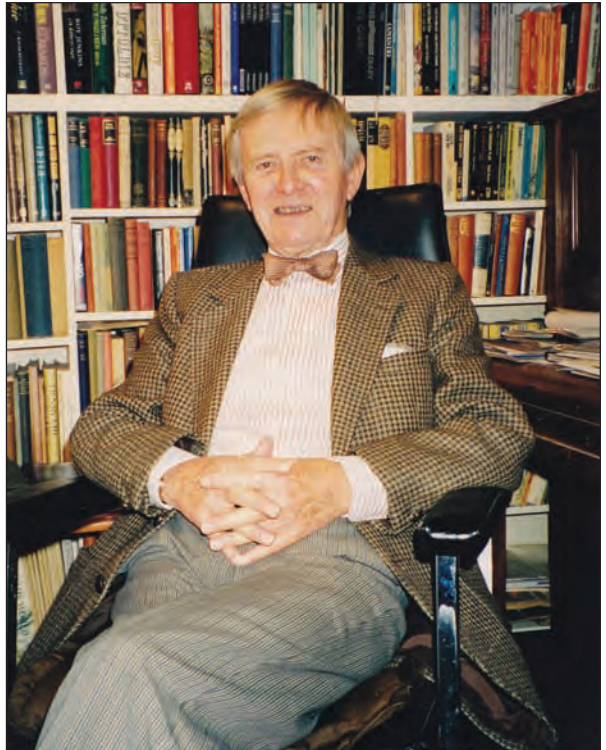
From Automatics to Robotics

Vic Hammond was relating his first impressions of the Standard Motor Company when he was called up for his national service – which in this instance was being set to work in the company's Aero Two shadow factory at Banner Lane at the out brake of WW2 designing jigs and tools for the production of the Hercules aircraft engine. Vic recalled.

"Pondering the future, I couldn't help noticing the sheer size of the aero two shadow factory and the thousands of machine tools in operation manufacturing parts for the Hercules aero engine, and the precision involved in every step of production. The sheer scale of production there made me realise just how huge our answer had to be to defend ourselves from invasion. And as a jig and tool designer I was going to make damned sure anything I did helped to speed up production."

I asked Vic what his job involved.

"Well the easiest way to explain it is to say it was all about time and motion really because I was involved with ensuring that any part produced was processed in the most efficient way possible and a team of about two dozen of us focussed on that. You see, if a part had to be moved from one machine to another for various machining processes, sometimes time could be saved by altering the design of the retaining fixtures or production jigs. You see facing a simple shaft in a lathe is relatively simple, but if more complicated parts have to be mounted on



**Vic Hammond. Standard Triumph
Chief Stylist from 1955 to 1960**

different jigs or machines to be surface ground and then flanged or drilled and reamed with difference hole centres on opposite sides or angles, several mounting jigs would have to be used. I suppose that period kindled thoughts on the development of fully automatic machine tools."

After explaining the advantages of the revolving turrets on capstan lathes, Vic



Inside Banner Lane

returned to the accuracy needed by operators when the work piece has to be moved to different machines.

"The accuracy of the overall machining process, or processes, is dependant on the operator's manual skill in mounting the part in separate jigs, or machines, accurately which all had to be done by hand, and checked at every step, to ensure the finished part has been machined to drawing. Specifications of parts were often changed as well so new jigs had to be designed in those circumstances. These days, for example, with computer controlled machine tools, an operator can mount a raw billet in one end of a machine, simply press a button, and a fully machined crankshaft will arrive at the other end with all the journals and faces computer checked for accuracy as well."

N.B an ingenious aspect of advanced machining was described to me by Ben Rood who was a director of the original Cosworth company that designed the famous and world beating FVA, SCA and DFV formula racing engines. Ben, a renowned expert on machining processes, devised the system of

mounting parts to be machined 'between centres'

whereby complicated parts like cylinder heads were held captive at both ends on the same axis which was adjustable. Thus, cylinder heads could be rotated and moved to different angles, and locked in position with complete accuracy, to complete multiple machining processes on the same machine.

This principle alleviates possible human error and the time involved with repeatedly having to re jig the work piece manually (sometimes on different jigs), or having to move the work piece to different machines.

To return to Vic's fascinating description of Aero 2 he moved on to describe how mass production of aircraft centred on Coventry and the industrial areas of the midlands, and how the Standard Motor Company and other car manufacturers had *"A highly skilled workforce of tens of thousands of men, who were all master craftsmen including carpenters and all the main machine tool manufacturers were based in Coventry as well."*

Vic also touched on the fact that the rearmament programme, as far as the Standard Motor Company was concerned, actually started in

1936 when the first shadow factory (Aero One) was built at Canley specifically for manufacturing engine parts for the Bristol Mercury and Pegasus radial aircraft engines.

Another fact I've turned up in my research is that Sir John Black actually offered to manufacture aero engine parts for a rearmament programme as early as 1934 - but was told by our government that his services were not needed??

Triumph Roadster before joining Walter Belgrove's styling department.

After describing the robotic assembly lines at the BLMC pant at Longbrige in the 1970's (**NB** Vic worked in the styling department at Longbridge at the time) he reverted to Sir John Black and said.

"Of course Sir John was knighted (in 1943) for his accomplishments as head of the holding committee for aircraft production in Coventry



An Aerial view of Banner Lane

Getting back to the subject of this article, namely production efficiency and the development of 'automation' and Robotic machine tools, I return to Vic's observations after the war.

"When I came back from Worcester, Aero two was being decommissioned and eventually the plant was used to produce the Ferguson Tractor from 1946, and the technology involved with manufacturing the Hercules engine was obviously used to manufacture the Ferguson with the most up to date machine tools, and by that time some of the procedures on gear production had become semi robotic."

N.B. Vic was transferred to a facility in Worcester in 1943 where he was put in charge of jig and tool design for the production of parts for Hercules and Rolls Royce Merlin engines before returning to the Standard Factory at war's end where his first job was designing the assembly jigs for the

and I remember in one of my first conversations with Sir John he emphasised how important it was that manufacture of the Ferguson and the Phase one Vanguard must be undertaken with the very latest production equipment."

Vic continued.

"Having mentioned the robotic assembly line at Longbridge reminds me that after I'd been interviewed by Dickie Pickles when he set me on to design the assembly jigs for the 18TR, (Triumph Roadster) when I was at Standard, he took me on a guided tour of the factory. We came to a small disused work shop area full of stuff they'd been working on and he showed me what he called some prototype automatics. These were fabricated in about four inch square section aluminium, and in general design resembled large angle poise lamps because they consisted of a large boxed base plate shaped in a figure of eight, with a long arm about four feet long pivoted in the middle extending from it, and with a swivel grip on the

outer end with two oval shaped jaws attached. Anyway Dickie explained that these were automatics, as he called them, from an idea prompted by Sir John Black who asked Lew Dawtreay to take a practical look at the principles of design involved with automatic feeders for machine tools in the machine shops."

I then asked Vic if any such 'automatics' were made.

"Well no I don't think so, or not by our company anyway, because the machine tool company's were obviously on top of that. But one of the reasons I brought the subject up is to exemplify how Sir John was always on top of things because it wasn't until donkey's years later when car manufacture became fully automatic, or robotic, as we call it these days."

It's necessary to explain here that the machine shops and assembly lines at The Standard Motor company in the forties and fifties were renowned for using the most advanced production equipment including semi robotic machine tools.

So much so that groups of overseas production engineers including groups from China and Japan often took guided tours round the factory.

I asked Vic how all this Robotic assembly was initiated, and after toying with the mechanical principles of cuckoo clocks he said.

"Getting back to basics though, early cranes or those diggers on building sites used the same principles of movement, because they work through a control arm that revolves on a platform base through 360 degrees, and the pivoted control arm can move vertically. The digger or bucket on the outer end, or one with moveable jaws, then does all the work. You see the control of cranes, or diggers, is done by the operator pulling and pushing levers controlling hydraulic systems. The problem of applying robotic control to such

systems was the one that had to be solved and developed because a robotic assembly machine couldn't possibly work until computer control was invented where any control arm or the clasp on the end of it could be controlled electronically and very accurately. You see until



Sir John seated on Ferguson Tractor with Harry Ferguson

then any semi automatic tools had to be what we called mechanically indexed. But with computers a control arm or anything on the end of it to clasp something and move it, or drill it, or spot weld something is controlled entirely by sophisticated electronics and with 100 per cent accuracy. I mean the computer controlled robotic systems at BLMC included sections that could spot weld an entire body together, and spray it as well."

To conclude, I couldn't resist including a remark Vic made during interview when he'd designed a jig to speed up production on a lathe when he was working at Aero Two at the beginning of the war. After taking the fixture to a female lathe operator to show her how it should be mounted on the lathe he said. "Just then the wages man came up with her wage packet and she said to me 'I hope this fixture will speed things up a bit because I'm on piece work and I bet I've only earned about five pounds bonus this week.' Vic retorted. "Your bloody lucky because I'm designing these fixtures and I'm on a permanent flat rate of five pounds a week."

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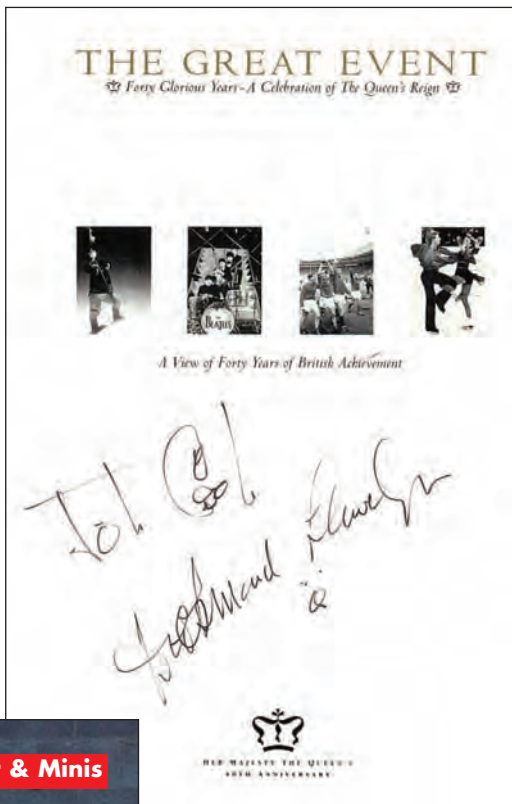
by Dave & Jo Beardsley



Watching the TV coverage of this years Royal Diamond Jubilee celebrations reminded us of an event that we were fortunate to participate in 20 years ago to celebrate 40 years of the Queens reign.

Back in 1992 we were asked to make our Herald available to take part in a cavalcade of significant cars from the previous 40 years, the Herald being the first British family car with fully independent suspension. Other cars taking part were the Mini, both the early and Cooper versions, Land Rover, Rolls Royce and Bentley, Aston Martin (the actual Aston Martin DB5 from Goldfinger), MGC and Lotus Cortina amongst several others.

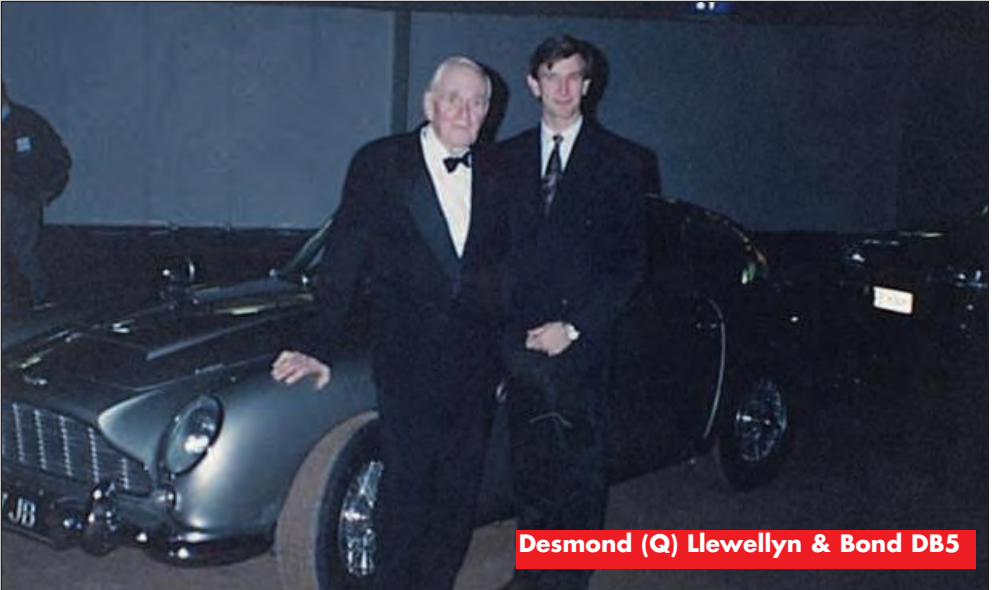
To accompany the famous cars were Cliff Richard, John Cooper and Desmond Llewellyn ('Q'). In fact, the event programme lists the cars as 'Performers' and the drivers as



'Supporting Cast'. The narrator was Raymond Baxter.

Unfortunately, photography wasn't allowed in the auditorium as it upset the lighting engineers – and this was before the days of cheeky little cameras in mobile phones.

In fact it just about pre-dated mobile phones! The accompanying photographs are a bit grainy and badly lit in the off-stage holding



Desmond (Q) Llewellyn & Bond DB5

area, but show some of the cars and personalities that took part.

We were required at Earls Court Arena for two days of rehearsals, with the live

formats for the drive-by. The initial plan would have seen the Herald parked centre stage as its turning circle allowed us to position it just about anywhere the Director wanted. Sadly, the



Our 1200 Herald

performance being on the evening of the second day.

We spent most of the first day trying different

1950's Bentley and Range Rovers were not as manoeuvrable and the plan was changed so that all cars simply passed along the front of the

stage without stopping.

When not required for rehearsal, we either hung around in the underground car park or sat in the auditorium with other cast members. Lonnie Donegan gave the classic 'I had one of those' reaction to the Herald and we remember John Cooper as a very funny man with a dry sense of humour that kept us laughing over the two days.

The DB5 was great fun with all the gadgets working – radar screen, machine guns behind the indicators, revolving number plates – but they wouldn't let us use the ejector seat in the underground carpark!

During the lunch break on day two, the minder for the Aston took it out for a 'blast' around South Kensington so the car wouldn't be smokey on the night. He called at a petrol station and the girl on the desk asked him to confirm his registration number, "certainly" he

said, "007 JB" – the look on her face was priceless!

On the night, we lined up with all the other cars – polished up like never before (or since). We were told to drive slowly, no waving, sounding the horn or staring at the Royal Party. Throughout the country, 101 video recorders, of everyone we knew, were in action. And the front offside wing was seen on national TV for less than a second!

Still, we were there and will remember it always. We met some great people and got hands on with some famous cars.

We sold the Herald in 1998. If anyone has a Gunmetal Grey, Herald 1200 Saloon, registration HYH 887C – your car is more famous than you might know.

Dave & Jo Beardsley
New South Wales
Australia



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The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

RENEWALS

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS
Direct Debit Renewal £36.00 UK

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

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court

Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: info@tssc.org.uk

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0843 357 1790 Fax: 0121 559 0814

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 0800 013 0080

VALUATION SERVICE

TSSC, Sunderland Court,
Main Street Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF

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e-mail: clubshop@tssc.org.uk

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

MAGAZINE COPY DATE

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copy can be included in the publication,
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TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

e-mail: accounts@tssc.org.uk

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TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

HERALD 948/1200/1250

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

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

HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS.

Tel: 01934 515376 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

Tel: 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

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 MkI/ II/ III

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

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

BOND

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

Tel: 01672 514241 e-mail: bond.equipe@virgin.net

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 01372 452292 e-mail: specials@tssc.org.uk

STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

Ben Broadbent, 26/28 Forshaws Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: benbroadbent@btinternet.com

BIG SALOONS

Mark Blease, 43 Charlotte St, Buersli, Rochdale, Lancashire. OL16 4TJ

Tel: 07875 560253 e-mail: bigsaloon@tssc.org.uk

TOLEDO/DOLOMITE 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)

e-mail: TriumphToledo@aol.com

TR 4/4A

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

Tel: 02920 315260 e-mail: bernard.littlewood1@ntlworld.com

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA

Tel: 07766 106115 e-mail: paul.lewis_1966@hotmail.co.uk

AMPHICAR

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

Tel: 01684 952985

INTERNATIONAL LIAISON SECRETARY

Rob Newton-Allen, 4 Ash Tree Crescent,
Burnham-on-Sea, Somerset. TA8 2JY

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.

Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk

INTERNATIONAL WEEKEND EVENT MANAGERS

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

Tel: 07971 017012 e-mail: international@tssc.org.uk

INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor,
Ripley, Derbyshire. DE5 9RL.

Tel: 07827 891471 e-mail: tonys@sdsdesignconsultants.com

AREA LIAISON OFFICERS

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

e-mail: pip1272frank@homecall.co.uk

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.

Tel: 01527 894125 e-mail: vickydredge@yahoo.com

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

December 2012



Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



TSSC
2nd Annual
Christmas
Dinner
Dance

The image shows a Christmas ball with a red and white Santa hat on top. The ball is decorated with colorful lights and has the text '70's & 80's DISCO' written on it in a stylized, yellow, outlined font. The background is dark with white snowflakes.

Saturday 8th December

*at the Barcelo Hinckley Island Hotel
Hinckley, Leicestershire. LE10 3JA*

Christmas Party Night Package includes:

*** 3 Course Dinner * Disco and Dancing to 70's & 80's Music**

£32 per person Places are Limited to 100 Book Early!

*Note: those requiring Accommodation please Book Direct with Hinckley Island Hotel
Tel 0800 652 8413 Quoting Date and 'Party Night' for Special Rates*



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news	Last Thurs. Eves.
		or www.brmmbrmm.com/grampiantr.bb	
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	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) SALMLESBURY	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	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580		
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	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	William Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
		Oct to Dec Nautical Club BISHOPGATE ST. BIRMINGHAM	3rd Tues 7,30pm
WORCESTER	Vicky Dredge: 01527 294125	Please Check with AO for venue.	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

NORTH WALES	Sam Evans: 07772 787020	Plough Inn, Gresford 1st Tues. 8pm.	Plough Inn, Ewloe. 1st FRI 8.30pm
		Plough Inn at St Asalpb	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(Liaison)	The Bird in Hand WRENNINGHAM	2nd 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.
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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.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
		krishn_sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
		lucabellinello@fiscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco das Arcos	
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	

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 . . . BERKS EAST



AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



The Registration Forms

I have now up dated the registration Forms by removing Area Draw and replacing it with your polo shirt size.

This follows on from the seminar we had at Stafford requesting an Area Organiser polo shirt. (First one free)

Don't forget if you need any Tool Kit Packs please get in touch with Frank and me.

Registration forms will be in the Courier from November 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) I have to be impressed as I have already received my first registration form from Derwent Valley Well Done guys!!!!

Xmas open Day at Club H/Q will be Saturday 8th December where will be holding an informal Area Organisers seminar, just a chance for you to share any ideas or gripes you may want to share with Frank and myself. Then off to the "Xmas Dinner Dance" in the evening.

Congratulations to **Isle of White £50, Central & West Scotland £25, Canterbury £10**. Please get in touch with Angie at H/Q to claim your Club Shop Vouchers.

There has been quite a few members enquiring about setting up an Area for the Swindon Area If any member would like to have a go at setting up an Area please let me know and I will give you as much help as you need also Jane Rowley Gloucester Area A/O has volunteered to share her knowledge and help.

Merry Xmas and a fantastic New Year to all our Area Organisers (volunteers) and Thank you for all your hard work and enthusiasm that you have dedicated throughout the year from putting on events and attending meetings to looking after your members.

Have a great 2013 (hopefully drier)

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

We had a very good turn-out again for November's meeting at The Plough, even though it was so early in the month, due to the vagaries of the calendar, we wondered if some might have forgotten. Lovely to see Mike there as it's so long since he's been able to join us. Good too to see that Frank and Kelly Lockwood managed to find The Plough after first meeting them a couple of weeks before at The Bruce Arms. He has just bought a GT6 with particular historical interest to him - it was his father's car for many years and had been donated to a Museum. Unfortunately the museum was a short-lived project and Frank has been looking for the car ever since - and was very pleased when it popped up on eBay - where else!

TSSC AREA NEWS

Unusually too we all had a meal there, apart from the Bobs. The pub's usual menu had been shortened temporarily but what there was still very good value for money.

A good omen for our Christmas dinner there next month. Talking of that, we confirmed our booking, meeting there by 7.30 to eat at 8pm.

Don't forget to bring your Naff Raffle prize to the Christmas dinner. We look forward to seeing you all there, and to a good 2013 - with more sun and less rain - we hope - than in 2012!

Our next meetings will be at **The Plough, Grately on Thursday December 13th** for our **Christmas dinner** and at **The Bruce Arms on Wednesday 19th December**.

Also, if you fancy a run out over the festive period I assume there will be the usual open meets on **Boxing day at Romsey and Wickham** and there will be various New Years Day meets in the re. We will try to find out more so please contact us to find out what we've discovered and where we will be.

Guy & Suzie

AVON

Tel. 01454 327059

Another good turnout for the meeting last month with nearly all choosing to go for the Festive meal - 19 in total. We will still have our normal December meeting with the meal a week later. James has bought himself a Dolomite - sorry didn't get to see a lot of it but it looked good in the car park. Linda, Stewart and Mike braved the elements to arrive in a Morgan - very brave considering we had snow the day before and temperatures were very cold. It also looks as though the colour scheme for Linda's Herald has been agreed - should be very striking!

We will need to elect AO at the December meeting - as always happy to stand down if someone else wants a go.

Keep warm and well and hope to see you all before the end of the year at the meeting and/or meal

Monday 3 December - usual meeting

Monday 10 December - Festive meal

Monday 7 January - usual meeting

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

Hi All. This month, despite the horrible weather, we had two club cars - my brown Spit 1500 and Andy Cook's "nappy poo yellow" GT6 mk3 - a car which will be familiar to many of you. David Elliot and John Palmer also came along in their modern cars (John in his MX5, which I like to think is a kind of spiritual successor to the Spitfire anyway!). I had promised John a piece of MX5 lower front wing which I had saved from the dented wing on my own MX5, but because I had put it in a "safe place" so that I would definitely bring it along, I had lost it! 15 minutes of searching still didn't turn it up so I had to leave without it - sorry John - I WILL find it! Back to Triumphs anyway!...

Mickey and Julie came along last month and reported on the Kempton Steam Museum day out - apparently the steam pumping engines were as big as a house, and in full working order. A very good day out. Also, I heard good reports on the Rural Life Centre day near Farnham - Sam and I went



BERKS EAST BUCKS SOUTH . . . CAMBRIDGE

TSSC AREA NEWS

Berks East Continues

a couple of years ago and it seems that everyone enjoyed themselves this year.

Mickey has sorted the rear wheel bearing on his Vitesse mk2 that was giving him steering problems - I think he thought the rear tie bar had broken but it was the wheel bearing which was loose and thus allowing the rear hub to go out of line. I think he also said he's putting his car in for some bodywork over the winter - I couldn't see anything that needed doing bodywork-wise - the car looks excellent but hey ho! Should be all ship shape for the Isle of Wight trip in the spring then, what with an engine rebuild, driveshafts, new hood and bodywork all going on recently.

Andy has been having a bit of trouble with his GT6 - a squeak from the rear and a bit of wandering. It sounded a lot like what Mickey had with his Vitesse, which is also a rotolox car. Despite having had a new wheel bearing fitted, when we grabbed the wheel there was a fair bit of play, so it looks like the hub nut has worked its way loose. I had a similar issue with my own GT6 a while back - the modern nyloc nuts which some traders sell for the end of the rotolox outer axle shaft, which hold the hub onto the shaft, are thicker than the originals (apparently Canleys have the proper ones). That means that the nyloc bit sits further out and doesn't actually grab the thread on the shaft! Useless, and potentially quite dangerous. I locktited mine on and I think they've been ok since. However, despite Andy having done the same, one of them seems to have come loose again. That might be due to worn splines on the hub/shaft allowing the hub to rotate and loosen off the nut - I seem to remember Mike Papworth carefully checking a rotolox hub I once sold to him. We will see, but at least the problem has been diagnosed. Andy's also going to be having a bit of bodywork done, around the bottom of the B posts, and on the rear valence (which came to grief on the Round Britain Reliability Run the other year in an off-road incident with a stag - not the Triumph type, the antler-possessing type!). He's recommended a body shop in Hook which sounds decent and affordable - I might send my brown Spit there for a bit of love if funds permit..

More rear axle problems - this time on my brown Spit 1500 (Bob Car-olgees). I'd been having this horrible creaking / scraping bearing noise, from the RHS, so I decided I'd replace the rear wheel bearing. Taking the wheels off, the nuts were a tad on the loose side! That might have explained the creaking, but not the bearing noise, so I carried on. Getting the hub off the shaft was no problem, thanks to our East Berks hub puller (for which I owe the area a fiver for the hire of - I am custodian of the tool by the way if any one of you needs it). I managed to munge the dust shield on the back of the trunnion but no matter as it doesn't do much. I dismantled the brake backplate etc. and the bearings knocked out of the trunnion quite easily. I cleaned it all up, fitted new bearings, seals and trunnion bushes. The axle had a bit of wear on the bearing surface where the little roller bearing runs, so I used a spare axle which I got from Stafford for a fiver, fitted a new UJ and cleaned and painted everything. All back together now and glorious silence! Still got a UJ to do on the other side, and the diff bushes need replacing, but we're getting there.

Another thing to report is that more than one person has

reported problems with clutch release bearings. Apparently there was a batch made which were too short and thus preventing the clutch from being completely released (and associated crunching / difficulty in engaging gears). If anyone's having their clutch done at the moment, it might be worth checking that the new part looks like the old one in terms of physical dimensions.

If anyone has had their clutch replaced recently and things don't feel quite right, this could be the reason.

Right then, Christmas!...

I'm planning a pie evening at **Sweeney Todd's pie shop, Castle Street, Reading, for Saturday 15 December** at 8pm. The deal is something along the lines of this: a pint and a pie+veg on your plate, for about a tenner. Excellent value and rave reviews from everyone who's been there (which includes me for the last 20 odd years). Since announcing it yesterday (as I write), we already have 4 takers - just let me know if you're considering coming and I'll do the rest.

For the next monthly meeting, I'm also planning something a bit different from the usual meetings - a Xmas raffle! Prizes will include a brand new set of decent axle stands, as donated by Peter Hinson, and there should also be a number of other useful car-related prizes!

The next meeting is on **Tuesday 11 December**, 8pm, at the **Shire Horse on the A4 from Reading, just outside Maidenhead** - hope to see you all soon.

Mark

BUCKS SOUTH Tel. 07788 436167
www.tssc.org.uk/southbucks
email carlswanson@btinternet.com

Hi all. Well, what can I say? Is that really that time of year already? I do remember quite clearly my father saying to me as I asked why it took so long between each Christmas 'dont worry Son, the older you get, the faster life becomes. The key is to slow it down!'

So, with the Christmas time fast approaching, we have booked the Crown Inn at Penn on Saturday 15th December at 8pm for the South Bucks Christmas Dinner. Please do feel welcome to join us. Let me know if you can join us asap as we need a deposit paid for anyone attending.

If you fancy a break from the TV, the last **Classic car night at the Ace is set for Tue 4th Dec**. Wrap up it will be cold! The last monthly meet of the year at **The Squirell will be Wednesday 19th Dec**. Hope you can make it.

Please do accept my best Christmas thoughts and Happy, Peaceful New Year wishes to you, your family and friends, and spare a thought for those that have passed.

Happy Holidays!

Carl.

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

Continuing the story of Tom and Toby's Round Britain drive from last month - The intrepid duo got as far as John O'Groats with out any major problems, but on their way back south on the B873, a rather scenic twisty single track road, Tom had to brake sharply for a corner, lost traction on the loose surface and ran off the side of the road at low(ish) speed. Unfortunately (or was it fortunately) there was a large boulder in the undergrowth at the side of the road, that caught

CANTERBURY . . . CHESHIRE



TSSC AREA NEWS

the nearside front wheel and mullered the suspension, putting an end to their drive. Being fibreglass, the damage to the bodywork was minimal, so it won't be long before Toby's car is repaired and back on the road.

Toby brought along the photos of the crash, and it was obvious that they were actually rather fortunate that the boulder was there, because if it hadn't been then they would have been swimming in Loch Naver!

Oscar brought along the pictures of his chassis refurbishment, it's now fully repaired with new outriggers, been to the blasters and primed in zinc-phosphate primer, ready for a top coat or two of Eastwood Extreme Chassis black.

As usual, the **December meeting** will double up as our **Christmas meal outing**, and as last year we agreed that we will go for a **Chinese meal at the Wok 'n Grill in Trumpington - 3rd December** table booked for 8pm, and make sure you are hungry as its as much as you can eat for £16.80 a head, drinks extra.

Bring your partners, it's party night!

Date of next meeting / **Christmas Meal - Monday 3rd December, at the Wok 'n Grill, 18 High Street, Trumpington, Cambridge, CB2 2LP.** Table booked for 8pm, don't be late.

Normal venue for 2013 - **The Plough, Fen Ditton, CB5 8SX**
Future meetings 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

Being pretty much the middle of winter (it feels like it anyway!) there were not many cherished classics at "The Duke" for our November meet. Derek H brought his Stag though, 'cause he's well 'ard and I saw a Mk IV Spitfire. The rest of us settled for more mundane methods of transport.

Stags were a topic of conversation with both Steve's and Mark's being off the road with separate engine woes. It has always amazed me how a piece of machinery can develop all sorts of faults between switching it off and turning it back on again!

Tim SJ is persevering with his Mk IV Spitfire which now apparently needs a complete engine overhaul because, as he says, "it's tired".

He now seems strangely drawn towards a Mk I Vitesse engine sitting in my garage complete with all ancillaries. Tim W is not helping by saying that it's really not that difficult to swap the units over if you have a 7/16" spanner and an engine crane. Inevitably he has both. We shall see.

Our little 948 is progressing and now has all electrics working as they should. The driver's side window is now jamming on the way up and is awaiting investigation.

A couple of members mentioned that we need to have a meeting to consider club matters for 2013 and I agree. The problem is that we need a proper venue as the Snug at "The Duke" is a bit too snug to get everyone in. Certainly at the last meeting it was standing room only and it didn't create the right atmosphere for reasoned debate. If we're going to have a meeting let's do it properly without people hopping from one foot to the other and rushing things along so they can get back to the bar! We could have a separate venue for meetings two or three times a year. These could be as well as or instead of our usual monthly meet.

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Alternatively, we could have a small group of 8 or 9 volunteers meet more regularly in the Snug. Not everyone wants to be involved in meetings and are happy to "go with the flow". Most of our decisions are made informally by circulating and chatting anyway and we would only need a couple of formal meets a year. You, dear members, must let me know what you think if we're going to move this forward.

It's nearly Christmas and once again Charles will be hosting our annual **Christmas dinner in January. The date for this will be Saturday 12th. January 2013 and the venue will be the Clifton Hotel, Folkestone.** Cost per person will be £17 which does not include drink. If you'd like to attend, Charles will need paying at the next meet. You have been warned.

While we're on the subject of the next meet, we will not be there but Phil the Stag has agreed to keep you all posted.

All for now

Phil R

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

This is the report for the December Courier, so once again it's time to wish you all the Season's Greetings and to remind you that it will soon be time to elect an Organiser for next year. There will be some subtle changes to the run out system next year – the June meeting will (subject to confirmation) be held at an alternative location about 10 miles south west of the usual one, and other 'run out' evenings may involve a similar format, using main roads to reach the destination rather than aiming for the narrow twisty ones. For more information, you'll have to come to a meeting!

Adrian's GT6 is now back together as a standard GT6, with a standard exhaust (the previous noisy 'silencers' having been used in a deal to acquire yet another 6 cylinder engine – it's now hard to move in that garage without bumping into a spare engine) and sounds a whole lot sweeter than it did before – but it will not announce its arrival quite like it used to! It's also interesting to observe that the head that was previously on the engine (a 218227) and resulted in a horribly low compression ratio, is in fact sought after by those who like forced induction on 6 pot TR engines, and is therefore not the paperweight it was thought to be. There's also news of an EFI project a little north of here...

Hark the Herald's fuel consumption has varied between 30.5 mpg (with a lot of short journeys) to 33.9 (with a trip to Ruthin involved) which is around the numbers quoted by other people. Which reminds me, I have been meaning to check the mixture for a while.... As for the comparison with a Spitfire (or even a GT6) it was pointed out that Heralds have a somewhat larger frontal area, and also are shaped somewhat like a house brick, which isn't very aerodynamic. Does anyone have any numbers here – a quick search got a number of 0.5 for both cars which I don't believe.

After discussion of how long a battery should last at our



CHESHIRE . . . CORNWALL

TSSC AREA NEWS

Cheshire Continues

meeting, and contemplation of what an extended period of being the wrong shape (like Hark's battery) would do, I went into the small garage the following day and found Hark's battery to have reverted to simulating a pancake. Fortunately an hour on the charger resulted in enough shape change to start the engine, but this suggests that the usual winter maintenance scheme (none) followed by 'start or else' in the spring isn't going to work on Hark. And we note that Keith has parted company with his Acclaim, and may be looking for a Spitfire in the New Year.

Four (or was it five?) people travelled south in the fog on the 21st and enjoyed a day wandering around all the stands at the Restoration Show.

Fortunately getting in to park wasn't an issue (just the usual problem of locating the car afterwards) and having advance tickets meant by-passing the queue to get in. And the fog had cleared for the journey back.

This month some are going to the Classic Motor Show at the NEC. This probably means at least one car will park in the middle of nowhere in the Midlands and its occupant will than catch a train to the NEC to avoid the car parking charges. More on this in a later report.

Our next meeting is on **Thursday 6th December at the Cock and Pheasant.**

Henry

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

October was as busy as one of the summer months, who said winter's on its way? It all started with our intrepid team of TR7s (Forever 21) competing in the Edinburgh Trial. We had mixed results, but a good time. Simon didn't make it after a last minute work commitment, making the team, Sometimes 21! Jane did us proud and we expect her to get a Bronze Medal in Class 5 when the final results are out. This in conditions that where the worst in living memory. Although I didn't do quite as well, owing to yet another misfire and loss of power and lack of ground clearance (the car's going up again!) I still climbed a lot of sections that I thought I wouldn't, so it was still a good trial. Mike Warnes, did better than me, but not quite as well as Jane. When Jane climbed to the top of Banford Clough she was the first car that the Marshals had seen for nearly ¼ hour! There were big hold ups there that put the whole trial around 3 hours late at the finish. Retiring to the B&B we found that the refit was superb and very comfortable, so after a good meal we had a good and well deserved night's sleep.

The following weekend John and I partook in our first rally. I drove and John navigated. The night before we left we had a wiring fire in the headlamps, but a quick rewire the following morning and off we set. Overnight in Worcester and then off to RAF Pershore and the Throckmorton Challenge. Our newly prepared 2000 was behaving well and doing 38mpg! We had a training day first, to learn everything we could about rally navigation and LEJoG. That afternoon we went through scrutineering, hoping the car would

be OK. In fact, we had some lovely compliments about the car and the way that it had been prepared (thanks Ian & Kevin at Jane's Jubilee Garage) ... and it flew through scrutineering! We then had a practice autotest section, but we had not discussed it beforehand (another lesson learnt). John was nearly car sick trying to read the route, as I threw the car around learning it's handling limits – John was just a tad annoyed by now!!! A quick couple of goes around a Reliability section, calibrate the distance meter and back to the B&B. Saturday dawned bright, but cold after a wet night. Back to RAF Pershore, breakfast and the Throckmorton Challenge. This is 15 autotest sections and 4 Regularities. Off we went into the fog. To our surprise on test 2 we were Gold Standard, that is, the car in our class to beat. After 5 sections, off on our first regularity. We managed to minimise our penalties, but we couldn't really get our head around the timing, so back for 5 more autotests, then our second regularity. This was much better and we managed to stay within 20 seconds of our due time. 5 more autotests, Gold Standard on number 14 (again!) and then we got lost on number 15! Our 3rd regularity was getting better and we managed to stay within seconds of our due time, we were really beginning to get the hang of it. Back to the airfield for our last regularity and we were on time all the way through ... until we got lost! Overall we came 38th (out of 91) and 5th in Class (out of 8), but we had forgotten to sign on in the morning and incurred 1800 penalty points, so if we subtract them we would have been 25th overall, 3rd in Class, a Bronze Medal performance on our first rally – role on LEJoG.

If you're out and about on Saturday 1st December, keep an eye out for us. The first car on LE (Lands End) JoG (John O'Groats) should leave Lands End around 7am; four days later arriving at John O'Groats almost non-stop, phew! We're in the white Triumph 2000 MkII, give us a wave. More info from:

http://www.heroevents.eu/Events/LeJog/le_jog_2012/
Owing to Throckmorton, John and I missed the meeting, but it was a quiet affair all huddled around the fire; very cosy. The first Saturday in November it was our annual Fireworks party. A nice crowd turned up, this is getting bigger every year. Everyone brought something to eat and drink and soon Brian (Master of Ceremony) was supplying the resident pyromaniacs (Anthony and I) with fireworks to let off. The part went on well into the night with a great buffet, see you all again next year.

I'll let you know how our first winter lunch goes next month.

- December Dates:**
- Saturday 1st LEJoG. Starts at 7am from Lands End with stages throughout the County.**
- 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**
- January:**
- Thursday 10th New Year's Meeting at The Hawkins Arms, Zelah, 8pm onwards**
- Sunday 27th Lunch & Bowling, Country Skittles, Townshend, Hayle, 12 noon – Mike Crewes, TBC**

Mike

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TSSC AREA NEWS

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

Hi Everyone. Not so much happening now but still managed to get out and about a bit in the "Smiffy Spitty" from which we have now removed the Union flag of the bonnet, it had been on that long it had stained the paint work so a little flattening and polishing was required.

The Heart of England meet at the Griff on Sunday the 14th of October was fairly well attended about 35 vehicles of which 6 were Triumphs, there was a good group of us there from the TSSC and a pleasant couple of hours was had sampling the local brew and putting the world to rights (well at least the ladies did).

Sunday 21st was the Trains, Planes & Automobiles Show at the Midland Air Museum Coventry Airport, we all met at the Murco Service Station on the A46 so we could arrive in



convoy, the day started off very foggy and a little cold, but the hoods were still down, the convoy consisted of Maurice and Ann in their Armstrong Siddley, Ourselves, Paul & Joan in our Spitfires, Sharon & Steve in their Herald Convertible, Keith & Trish in their MX5 and last but not least Pete & Ann in their E Type. A very interesting day especially for the

fellas with all the aircraft, trains and model exhibitions to look around, our cars were parked in amongst the aircraft and looked really good and even in October we still manage to have a picnic. Midway through the day we gave a number of disadvantaged children a ride in our cars up and down Rowley Road, they loved it, a day for them to remember.

Sunday 28th was our October Dalos Day (Drive and lunch on Sunday) Planned and led by Steve & Sharon, we all met at the Griff, 8 cars in total, 4 of which were Triumphs with the hoods down, plus a 1935 Armstrong Siddley the rest in more

modern cars. As we set out it started to drizzle with rain but never enough to make us stop and put the hoods up, although at



one stage we came very close to it, the route was excellent

through some lovely rural areas of Warwickshire and Leicestershire incorporating more hump back canal bridges that we have ever encountered before (I think we counted 14 in total) ending at the Rose Inn at Baxterley for lunch which was an excellent carvery, well worth another visit. Another great day out in great cars and great company.

At our November meeting at the Bull and Butcher on Tuesday 6th we were able to go in the "Smiffy Spitty", although the afternoon was rainy it did clear up in time for us to get the old girl out.

Paul put on a video show of what we got up to at the Prescott Hill Climb weekend and a very good job he made of it, excellent well done Paul, we are glad you did because we couldn't remember a lot of it. This was followed by a video of the 1965 Alpine Rally which saw Triumph Spitfires taking the first 3 Places. There was 16 of us in attendance not a bad turnout considering it was fairly cold.

Forthcoming Events :-

Sunday 11th November Heart of England meet at the Griffin Inn Bedworth from 11.00am we'll see you about 12.00 noon

Sunday 18th November Dalos Day Run to be planned by Pete & Ann Martindale, meet at the Elms, Lutterworth, thats by the Frank Whittle Roundabout, ready to leave 12.30, destination for lunch unknown, a surprise. Anyone wanting to come let us know by Wednesday the 14th so we can book the meals.

Saturday 1st December The Heart of England dance at Bulkington Working Mens Club, Chequers Street , Bulkington, from 7.30pm till late, live music and buffet for only £5.00 all proceeds to Mary Ann Evans Hospice. Tickets from Roger Perkins or let us know and we will arrange.

Tuesday 4th December our monthly meeting at the **Bull & Butcher, Corley Moor, This will be our Xmas Dinner Evening**, 3 course menu for £16.95, choice of menu, if you haven't booked your place yet let us know ASAP so we can pre book the meals, dress code festive.

Sunday 9th December Heart of England Meet at the Griff 11.00am

Sunday 16th December Dalos Day, unless anyone wants to volunteer we will plan the route and destination.

Well that's all for now folks, get some tinsel on them Triumphs for the festive season.

Phil & Lynn

CUMBRIA

Tel. 01229 474077

e-mail: roy.anne@tiscali.co.uk

www.tsscumbria.co.uk

Those of you on facebook will know that Alick's Spit 6 has been involved in an accident. He was hit in the side and it was not his fault. The driver of the other car was not insured and Alick therefore has to claim on his own insurance. There are a number of issues that have arisen which I am going to mention in the hope that members can get that their paperwork in order in case it ever happens to them. Triumph never made a Spit 6. We call them a Spit6 because it is the car Triumph should have made but never did. A GT6 chassis fitted with a spitfire body, in other words a GT6 Convertible. To repair the total cost of damage is £3600, broken rear wheels



Cumbria Continues

and tyres, rear wing, bent drive shafts, broken bearings and diff. I go on from time to time about making sure that we all have an insurance agreed value on our cars. Alick did not have one. The insurance company at the time of writing this are saying that the car will be written off as the cost of repair is greater than they would value the car. I would have valued his car at around £6000 if he had an agreed value.

They are also saying that despite the chassis number being that of a GT6 the insurance company only value the car as a Spitfire. The Spitfire is of less value than a GT6. I am sure that you will join me in wishing him well and hope that he gets his car back.

The moral to this story is please be warned that if you don't have an agreed value through our club valuation scheme, kiss goodbye to your car if you are unfortunate enough to have any sort of minor accident even if it was not your fault. The insurance company will only pay out market value. Market values can usually be found listed in any of the classic car magazines and these are a fraction of what cars are worth.

If you require a valuation form please let me know and I will send you one. It is also worth noting, for new members, that their first valuation is free. If you have not got a free form or require any assistance filling the forms out please contact me. Agreed valuations last for two years.

December's meeting: Sunday 30th December, 12 noon. The Water Mill Pub. It is on the right hand side of the road travelling from Windermere to Staverley, just before the garage in Ings. After lunch we can then move on to Hayes garden centre or Lakeland plastics and check out the sales.

Many thanks to all those who sent me their vehicle details following last month's request in this column. I am still taking details if you have not already done so.

A Merry Xmas to all. Safe motoring,

Roy

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

October for me was a month of highs and lows. It all started on the 7th October with a trip down to Duxford. A very pleasant drive in the Dolomite Sprint which was purring like a contented cat and as we neared Duxford we hit patchy fog. After we had parked up I joked that it was so cold that I could actually see my breath and that I could see the Dolomite's breath. In fact it was steam rising from the remnants of what water was left as the head gasket had blown.

As we had not been to Duxford for several years we were not going to let such a small matter spoil the day so we set off to view the exhibits. I must say that Duxford has changed since we last visited and has so much more to see. Angie and I really enjoyed the day and when it was time to leave we phoned the men in orange who popped the Dolly onto the back of a truck and took us home. I know you won't believe it but we had a very enjoyable day.

The following Sunday was the Derwent Valley Bowl. 45 competitors from 5 areas of the TSSC converged on the Smalley Common Ex-Serviceman's club to try and lose. This year we

had several new games to add to the popular challenges. The winners and losers were: Junior members' winner was Naomi from Derwent Valley scoring 75.

The biggest loser was Lucy from Northants with a score of 135.

The individual winner with 63 was Dave Smith who with his team from Leicester and Rutland also collected the Derwent Valley Bowl as they were the overall winners with the lowest average score of 94.25. Well done or should I say commiserations. Claire Hill nearly had kittens when it was announced that there was only 0.04 points separating the Notts Area from the winners.

We had a meeting of the 25th Peak Run committee to progress elements, unfortunately we felt as though we had gone backwards as our first choice of venues had drawn blanks, but not to worry we have come up with a cunning plan. Dates are now confirmed as 21st to 24th June with the actual 25th Peak Run on Sunday 23rd June 2013.

Towards the end of the month a few members from Notts, Hallamshire and Derwent Valley took a trip to Ilkeston Fair as guests of the Coyle's. Bright lights, thrilling stomach churning rides, good food, a little falling down water all combined in perfect harmony to make a brilliant evening.

It was great to meet and welcome new member Steve Lewis who has a Mk II Vitesse and has previously owned Spitfires and Heralds.

Our November meeting was also our AGM. A surprisingly good turn out for an AGM but eventually I realised that some had ulterior motives. Sponsorship forms for growing facial hair and sand slitting of football pitches appeared. (Talking of facial hair don't you think Michael looks like Jonathan Ross?). Then chocolate Birthday cakes appeared for Lauren and me – yummy.

I summarised the year and although the wet weather dominated events there was another pattern emerging which was food and lots of it. Strawberry and cream cakes, pancakes, mass BBQ's, visits to chocolate factories, buffalo burgers, chocolate dipped strawberries, Sunday lunches, rude shaped sweets, chillies, curries, chocolate cakes and not forgetting fish and chips.

Gary, Kim, Paul, Roger and I were re-elected to continue in our respective rolls for another year, unfortunately Stuart felt that due to personal circumstances he could not continue as 'Events Secretary' but would pass on details of any events which might be of interest. Thank you Stuart for your support. Naomi was true to her word and had produced a quiz for the evening because my quizzes are rubbish. I must admit the quiz was quite good and was pitched at about the right level for us thickens. However the way Naomi dealt with the heckling with short crisp put downs was absolutely hilarious. Thank you Naomi for a very enjoyable quiz.

Our December meeting on the 4th is our Christmas buffet. Fancy dress and Christmas hats optional and it all starts from 7:30pm.

Dates for your diary.

4th December 2012 Christmas buffet at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm. ALL WELCOME.

8th December 2012 TSSC Dinner Dance at Hinckley. 8th December 2012 TSSC HQ at Lubenham open day from 10am.

6th January 2013 Annual New Year Run. Meet at Sainsburys Ripley (DE5 3QP) from 10am. Run starts at 10:30am. ALL WELCOME.

8th January 2013 (a week later than usual) Monthly

DEVON

meeting at Smalley Common (DE7 6FY) from 7:30pm.
ALL WELCOME.

5TH February 2013 (back to normal) Monthly meeting
at Smalley Common (DE7 6FY) from 7:30pm.
ALL WELCOME.

Have a great Christmas –

Colin and Roger.

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

Jackie's birthday run on 7 October was organised by Ian & Karen with the Mazda. Somehow they even managed to get the weather right too. Ten cars met at Exeter Services, and we were delighted to meet up with Heather and friend Maria, who had brought Heather's nice Vitesse on its first Club outing. Brian & Anita were able to come too in the GT6, we have missed them recently due to Brian's work commitments. Marc and Tracey brought both their cars, Tracey & Sam in the 13/60, Marc in the GT6. Dan had his Herald Estate. Maurice & Mary's 1500 TC needed a little help from the AA before we set off, but nothing serious. Alan and birthday girl Jackie were in the Vitesse, Colin & Karen came up in the TR7, Steve & Tracy in the Stag and we had our 13/60. A lovely run through some of the smaller East Devon lanes, managing to take us past Heather's and Maria's homes en route, and the very wet lanes meant that Ian had no need to find his usual ford, though we did pass a dry one. We stopped for a picnic at Bicton Gardens, before exploring the gardens and taking a ride on the woodland train. Ian & Karen invited us all back for Jackie's birthday tea to East Budleigh, where a sumptuous spread was on offer – their first house-warming in their self build – a great day.

The Star was bursting at the seams for October's Club Night – we reckoned at least 30 people there. Not a lot on show though, Dan's Spitfire, along with young Chris's; Bob's Vitesse and Colin's 2000, 'Miss Daisy'. She was a bit poorly by the time she got to the Star, missing badly on at least one, and despite the best efforts of most, Colin intended to nurse her home to St Austell. Dave Alexander and John Richardson came along, the first time we have seen either for ages, and it was good to see them back with us. Dave has been working away but has been managing to get his Stag out occasionally, but not coinciding with a Club outing. We have had a really good response to the survey we sent out about cars in the Area, so a big thank you to everyone who has replied to us. We will be collating the results shortly and hope to share these with you all.

At the beginning of November team Chudleigh, consisting of Dan, Jas and Steve, set the annual Treasure Hunt. A reasonable number out, though we were missing Maurice and Mary instead sunning themselves in Cyprus. Approximately a 50/50 split between Triumphs and moderns. The brave were Marc & Sam, Allan & Jackie, Colin & Terri, and Mark & Jane. Brian & Anita and Rob, Helen & Alice brought the moderns, whilst Ian & Karen and John & I brought the MX5s. Dan and Jas marshalled in their Triumphs and Steve brought the Animal. After Colin's Miss Daisy's troubles at the Star in October, she was back firing on all six after cylinder head gasket problems. Starting at the House of Marbles at Bovey Tracey the route took us through real Devon lanes via Lustleigh, Moretonhampstead and an exploratory trip around Trenchford Reservoir, eventually ending up back at Bovey Tracey for lunch. Plenty of mud and water splashes and a



TSSC AREA NEWS

EARLY DEADLINE

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

bit of a lake at one point but hey ho what are cars for? The eventual winners were Team Alice, who now have the dubious pleasure of arranging next year's Treasure Hunt in November 2013, followed by Colin, Marc and Ian. Your AOs were not covered in glory, but ended up with the prize for the dirtiest car – the bucket and sponge will come in very useful, though I did tell John it may be a bad idea to buy a black MX5! Booby prize went to Brian & Anita, though perhaps they could be excused as Anita was recovering from an argument with a strawberry on a supermarket floor.

As you know, since the underwriters had a whoopsie last year, it has become increasingly difficult for our Young Members to obtain the sort of reasonable quotes for insurance of our Triumphs we had been used to. The Club, at National level, has been trying hard to resolve this issue favourably. To help in this process, the Club needs to know the numbers of young members there are in TSSC so that we can put a strong case to the insurers. As the Club does not currently hold this information, the General Secretary, Vivien Thompson, has asked that **ANY MEMBERS UNDER THE AGE OF 25** email her at generalsecretary@tssc.org.uk or write to her at the address given on Page 3 of the Courier, giving their age and membership number. It would also be useful if this information could be given to **DAN CHUDLEIGH**, the Young Members' Coordinator at triumph-dan@hotmail.co.uk or via Facebook on <http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>. We are lucky to have the national Young Members' Coordinator here in Devon, so make sure all our young members make contact with him.

Your Area Organisers for 2013 will have been appointed at November Club Night, so more news on that next month - - -

COMING UP IN DEVON

Our Christmas celebration comes early, on **Saturday 1st**, and is fully booked with 41 expected. All monies and menu choices should have been with us by mid November so, if we have not given the money to the hotel by now, we have a problem! We will decide at November Club Night whether we will have a short run in December, but have in mind **Sunday 9th** if we do – will keep everyone advised via the email list. Steve tells me that the Braunton Inn will be very busy in December, so it is doubtful that the North Devon sub group will meet before Christmas, and in January they will definitely **NOT** be meeting, as he and Sharon will be very busy around then. We will still have our normal **Club Night at the Star in December, on Wednesday 19th** so that we can have a bit of 'normality' before the festivities kick in.

Looking ahead to **January**, Allan & Jackie have already booked the **Smugglers Inn between Dawlish and Teignmouth for lunch on Sunday 6th**, but we would stress that we **MUST** have definite numbers beforehand as the pub is always very busy for their wonderful Sunday carvery. The plan is that we will meet at the pub at 12 noon prompt.

We would like to thank all our Devon members for their support once again this year, we have had a great time and hope that you have enjoyed what we have organised. As always, we are happy to consider different ideas for outings through-



Devon Continues

out the year, so please do get in touch with us with your thoughts. We have welcomed many new members in Devon Area this year, and have met a fair few of you, and we hope that you will continue to enjoy your membership of TSSC.

We'll remind you again in January, but it may be too late by then (!) – please remember that your annual windscreen membership sticker will be included in your January Courier – so take it out and display it proudly on your car. If you have additional cars, please contact us or Angie at HQ for more stickers, as we usually have extras just in case.

Finally, we would like to wish your cars all they could wish for this Christmas, a copy of the limited edition Devon calendar for instance, and we hope that you don't miss out either – HAPPY CHRISTMAS!

DEVON DIARY

Saturday 1 December Christmas Meal 7.30 for 8pm at the Dartmoor Lodge, Ashburton

Sunday 9 December

December drive – to be confirmed

Wednesday 19 December Club Night at the Star Inn, Liverton

Sunday 6th January 2013 Lunch at the Smugglers Inn between Dawlish & Teignmouth

Sue & John

ESSEX

Tel. 01375 672072

www./sites.google.com/site/tsscessexarea/

Here we are, dark nights starting as you leave work and wet weekends, no time to work on the cars as you promised yourself. One thing we had promised ourselves was to combine our love of the isle of Wight with our love of Triumphs and go to the May weekend organised by the isle of Wight TSSC and this year we have done it, booking caravans, so far we have 4 cars going over for the long week end and some of us are staying on the island for the rest of the week in a B&B, so that is on, think I promised myself that has been done (good start to the winter)

My office - I have been busy doing all the small jobs on the TR7 as it is going up for sale as Joe has his own classic and no longer need a lift to any event he wants to go to.

Out and about - Club day Sunday 21st October Today saw rain, so early on it was decided in our house that the cars were staying nicely tucked up in bed and we got the Honda out. Almost everyone had the same idea except Brian and Jean who braved it all the way in Lightning. So he was the only Triumph in the car park. The Halfway House was having a wedding fayre in their tent so the car park was packed and so was the pub!

Today was the AGM and once every one had arrived I started the AGM and found my self re-elected as AO

Those present were:- Janet, Joe, Lesley, Brian and Jean, Cheryl, Ian, Wesley, Cat and 8 week old Toby, Kirk, Jed, Vera, Jo, Mark, Harry, Mandy and Roy and Ray in spirit and me.

Essex had done 55 events/shows, from the nuclear bunker to snow ball fights, the website has been lost but Joe is busy building a new one for us.

It was discussed what direction the Essex branch should take next year. Everyone there said they were happy with a

slight change in direction. There will be a winter programme which was discussed and we have already come up with a number of events Essex will be concentrating on, some shows, mainly close ones in the county and shows requested by other members, everyone agreed it was a good idea as they want to use their cars to drive.

Cheryl gave the treasurers report and Brian asked about some fundraising as we now need to get new flyers printed with new website address etc.

Everyone sat and chatted we had Joe's Birthday cake, a "Stig" cake to celebrate his 18th the following day; it was also Vera's birthday on Sunday, happy birthday to you both. People started drifting away at about 3ish, we left at 4ish to face the drizzle on the way home.

Fireworks at Southend - 27th October. A small turn out for this one, meeting at Homebase car park were Lesley and Ray, Janet, myself and Joe. We met up with Brian and Jean on the A127 by Rayleigh weir. Cheryl and Ian opted out and went to bed early apparently. We managed to park easily and headed straight down to the sea front and straight into the "Neptune" fish and chip cafe where we all enjoyed a fish and chip supper.

Soon it was time to make our way over to the seafront a few yards away and just in time for 8pm start of the free fireworks. They were as usual very spectacular and went on for ages and ages. We had been joined by Bronwen Stuart and Jack, this was Jack's first experience of fireworks and he seemed to like them except maybe for the bigger bangs. They were all too soon over and so we headed out for a walk down the prom looking at the modern cars cruising up and down the seafront. Joe saw an excellent white Mini! We said our goodbyes and headed out of Southend back down the seafront and joined the cruising of cars although we were all in our modern cars, ha ha.

Navestock 28th - Today saw us meeting at the halfway house at a leisurely 9.30am, we all remembered that the clocks went back. Today saw Ian, Cheryl, Lesley, Ray, Brian, Jean, Janet, myself and Joe. Lightning put in an appearance today too. The rest of us were in plastic cars. We set off and for the first time the sat nav got us lost, we had thought it was playing up and as we also got lost later on on the way home we went via Tesco and bought a new one! At Navestock us boys quickly set about the auto jumble while the girls headed for a coffee a sit down and a chat!. Joe had a bacon roll as he had missed breakfast!. All the boys managed to purchase items, Joe got a snap on tool for a fiver, bargain! The time just flew by and Brian and Jean headed off to the M25 East meeting whilst we headed out to the "Alma Arms" for a meal. Again we got lost with the sat nav, that was the end of him we decided. The meal was excellent, highly recommended, well done Ian for finding out about this one. The desserts were to die for. Again all too soon the day ended and we headed home.

Up and coming

8th December Christmas party and open day at HQ

16th December club day 12:00 – 15:30

Christmas Dinner 16:00

6th January breakfast run to Southend

February 3rd cream tea at Tip Tree

March 2nd 3rd Coventry museum and Stoneleigh all Triumph spares day

May 1st Bank holiday weekend trip to the isle of Wight

Birthdays - Chris Brewster (Spain) 4th Len Willis, on 6th Alan "Jinkys" 11th Ray Goldstone 16th A very big one!!

Welcome to Neil Pringle (son of Lightning) Douglas

GLOUCESTER . . . HALLAMSHIRE



TSSC AREA NEWS

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Scuttle, and Michael Starckey.
Stop press Joe has worked a miracle and Triumph Sports Six Club Essex has a website up and running check it out on. <https://sites.google.com/site/tsscessexarea/> *Allan*

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

Happy Christmas to one and all. Some of you may feel this is a bit premature but as the shops have been force feeding it to us since September I've held out quite well. You may be surprised to see a news letter from me and I admit they've been somewhat sporadic in recent months, this is your Christmas special so I thought I'd try to make an effort.

The past twelve months have seen the area take part in a glorious array of events lots of enjoyable area meetings and runs but also a good mix of weekend events too.

The Isle Of Wight weekend was to say the least damp but enjoyed to the full none the less, it can't have been too bad because Mark and Ashley are already booked to come again next time.

July was of course Classic LeMans, as always a fantastic weekend with the added fun of ensuring everyone gets there with a minimum of fuss.

The area camping weekend was in July too and a fun weekend in Derbyshire allowed us to enjoy the scenery with the roofs down.

August we were invited to the TR & Stag international and so took along the Marquee and enjoyed the mix of cars as well as displaying ours too.

The international had us along in numbers and once the "party" tent was up the fun began, some rather suspect outfits were displayed on the Saturday night but all harmless fun honest!

Then there was the trip to Holland to max out at the Spitfire weekend. Just two things to say, Sorry and yes we will be back next year.

As I type this the NEC classic car show is looming and of course it will be a huge draw for us this late in the year.

Hopefully for those of you that were out and about this past year enjoying the events mentioned this will bring fond memories, if you were unable to join us we hope you will be able to dip into the pot at some point next year and enjoy it as much as we have.

A big thanks to Jane and Vicky for all their input organising and ensuring the smooth running of the area and all the stuff that we've done.

Best wishes for Christmas and a happy and prosperous new year.

Andy

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

Hi everybody. As Christmas looms what better time than to reflect on the season gone:-

March - season opener at Stoneleigh saw myself and the boy's make it down for the day although very cold managed to buy a few needed spares, and a catch up with friends from the various area's.

April - Drive it day at Gaydon was really looking forward to this day as we have never been but the bleak weather that

morning put us off and chickened out on this run, a pity really as we were told by friends that it turned out nice later that day.



Seafront at Bridlington

May - 7th we had our annual run to Sewerby park had a good turn out from various area's and turned out a really pleasant day with plenty to see and culminating in Fish & chips at Bridlington sea front. After this came a sun soaked Wicksteed Park for the Northants area's carrying on camping weekend this again turned out a marvellous fun filled weekend again with a belly busting BBQ on Saturday night followed by various games and obviously copious amount of alcohol .

June - Adrian and the boys headed up to Tatton Park to join the Manchester area at this large classic car show (Julie joined a day later) which was spread out over three days because of the bank holiday. A really good show with lots to see and a huge auto jumble, the weather was really poor this weekend despite this we had a great time with the Mancs but did leave a day early due to being too soggy.



Christine at Tatton Park

Then after Tatton we had our yearly pilgrimage to the Derwent Valley " Peak Run " after twenty four years of organising this event they really know how to put on a show, two nights entertainment, Saturday treasure hunt & of course the 80 mile peak run and show on the Sunday giving us yet another memorable event.



Derwent Organiser's Olympic Theme

July -Saw a group of us Camping at Whittlebury Park a con-



HALLAMSHIRE HERTS & BEDS . . . ISLE OF WIGHT

TSSC AREA NEWS

Hallamshire Continues

venient camp-site for the Silverstone Classic , although a little wet when first arrived the weekend got better with a good mix of racing, music & classic cars with the added bonus this year of activities organised by the AA especially for the kids with them getting to actually drive a focus around a test track.

August – Day event at Bruntingthorpe marvellous event organised by Asda and invited thru Notts area - action packed day with rides in exotics, helicopters, hovercraft, rally cars, coaches, 4 x 4's and go carts.

Next was Stafford Family weekend which yet another huge social gathering with a well organised car show and a fancy dress disco on Saturday night. To Finish off August we had the annual camping weekend by the Lincolnshire Area at Jubilee Park Woodhall Spa ,as always great fun event with a good run on Saturday and a great night of entertainment with the usual mirth at Garth's compeering.

September - Brand new this year saw the Manclins camping weekend at Winsford Cheshire well organised weekend giving us plenty to see and do, really interesting sights to see and a smashing fun and games night. Later this month we also attended the all new MOT at Great Yarmouth last weekend event of the summer for us and a great way to round it off. Having the benefit of Static caravans this time we really enjoyed the event from the teddy bear auction and Karaoke to the run on Sunday.

October – Only one event this month the Derwent Valley Bowl the yearly mix of pub games Derwent style, Hallamshire managing to come second in this contest narrowing being beat by the Leicester area.



Fancy dress mayhem at Stafford

To round up another brilliant year of events for us, thanks goes out to all our TSSC friends from all the other area's who join us on these occasion's and help make the whole social scene such special one and I only hope there are to do so for many more year's.

P.S Hope to see you all at the **Xmas do and HQ Open Day 8th Dec** if not :-

WE WOULD LIKE TO WISH YOU ALL A MERRY CHRISTMAS & HAPPY NEW YEAR 2013

Adrian & Julie x

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

Its been a Pleasant month with some interesting events, somehow last months news said we had been to the Ecurie Ecosse Jaguar Collection, that's a fib, as somehow I mixed two months news into one.. must try harder, 40 attended the evening of 14th, with Dick giving a talk about his collection and Barrie (Whizzo) Williams talking about his racing career,

much with this team.

Our Local **Christmas dinner at the Anchor** is well supported with 28 places booked, the **AGM** to nominate an Area Organiser and Treasurer will be held at the meeting **26th November**, unless anything changes we continue to use the **3 Moorhens PH Hitchin** as the £350 refit has improved the hospitality of the pub.

The meeting in December is POSTPONED till January 7th as our usual dates collide with Christmas and New year.

Just looked at pub attendances through the year and worst was February at 21 members 4 cars and best July with 45 and 30 cars with an average of 29 members per month...that's growing very well, thanks for your support throughout the year

Regards

Peter

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

I know, I know it is only December, but we have heard that the caravans at Appuldurcombe are being hijacked! There is a wedding nearby the same weekend as our event and the guests are booking our caravans. So if you need a caravan for the **Isle of Wight Camping Weekend 3rd-6th May 2013 then call Appuldurcombe Holiday Park on 01983 852 597** to avoid disappointment. Booking forms for the weekend are now available from our website www.triumph-iw.co.uk.

Goodwood sounds like it was fun this year, and a bit less rain too. Carol, Angela and Graham managed to collect lots of money for charity despite two of them being left behind by the bus!

Well done to Carol, Team 39 and all the participants who took part in the Round Britain Reliability Run and raised lots of money for MIND.

This year's Christmas meal is in the planning stages, so please check the website for date and venue.

A message from Graham: I will be hosting a tech session to show the basic techniques to dismantle assess and rebuild a 4 speed gearbox, it will be a Triumph Spitfire gearbox as that is what I want to check, however the basic principles will hold true for most gearboxes!

There will be a limit of 12 to 14 people who will need to be capable of ascending a ladder to attend as the session will be upstairs in my workshop.

Tea, coffee and biscuits supplied, but you will need to bring your own lunch. This will be an all day session starting at 10am on **Saturday 28th January** and may run over to **Sunday**. Parking is limited so car sharing will be necessary! Space for seating upstairs is limited, although you wont see a lot if you're sitting, bring your own seat for lunchtime, other facilities available but primitive!

A message from Angela: **Our Mince Pie Run will be on Wednesday 26th December** - meet on Brading Downs at 12.15pm for hot sausage rolls etc (if you can bring something along to share then please do) and then a run through to Havenstreet for a mince pie on the train at 1.50 pm. We are making arrangements for our classic cars to be parked in the station yard. All classics are welcome to join us.

Food will be available to purchase at the cafe or bring your own lunch and eat on board! Cost for the Havenstreet Mince Pie Special is £10.50 per adult/oap, children 5-15 £5.50.

If you need any information about any of the events or anything technical, you can come along to the meetings, check

WEST KENT . . . LANCASHIRE



TSSC AREA NEWS

out our website www.triumph-iw.co.uk or give Angela a call evenings or weekends on 07773 846 173.

December:

Sat 15 Collection for The Hospice, St Thomas Square, Newport Fancy dress and decorated cars welcome.

Sun 16 VHVC Christmas Run from Newport Football Club, 2pm start

Mon 17 Area Meeting,

The Woodmans Arms, Wootton 8pm

Wed 26 Mince Pie Run, meet on Brading Downs, details above

January:

Sat 28 Tech Session – details above

Mon 21 Area Meeting,

The Woodmans Arms, Wootton 8pm

See you all soon, regards

Tracy.

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

As I was otherwise engaged last month at a family birthday celebration (it was a very nice Indian meal!) Del has kindly penned this month's report together as follows:- Steve

We had a very limited meeting last month - just six of us - Anne, John, Alan, Roger, Jim plus self. But the conversations ranged far and wide. More of that below.

I did manage to get the **Christmas Dinner** arranged. The proposal is for **Friday 11th January at The Cock Horse** The menu is as good as last year's, too, and is as follows:

Starters

Warm Black Pudding, with Crispy Bacon and Salad, or
Butternut Squash and Corriander Soup, or
Smoked Salmon with Lemon and Capers, or
Crispy Whitebait with Tartare Sauce, or
Chilli Prawn and Avocado Cocktail

Mains

Spinach and Ricotta Cannelloni, (the vegie option) or
Traditional Roast Turkey etc., or
Brisket of Beef with Yorkshire Pud, or
Fried Salmon Fillet with Braised Lettuce (!) Peas and
Bacon, or
Roast Loin of Pork with all the trimmings.

Sweets

Apple Pie, or
Christmas Pud with Brandy Sauce, or
A selection of Ice Creams

Cost is £19.95 for all three courses or £15.95 for two.

There's no mention of coffee.

We also discussed the problem that the December meeting is scheduled for Christmas Day. **The December meeting will be on Tuesday 18th instead.**

Now about us! Roger brought the front carb from his GT6 to see how to rebuild the enrichment device. I think we managed to sort him out! But he also had a problem with an MG dual reading gauge - oil pressure and temperature all in one dial. Problem was that the temperature did, at one time, have a capillary and large phial filled with ether, built in, but this had long since broken off - and is irreplaceable.

We then reviewed the means of sealing the rear end of the oil gallery. Can the seal be removed and then replaced safely. We weren't sure. Then there was the question about how to keep our trousers from gaining white stripes when we rub against Herald bumpers!

Just to round off the evening we had a whinge about the

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means in Kent of dealing with various aspects of waste disposal. Current plans seem to encourage fly-tipping.

Finally there was a brief discussion of the need for a New Area Officer. The problem we have is that all of the older retired members will be less reliable as they are able to go away and see the world or visit family far more frequently than others.(That's me – Steve) We need somebody who knows what they are talking about as far as our cars are concerned, and has a little spare time.

Del

Thanks Del for putting the report together, I am acutely aware that I am not around as much as I hoped to be, largely due to the aforementioned family commitments and holidays! As such I know that I won't be around for the next meeting (**27th November**) as I will be on holiday again, and I won't be at the Christmas Dinner in January for the same reason. But I should be at the re-planned December meeting – **Remember it's the 18th December**

As far as the Area Officer role is concerned, we do urgently need a volunteer as it is clear that either Del or I cannot do this role next year. I have already approached one of our usual members without success so I cannot emphasise the need enough.

Steve

LANCASHIRE Tel. 01257 482569
e-mail: pamela23@tesco.net

Hi all. After two years Kevin Makin has decided to resign as AO to the Lancashire area. He was proven to be an excellent AO and will be a very hard act to follow. I would like to thank him for all the time and effort he has put in and hope to see him at the meetings in the future.

The new Lancashire area AO FOR 2013 will be myself Mark Coward, I can be contacted either by phone **01257 482569** or e-mail pamela23@tesco.net. The venue will revert back to the **Canberra club (BAE Systems) Samlesbury** where we held the meetings prior to the New Hall Tavern. If you require directions to the club please do not hesitate to contact me. The first meeting will be held on **Tuesday 29th January** at 8pm and from then on the **last Tuesday** of every month. There will be a new format to the meetings so we would need as many members/Triumph enthusiasts as possible to attend the meeting to discuss plans/events for the upcoming year. This is your club and if you would like anything in particular to happen at your meetings, shows you would like to attend or runs out this will be your opportunity to suggest them for consideration.

At the first meeting we will also hold the Christmas/New Year Raffle, so if you have any unwanted Christmas gifts please bring them along and we will put them in the raffle. All proceeds to club funds.

The new TSSC Area News writer will be **Kevin Ollerton** so if you have any news/stories that you would like going into the Courier please e-mail them to **Mark Coward** pamela23@tesco.net. before the 1st of each month who will then pass them on to Kevin. Cheers

Mark



LEICS & RUTLAND . . . M25 EAST

TSSC AREA NEWS

LEICS & RUTLAND Tel. 07774 276564

Flushed with our success from winning the Derwent Valley Bowl on Sunday 14th October our small team from the Leicestershire & Rutland Area also managed to bag most of the raffle prizes. Not a bad afternoon's work and we have promised to return the bowl next year with a working seat.

Due to a mystery illness I was unable to be at the November meeting and so the AGM has had to be postponed for a short while. However, over thirty members turned up and after four rounds of table skittles we had a winning pair in John Muschialli and Chris Edmonds. Just before we sat down to a supper, Claire and Nigel Hill called in on us, but the food was safe, Nigel had already eaten!!

Had mentioned that there would be no regular meeting in December at the Red Lion, but as I wish to complete the **AGM** and election of officers before the end of the year, Steve, the landlord has offered us **Tuesday 18th December** for a meeting. Have said yes. So an AGM and also, hopefully a slide show of our visit earlier in the year to the Laon meet in France.

I know that is only a few days after the area **Christmas dinner on Saturday 15th**, but it would have been unpractical to hold both meetings at the same time. I have obtained the menu for the dinner and have sent them out to most members, so lets have your orders back in plenty of time.

Have got my fireworks ready for our area fireworks evening at Chris and Erica's country home, pretty displays with small bangs. Oh for the days of the Acme Thunderer, the Little Demon, the Jumping Jack into the Wellies, and the Aeroplane, all with blue touch paper. But we were tough in those days and we could run fast too. You had to with that lot about.

Dave

M25 EAST

Tel.07938 526324

e-mail: herald1360@virginmedia.com

Another show season has finished and I think it was without doubt the wettest summer since I have owned the Herald. Lots of shows were cancelled early in the summer and it only really picked up during July.

However, that didn't stop us hardy souls from getting out when we could. Admittedly some of the shows were spent huddled behind windbreaks and under brollies, but it was still a laugh. There is something traditionally English about sitting in a field in the rain and having your picnic no matter what.

Our last outside show was at the Castle Point Transport Museum Show in Canvey.

The sun actually shone on us that day and we managed to get 10 cars there, oh and a classic bike that Colin brought along due to his Vitesse being engine less. A warm welcome to Amanda and Vince who joined us for the first time in their very nice Spitfire, they valiantly had the roof down on the way there and back again. Much braver than the rest of us.

The next weekend saw some of us testing out the pub that we are using for our monthly meets. This was also a good excuse to go out for lunch as it was Donna's 30 - 11th birthday. Nice pub, good food and a nice atmosphere, so that's us settled then.

A few members had a lads day out up at the Stoneleigh Restoration Show which from all reports they had a great time (see Chris's report on our Facebook page).

The October meet went very well with 14 of us turning up, only one Triumph in the carpark though, Lightning. A big well done to Brian and Jean for the furthest travelled and all without a heater, hope your toes didn't get too cold Jean.



Everyone agreed the pub is a good choice and the staff were more than helpful when we started shifting their tables around.

News from members on their various winter projects are - Colin and Andrea's Vitesse has its engine out and in bits ready for its rebuild. Also a bit of paintwork is being done and at the mo they are in the process of removing all the old grotty underseal, a lovely job! Steve and Maria's Herald has a new mohair hood waiting to be fitted and there is lots of talk of Matador Red interiors and a respray, so watch this space. The rest of us I think are just doing the normal winter fettling.

A big thanks to Graeme and Pauline for getting our new badge sorted out, they have got it printed in a much simpler form of blue and white making it much more suited to being printed or embroidered on clothing. It really does stand out very well and we are going to try and get it made into embroidered badges which can be sewn on to existing garments.



Our **Area Xmas Dinner is on Sunday 16th at The Willows** which we are all looking forward to. 30 of us are booked in and if anyone else fancies joining us you may still be able to book a table but you will need to contact the restaurant.

Don't forget on **Sunday 30th December it is the autojumble at Whitewebbs Museum**. Always a good day out, followed by a mooch around the garden centres and then lunch in the Plough Pub just down the road (details will be on our website and FB page nearer the time).

A couple of events coming up early in 2013 are the **Inter Club Quiz Night organised by Club Triumph Eastern** and the **Breakfast Run organised by the Chelmer Valley Car Meet**. Both these events are in **early January** and I will have more info nearer the time. It just leaves me to say have a great Crimbo and a happy and healthy new year to all. Lets hope for a bit more sun in 2013. All the best,

John

December Events
Sunday 16th - Area Xmas Dinner - The Willows, Rainham
Sunday 23rd - Monthly Meeting - The Albion Pub, Rainham
Sunday 30th - Whitewebbs Autojumble, Enfield

MANCHESTER NEWBURY . . . NORFOLK



TSSC AREA NEWS

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

Not much happening on the event front this month mind you we have had a really busy summer despite the rubbish weather. Frank and me are really lucky in the Manchester Area as most of our member's volunteer help with events, entertainment, routes, and ideas. We have members that help out on the technical side, members that organise runs, members that organise entertainment a member that produces all our art work, in fact we have volunteers from all over the Manchester Area so me and Frank would like to take this opportunity to say a massive big Thank You!!!! To you all, we feel dead lucky you that you are part of our very special area. (No more bucket of si*k!!!)

The Area meeting was quite well attended with 27 members present (get well soon Mark)

If any member would like to have a go at Area Organiser 2013 please can you let me know at the next meeting as it is that time of the year when registrations are due in?

You might want a change???

Please, those of you that still has not paid the balance for the **Manchester Area Xmas Doo** £26.30 pp. try and get your balances to **Janet Davies ASAP** thanks.

We will be doing one or two one day events throughout the winter (weather permitting) and the occasional Sunday meeting at various pubs ideas of good pubs are welcome??

We will have had our "Peover the Edge" Run and a full report will appear in next month's area news.

If anyone requires a Tssc Manchester Area calendar please let me know (1st one Free)

May Frank and me wish you all A very Merry Xmas.

A massive Thank You To all our members and have a great New Year!!!

A change of date - Due to the first Tuesday of the month (our Area Meeting) falls on the 1st January (New Year's day) Now our **Area Meeting will be Tuesday 8th January** same time same place.

Pip & Frank

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

The last local show of the season was the Classic and Sports Car magazine Show at Thatcham in October. Once again the weather was none too special, quite cold and showery. Dave and Mary went to the rendez-vous, not anticipating any other takers due to holidays, cars off road, other commitments, etc. We were surprised to see a pageant blue 1500 Spitfire - was this KAB back on the scene? No, it was new member Guy who had had the car for a couple of weeks and joined the TSSC the day before! He had read about the show in the Courier so decided to come down from Oxford. The power of the area news! The car had belonged to his mother from new. It has been garaged all its life and done less than 50,000 miles, so is in a very smart condition. Guy hopes to get a hood fitted for next summer (if we have one!) and then enjoy his first classic convertible.

Christmas Meal at the Berkshire Arms on Wednesday 12th December, sit down at 8p.m. We discussed this at August's meeting and reported in September's Courier and as a result all places have now been taken. If you just turn up you'll have to stand and watch us eat! Don't forget to wear

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your "hat" to the meal and bring a secret unisex present (wrapped!) for the lucky dip: guide cost about £5. If you don't put one in you can't take one out! Our area **AGM** will be at the Christmas meal. As ever Dave and I are very willing to stand down and let someone else take over as AO(s). Please let me know before the meeting if you are interested. I will clear my Inbox to make way for all the replies!!!!

A small and select group met at the end of September and it was good to see Jim again. The new venue seems to suit us and by the time you read this we will have made a decision as to whether we continue there or not. Please check January's Area news.

Some of us went to a horse race night at Froxfield Village Hall which Nigel and Helen had organised. It was a good night and Carol came away with the jackpot - well done!

Happy Christmas and a prosperous New Year to all.

Meetings

**12th December Christmas meal at the Berkshire Arms
- fully booked now.**

NO MEETING ON 26TH DECEMBER.

Keep 'em flying

Mary and Dave R.

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

Here we are again folks, heading towards Christmas! How many weeks!! Must do some shopping.

'Well the AGM is over and a few changes have been voted in, firstly, we have changed the meetings from the first Monday of the month to the second, same time and venue. Second and from my own view point quite important, I am no longer your AO. Reluctantly I have had to stand down due to work, but as we do not yet have a viable AO in post, I will remain as a contact for information purposes, until such time as a new AO is appointed. I should point out that Mike Carroll offered to stand and his offer was discussed, but as he will be working away for a while and as such will not be able to make a meeting until January at the earliest, it was not felt to be realistic, although generous and in the spirit of the Club. So come on you budding organisers, step up and be counted, help us to help you!! In the mean time I would like to say thank you to all for having me as your AO for 4 years, I think that's the longest temporary job I've ever had, but it was a privilege and great fun, so thanks again.

Some other news, we had not seen Ian over recent months and were pleased to see him at this month's meet, however he informed us that Maxine has not been well and has just started a treatment program.

So not such good news, but we are thinking of you both and wish you well with the treatment Maxine.

By the time you all read this we will have had our day at the Snetterton Charity event on the 18th, so hope it all goes well and of course on the **1st Dec we have our Xmas Dinner**, so hope to see you all at both of these events and don't forget the next meet will be on the **2nd Monday, the 10th December**, our last meeting for this year.



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

TSSC AREA NEWS

Norfolk Continues

So to all of you who I don't see at the above events, Merry Christmas and Happy New Year and thanks again for having me as your AO.

Fond regards,

Mark

(Tel.07825994927)

NORTH EAST Tel. 07917 738091

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

Hi all. Last report of 2012, another year gone. As ever, I'll start with a new face at the meetings, although that's not quite correct. Way back in the past, the first NE area meeting was held in The Holystone Pub, less than half a mile from where my house is, (wasn't there back then though). At that meeting was Jim Bell who went on to be an AO for some time. Fast forward quite a few years (at least 15) and the area now meets less than a mile from Jims' house! Having bumped into Andy Dunning at the beach and Chris Fish at Locomotion recently, he decided to return to the meeting. Jim owns a 13/60 convertible which is for sale, partially dismantled, it has lots of nice Vitesse bits added, Jim also has a Vitesse convertible which is also currently off the road. Wonder if we'll get to see it soon? Quick mention for Martyn Hodgson who has contacted me, new to the area, but down near Bishop Auckland, due to commitments, we're unlikely to see Martyn at the meetings, but he's keen to join in runs. Hope we get to meet up soon.

Other car news from the area now. Andy Boyes has bought back his first 2 door Toledo, it needs to be sold on again though, Tax exempt '73 L, 1300cc, has had arches properly repaired and an engine rebuild while with the previous owner. Nice solid car, OIRO £800. Chris Fish has a deadline to get his Sprint finished, with the engine currently being rebuilt, it needs to be finished by 27th December as that will mark one year in Chris's ownership. Fingers crossed. Quite a few club cars were outside the pub, mainly Spits and Andy Ds' Vitesse. All arrived and left with roofs folded down, good fun but it was sub-zero in certain areas that night, quite chilly driving about.

While at the meeting, everyone voted on the pictures for next years area calendar, it'll run from March 2013 again, I'm only getting calendars for those that order and pay for them in advance this time, but we'll have them well before March.

Also for next year, we're going to [The Valley restaurant on Saturday January 12th](#).

The time is yet to be confirmed, for those going on the train from Newcastle, the cost is £32:50 per person which includes the return ticket. I haven't, at the time of writing, got a cost for those who want to go direct to the restaurant. Whatever, there is a deposit of £10 per person required at the time of booking. We'll be taking the meal cost from everyone at the January meet or before the meal and then everyone can purchase their own drinks on the night.

Back to 2012, there's a bit going on at the December meeting. We'll have a devious Grundy picture quiz, prize – everlasting fame. We're also going to have a raffle at £1:00 per ticket, prizes to include, wine, beer and the club vouchers the area won last month.

As ever at this time of year, the area registration needs to be done and the AO position filled. The expected rush of volunteers failed to materialise so it's Andy and me again for next year.

Right, that's your lot for 2012, hope everyone has an enjoyable Christmas and a successful new year.

All the best

Mark

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

Winter is here and the cars are packed away until the new season. "Joy's" debut ended up not happening in 2012, so fingers crossed for the new season, her engine has been fired up and is running smoothly, for now, hopefully the cold doesn't knock her back, and there is only the interior to put back together now.

Our last outing of the year was a weekend to Wales, where we spent a lovely couple of days driving around the Brecon Beacons. The scenery was outstanding and a good old fashioned steam train journey started everything off on the first day. Thanks go to Rob and his family arranging the whole weekend for us, there was nine classics cars and due to carburettor problems one non classic that attended so there was a good turn out and everyone enjoyed themselves.

After our last area meeting, where we were turned out of our normal meeting area unexpectedly, and made most unwelcome due to a change of ownership at our normal pub, we have now got a new meeting place. We are still meeting on the **second Wednesday of the month, new location is Overstone Manor, Ecton Lane, Sywell, Northampton.NN6 0BB**. From 8.30pm onwards, Bigger pub, bigger car park and cheaper meals, we look forward to seeing everyone there.

Finally Northants area would like to wish everyone a Merry Christmas and a Happy New Year.

See you all in 2013

Dave and Angie

NORTHERN IRELAND
Tel. 028 2587 9189
e-mail: northernireland@tssc.org.uk

Hi All. Welcome to the December edition of NI area news, this is the last edition of my monthly ramblings and it will be strange not to have to remember to submit by the 8th of the month!!

Alan's Mourne run was blessed with excellent weather and a great turnout. We met in Comber and headed on down to the Mourne via most of Co Down! Following a lunch break at Dundrum, we left the rest of the convoy to carry on towards Kilbroney for their BBQ, by all accounts a great time was had by all. A huge thanks to Alan and Pam for organising this excellent run.

As I mentioned above and in last month's Courier, I will not be standing as AO this year and I would like to take this chance to everyone who has supported the club over the last two years. There is a lot of hard work that goes into making sure the club runs smoothly and that events actually happen – it is the members who make it happen!

I would like to wish whoever takes over the best of luck in the role!

Can everyone who is planning to be at the annual dinner,

NOTTINGHAM



TSSC AREA NEWS

please email Paul Robinson so he can get an idea of provisional numbers, thanks. He will be finalising a menu in early January and a copy will be sent to everyone via email.

Below are the dates for the 2013 events calendar:

- 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 – Kilbroney**
- 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**
- 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! The last event for the calendar is.....

Weds 5th Dec – Monthly meeting and AGM

Please can I ask as everyone to make the effort to attend the AGM, not only is it a chance for you to have a say in how the club is run over the next 12 months, Paul has also planned a presentation of the events from 2012...always good fun!

Also, I promise that you will not get elected to do something that you don't want to....but we will need a new AO!!

Well, that's about all for this month. I look forward to seeing you all at the meeting next month on **Weds 5th December at the AGM**. As always, we meet at 8:00pm in **Nortel Social Club in Monkstown**.

Best Regards

Mark

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

Hello all. We start off by announcing a new venue. Due to a very short notice hitch (Three days to be precise) Claire and Nigel had to find a new meeting venue as our last was closing its kitchens.

So, we met up at the Shepherds Rest, Lower Bagthorpe, Bagthorpe, Notts (Postcode: NG16 5HF) for our new meetings. However, not all went to plan with the new venue as it was the first day of the new landlord here. So instead of the smells of some delightful food it was the aroma of fresh paint! A few of us dived back in to our cars to grab some tea else where and return later (Thanks for the company and directions of Colin and Angie Wright from DV area). The new venue looks very nice and cosy and what I would term a typical village pub. It should hold a warm welcome, especially come the summer months.

Coming up very soon is the **2nd annual TSSC Christmas dinner on Saturday the 8th December**, which also is the **TSSC HQ open day**. The dinner promises to be as good as last year with the disco going much later in to the evening so you can dance your feet away and then dive in to a nice

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cosy bed at the hotel for those who are staying. Claire advises that places are filling up so you may have missed the chance if you have not booked yet. Failing that, pop over to HQ in the daytime. Previously its seen competitions for best dressed car, bargains for sale, beer and soup on the go. Wonder what will be in store for this year?

The next meeting (although will have been and gone by the time you read this probably) will be the AGM. We would like as many there on the 26th Nov at the Shepherds Rest. Topics to be discussed (according to Claire) are the AO's- Do we really still want to keep them after 7 years of developing the area, taking on running many national events as well as local, becoming TSSC Directors and Chairman... I think we know the answer....? No..... We would hate to not have you leading our area! Thanks for all you have done and long may it continue. So on top of all that, we are also looking to bring back the Robin Hood Rally for 2013, as we gave it a rest in 2012 due to all the other commitments and events (Queens Jubilee and those 5 rings that stopped the world for a few weeks in London). Are we happy with the new venue? Are we happy with the current day and time of the meetings? All this will be up for discussion.

Moving on to the local area cars for an update:-

Sadly, I have not seen Bill for a while to get an update on his addition to the TR3. Maybe he has been beavering away to have it up and running?

Nigel has done most of the work on "Sally" which you may remember was his oldest sons Spitfire that was sadly written off by the insurance company after someone rear ended him on his way home from his first day at his new job. The tub has been off and repaired, refitted and at last communications with Nigel was nearly back to being on the road.

Howard continues to use the TR6 as a daily drive to work, cant say I blame you – best thing for the car. The rest of the area I believe will be laying up there cars till the new year.

My own Spitfire has finally gained her name officially on the bonnet. A work colleague has gone in to making vinyl's and stickers as a side line and kindly created me one for the bonnet that says "Sybil" for about £2. Not bad either for an 18 hour turn round from order to fitting! I also changed the oil again following some alarming problems with the cheap oil I had been using. On returning from work one day the oil pressure light came on every time I braked and the pressure gauge read zero. On checking I found that most of the oil had gone and very little showed on the dipstick. After making a start to drain the remainder into what I thought was a suitable sized container, alarm bells started ringing when the container was filling up much quicker than expected and showing no signs of slowing down – suddenly it was overflowing all over my drive. Schoolboy error... Its now running with some Valvoline VR1 oil which is showing a much better pressure when warm. Now I have to find where all the fluid in the clutch cylinder has gone....

I'm going to stop taking this Spitfire to work!

John is progressing with the (slightly longer than expected) restoration of the TR7. All painting is complete, electricians are 90% OK apart from a problem with the headlight motors, which will not go up.... Or down... Thankfully, another work



Nottingham Continues

colleague was an auto electrician an has popped in to see us and we found that the diodes in the motor switch gear had blown on both motors. We also managed to fry the Plekton unit (which is to do with the flashing of the headlights) and a very warm smell of burning electrics filled the garage. However, whilst that was off for repair, we refitted the exhaust manifold and have at last fired her up and run the engine for the first time in 2 years. This was not also without problems as we found a perished fuel pipe against the tank, had to replace the spark leads and found a leaking radiator. This in turn did us a massive favour as the unit we had was the radiator for a right hand header tank. Yes, correct, our car was a left hand header tank and had an interesting concoction of pipe work to the engine. All now refitted and BOOM! With no exhaust we thought we had a V8 or a tractor in the garage. After a few minutes to run in again, she sounded fine and the accelerator showed a positive response on the revs.

That's about all for this month, but I best not finish without giving mention to the New Years Run - This year its Derwent Valleys turn to host the event - We will meet as always at Sainsbury's in Ripley, Derbyshire (DE5 3QP) at 10am for 10:30 start. It will be £3 per car to enter , there will be raffle prizes plus prize for best decorated car and silliest hat!

The theme for this years event is Purple and all proceeds are going to "Ben's Den" a local charity providing holidays for children with cancer. A really worthy cause!

Please support us!

As this will be the last area column before the man in the big red suit arrives to bring those new shiny bits for your cars, may I take this opportunity on behalf of all Nottinghamshire TSSC area to wish you a very Merry Christmas and Happy New Year !

And as they say in the Warner Bros cartoons.....

.... That's all Folks!

Andy

Follow us on twitter @notts_tssc or @tssc_staff_int

PETERBOROUGH

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

A very miserable and damp evening was a good reminder that it is the time for our Areas AGM on the 12th of November and better to stay at home, but then remember the open fire at the Bertie Arms is always very welcome.

And talking of making people 'Welcome' we quickly had to rush a round with the red carpet for Madame Chairman Claire Hill and her husband Nigel. So nice to see you both and congratulations for what you seem to be doing for our Club Claire. Here's hoping we can all continue to give you the support you need to keep your enthusiasm going.

It was good to see our band swelled to 16 for an AGM. This is always a difficult time and there is never a rush to take centre stage but please remember in the land of well wishers - many hands make light work!!

Both Paul and myself have had our lives changed considerably since we took over the 'Joint' Area Organisers role. This was a decade and eight months ago. That's how long you may have been bored with our regular jottings. At the

time Paul was employed by the Hornby Trains conglomerate but if you remember he was made redundant a couple of years ago. In the absence of a job, and finance, your life needs to change and especially when you have two youngsters to put through University. Paul is slowly building up his business and subsequently he finds himself at Toy and Model Fairs most weekends. I'm pleased for Paul that things seem to be progressing as I have had to do this myself - well done lad! Some of you will know I was a committee member for the local branch of the Federation of Small Businesses before I took up this role. There have been changes, significant changes, in my voluntary commitment to the FSB over the last three years and one of my roles is Chair of the Lincolnshire region which goes from March in Cams. up to the Humber Bridge and from Skegness to Stamford. We have 7 Branches within the Region and the associated AGM's together with the Regional AGM to attend to and other meetings too. I also have a 'day' job in my own business. Hopefully you can see where some of our 'spare time' goes.

Paul and I believe we have contributed considerably to the monthly meetings of the Club over the ten years or so but have never really been able to find the time to push events such as 'Hi de Hi' weekends and runs out. We've had the odd runs (!) but never consistently regular.

We felt that we had brought the club along but we knew that we were not giving, and what's more were unable to give, the time to organise events.

This was the bit we were lacking.

After a good discussion progress was made with Andrew Bramwell agreeing to co-ordinate people to organise attendance of events, runs and trips. Thank you Andrew. Next to step forward was Tina Ashman who volunteered a suggestion that the Ladies in the club (was that phrased right, editor?) organise social events. Thank you Tina (Hope Ryan doesn't get jealous!) and Ladies.

Both Paul and myself were voted back as Joint Area Organisers for a further year. We thank you for your confidence and support and welcome a slightly larger committee to help us all take the Area forward before we start to decline.

Steve Abbott was unable to attend the meeting but once again recorded a very strong financial position for the Peterborough Area, and our thanks must go to him for his 'sterling' efforts as Treasurer once again. Thanks Steve.

Don't forget to get your beloved Triumph a few treats from the Club Shop on Saturday the 8th of December to put under the Christmas Tree, so that they don't feel left out and have something to open on the big day. If you don't - it may not start next time you want to out for a trip! Don't forget Lubenham is 'half way to Hinckley' for the 2nd TSSC Christmas Dinner Dance.

Our next Area meeting will be our Christmas Meal on Monday the 10th of December at Ye Olde Bertie Arms, Uffington, Stamford, PE9 4SZ. The scrumptious Bertie Arms Christmas Menu is available from Doug and early orders will be gratefully received. We intend to be seated for starters at around 8.00pm so would appreciate a bit of an earlier start than usual, ie. around 7.30pm for a pre-meal noggin. 7.30 for 8.00pm. There will be a Raffle with proceeds once again for the Sue Ryder Charity. So please come and give generously. Always look on the right side of life!

Doug

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SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SOMERSET



SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

Well, we have almost come to the end of another year. The November meeting saw 12! members turning out in the darkness. We had Vitesse, and Herald 13/60 saloons, Herald conv, Spitfires Mk 2 and 3 and 1500. The Spitfire Mk3 belonged to Robbie, a new member, who through the Area, went to see the car and bought it. After recommissioning, it is on the road. A great find, slightly modified with a Le Mans bonnet and f/g boot and rear wings. The cars are certainly turning up. Thanks to all who went to see the car and parts and passed on the info. We hope to see the car at events as it is different and it is not red (green). Once we had looked over the cars we went inside with assorted multimedia devices. Some of you have other talents. Ian has made good progress on his caravan and Bob has turned Herald seats into a sofa and chairs. Orders for Christmas!!! We were all inside discussing projects as there is a lull now in events and most subjects will be dealt with at the next meeting (December AGM). It was good to see new cars and different projects rather than planning events.

Over the next few months we will be looking at what we want to do in the future (within reason). December sees the AGM, so come with ideas and thoughts. Things you liked, things you don't, all open for discussion.

2012? Well we celebrated the Vitesse and Spitfire 50th in style. Starting with Monte Carlo Start in January and a show most months and of course an epic Stafford, and the final shows of the year. All different but all well attended, despite a few hiccups and the weather. The Area now has offers to attend repeat shows (to be decided) as we put on a good display and were described as 'what a car club should be' as we were working on the cars or showing people - how to. All within HSE rules, We also did allow people in the cars, and didn't rope them off with don't touch signs. The lived in look of my car worked better than the polishing.

Will try harder.

The Area members have all been fantastic throughout the year helping with other members cars (getting them to Stafford) giving advice, helping at shows (especially Stafford Display) and coming to the meetings (sometimes quite a distance) with cars that newer members can see and share do's and don'ts on. All this has been much appreciated throughout the year (no names as you know who you are) so gold stars all round.

We will have to wait for the 2013 SVVF calendar, but we should have ideas for a calendar. The Area information has been given to event organisers but a lot depends on event funding or type.

Well some Reports now, on the remaining shows. Report on Lenzie Autojumble. This was in a small church hall and was well attended.

It was the SWTVC (ex Doune and Lanark A/J's) that organised it and I am hoping that it will get bigger each year. A lot of faces from way way back, good to see them and chat, some potential new members with Triumphs too.

Report on Stoneleigh. I just managed to attend (thanks lan (TR4A) for swapping driving duties). A dry run down to a sunny Restoration Show. It is what it says Restoration, so all vehicle types. Slightly smaller with less stalls and activities, but still lots to rummage through and knowledgeable people to ask advice from. Purchases?? Well I have a new policy of

TSSC AREA NEWS

if not sure don't buy or go check first. I did end up with front suspension units for my Spitfire and refrained from buying various other items.

Report on Penrith. Car and bike A/J. Again a guest (passenger) of TR Register (thanks Mason) A smaller event, all kinds of stalls. Not a lot of Triumph stuff, but good for tools and general A/J items. 50/50 to go again, but shows can be unpredictable.

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 2013 in Glasgow (Chinese Meal), 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). **Triumph Spares Day Stoneleigh is 3rd March.**

Next Meeting is AGM on Wednesday 5th December 2012 at Lochinch. The January Meeting will be on the 9th January 2013 due to holidays. (Read next Courier) This is my last report for 2012. All that remains for me to do is to thank everyone, and wish all Area members and all in the TSSC a Very Happy Christmas and All The Best for 2013. We will see what the AGM brings?...

That's all from me?

Gregor G.

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/grampiantr.bb

Hi. This month the area news will be a short one, we have now finished our meetings for this year, the last one being on the 29th November - **there is no meeting in December.** The first one of the new year will be on the **31st January**, it is at this meeting that we will be discussing our events programme for the coming year.

Any suggestions will be welcome.

I guess most of the Triumphs will be tucked up in their garages for the winter, I am still hoping to use mine when there is some sunny days and also salt free roads.

My Spitty recently passed its MOT at the second attempt, first time it failed on the hand brake efficiency being low. I needed to strip down the rear brake system and free off the sliding brake cylinder. It's an easy job I just wish I had done it before the MOT.

Hope to catch up with you in the New Year and best wishes for Christmas.

Danny

SOMERSET

Tel. 01275 340336

e-mail: somersetareameet@tiscali.co.uk

Finally!! A show the weather could not cancel as it was held indoors!! The Restoration show at the Bath and West showground was held on the weekend of 3/4th November and the Somerset lot were there with the 'Last Chance Saloon' theme. Unfortunately for those hoping to see the 'Ladies' that were on the stand last year, there were just a load of Cowboys, a Triumph Acclaim and a 1300 Fwd.



Somerset Continues

Props were borrowed, made or bought for the stand so our thanks to those who had an input in providing the props or making them.

The Triumph Acclaim was found in storage following a bereavement and bought with the show theme in mind. (It was Triumph's last chance at a saloon.) A charged battery and a few turns of the key and it started and then drove out of the storage after three years at rest!! Pretty impressive as the petrol in it was not fresh. The idea was put it in for an MOT and then do some of the work at the show on the stand. Bound to fail on various rubbers and or brakes etc - Right? Nope, it failed on 3 bits of welding and a leaking exhaust!! None of this could be done on the stand, so it was displayed exactly as found including the bird poo on the roof!! Since the show, the car has been sold.

Richard had his FWD on the stand with a view to replacing the steering rack and a split gaiter on the CV joint. Saturday saw the car on axle stands, front wheels off and the old rack whipped out and ready to be replaced in a jiffy. New rack in, poly-bushed and track rod ends fitted. Car back on its wheels and tracking gauges set up. Tracking was checked and it was slightly out, but after adjustment it was even further out!! Ooop's best wind the rack arms the other way then!! Anyway by the end of Saturday it was all done and waiting for the CV gaiter. We did it slowly to drag it out over the day which meant everyone got to wander round the show. I went for a walk-about to see if I could buy an electric kettle as someone forgot to bring it with them!!!! Mutiny nearly broke out due to the lack of Tea. I really cannot believe that I.... I mean, someone forgot the kettle. Suitable reprimands all round for that one!

Sunday was a busy day with punters, but it tailed off shortly after lunch and everyone was packing up by about 3.30. We didn't win the award this year, but then we won in 2009 and 2011 so the 'odd' years seem to be the year for us. Oh, and by the way, the kettle didn't make it on the Sunday as well - that was when Steve was on the stand so it must be his fault!!

Steve and I would like to thank all those who helped this year - if you went along with a ticket I hope you enjoyed the show. Loads of classics in the car park to look at as well.

Phil

SOUTHERN**Tel. 01252 722432****<http://triumphsoutn.zum.com>**

Hi All, I missed last month's meeting at the Seven Stars as I was in Preston but I was told it was well attended. Our intrepid AO has once again written a short piece on a couple of venues he attended.

With the show season rapidly drawing to a close, just a few words on our last two shows. Barb and I journeyed down to Hellingly on the Friday and spent the day with her sister. Onto Hastings on Saturday morning. The weather was damp to start with but by 11 o'clock the skies cleared and we enjoyed a really nice event, complete with fresh fish rolls washed down with a pint (I thoroughly recommend the combination). Next year let's see if we can coax a few more

adventurous souls to the event. Arriving home early evening, we knew we had an early start the next morning for the Hants and Berks Autumn Classic Run (why do we do this? Must be mad!) Met up with Mike H, Grandma Val and David and proceeded to the start at California Park. The run is over 70+ miles ending up at Fort Nelson, routing along the byroads of Hants and Berks. Another successful day.

Thanks Mike

Also Vanessa has put fingers to keyboard and written a short piece on Octoberfest at Milestones in Basingstoke.

14th October we had been invited to take Mike G's place at Octoberfest, as invitees of the Hants and Berks club. Although we hadn't arranged to meet Dave H on route, we managed to pull into Milestones just behind him so managed to park next to him. Having arrived early we were able to have a chat and walk around the cars as the show and museum didn't open until 11. As this is one of our children's favourite museums, after having a walk around the fun fair and other stalls we soon headed towards the sweet shop for our "rations". Sadly just as it was our turn to order, Luiza decided it was a good time to be sick, which promptly closed the shop to all other visitors! Luckily she seemed to be fine after the event and we managed to get our ration of sweets later in the day. This was a lovely day with fine weather and with the museum, stalls and fun fair rides there was enough to keep us all amused throughout the day and one we would definitely like to do again next year.

Thanks Vanessa.

Our Sunday lunch meeting at the French Horn in Alton started well with eighteen of us turning up for lunch and the pub had six ales on for us beer lovers to choose from, but after that it all went downhill. The meat portions were small; the roast beef still had a pulse, so much so that the sight of it made Jackie feel ill. When she asked if they could cook it a bit more she was told they were too busy. The vegetables were almost raw and were just enough to go around. Carol asked for some chips but was told they would take a while, but never arrived. When we went to order some desserts we were told we should have ordered them when we ordered the meat, which was over a week before we went there and now we could only have a choice of three puddings as there might not be enough for their other customers. As a group we must have spent the best part of £300 on food and drink but the service we got was shocking, it all seemed too much trouble for them. As a result we, as a club will not be going there again and I would not recommend this pub to anybody.

Our next meeting on Tuesday 4th December will be our Christmas dinner at the Seven Stars. The start time for this will be 7.30pm for 8pm.

Will each person please bring with them a gift for the raffle. I have been sent back the proof copy of the Southern areas 2013 calendar for approval and hopefully the real deal will be with us for the next meeting. If anyone reading this and was not at the November meeting please let me know if they want a copy.

Up and coming events

December 4th Christmas Dinner, Seven Stars Pub, GU 32 3PG, 7.30pm for 8pm

December 9th, Breakfast meet, The White Lion, Hartley Whitney RG27 8AE

December 26th Boxing Day meet at Wickham Square, 8am onwards

2013

January 1st New Years Day Meeting, the Elsted Inn, Elsted, West Sussex, GU29 0JT

January 1st Regular Meet, Seven Stars, GU32 3 PG,

NORTH STAFFS . . . SUFFOLK

POSTPONED UNTIL 8th

January 8th Regular meets seven stars GU32
(this is instead of New Years Day)

January 13 Breakfast meet, The White Lion,
Hartley Whitney RG27 8AE

January 20th Sunday Lunch, the Angel,
Alton GU34 3NN

February 5th Regular meets, seven stars, GU32 3PG

February 10th Breakfast meet, The White Lion,
Hartley Whitley, RG27 8AE

February 17th Sunday Lunch, the Queens Head,
Colden Common, SO50 7HF

Well that just about wraps up 2012, it just leaves me to say, thank you for your support throughout 2012 and wish you all the best of luck in 2013. Have a very Happy Christmas. Take care,

Mark

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

Very quite month as we are now in winter officially, bringing cold dark nights and very short days.

We have one more show to attend on the 11th November at Uttoxeter Race Course, that was postponed from September, it will be interesting to see how many cars turn up for this late show.

We had a good turn out for the last meeting when we held a small car related quiz the winners of this were Phil & Alison with a Stag—geeing 100% correct answers.

The raffle was won by Annie choosing a Triumph key ring from the Stag—geeing range of prizes on offer.

Bookings have been made for the Christmas meal/meeting 11 so far, anyone wishing to join us for the Christmas meal please contact me ASAP.

I now have a number of members who would like an North Staffs Area calendar so photos are being collected ready for printing, again if you would like a Stag—geeing good 2013 calendar to adorn the walls of your Triumph Towers these are available at a Stag—geeing good price of £6.

The post of AO was put forward for volunteers, but as no one offered to stand or proposed looks like you've got me again.

I'm sorry to hear that long standing TSSC member for over 20 years Ian Stuart has told me he will not be renewing his membership and is selling his MK2 Spitfire.

Ian also sold his other Spitfire earlier this year, he has had a range of Triumphs over the last 22 years including Herald 13/60 conv MK1 Vitesse 2ltr conv a red 1500 Spitfire MK 1V Spitfire and lastly the MK2.

I told him he will regret selling the last of his Triumphs and he will be looking for another within six months, from the messages he keeps sending me of cars he's spotted on E bay or in Auto trader it's most likely to be a MK2 Vitesse convertible, we'll have to wait and see?

As this will probably be the last Courier you receive before Christmas I will take this opportunity to wish you all a Merry Christmas and a Stag—geeing Happy new year.

Next meeting 12th December (Christmas meal)
Mystery cobweb blow-out drive 1st January 2013 (where it is a mystery to me also at moment)

January meeting Wednesday 30th 8.00 pm.

An early Merry Christmas and Happy New (Stag—ggg not again) Year.

Dave



TSSC AREA NEWS

EARLY DEADLINE

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PLEASE. DUE TO CHRISTMAS BREAK

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

It was quite a good turnout at the last meet, though I don't remember seeing any Triumphs in the car park, there may well have been, but it was dark and wet. and I had my head down as I ran to the bar. One absentee was Peter, who was living the high-life and partying the night away in Felixstowe. he does have a well deserved holiday lined up though. Now is probably the time to thank him for being my PA and helping out with the Area News again this year, even though it has been a bit of a part-time job this year! The advantages of being retired, you don't have to work if you don't want to. I am applying the same theory to my full time job.

A miracle has occurred and Lindsay's Vitesses is getting slightly closer to being painted. Perhaps we should run a book on likely dates for it actually happening. I suspect Chris has bribed the paintshop to keep the next few slots free for the next Stag and TR6 that he seems determined to buy. 2 of each clearly isn't enough for one man. I am going to try my hardest to steer him towards a 2000 next. I think he really needs one, and I just happen to have a couple looking for new homes.

On that theme it does seem that Triumphs are addictive, there are quite a lot of serial offenders about, one or even 2 is never enough. So now you know it is contagious, get out there and buy more Triumphs, help keep the name alive!

Chris, Russell and myself successfully completed the Club Triumph Round Britain Reliability Run in my Mk1PI saloon in October, and we managed to reach our target for sponsorship, so we were very pleased. The old girl did play up a bit, but she got us round and did us proud. It goes to show how good these old cars are and just what they are capable of. There were 8 retirements out of about 100 starters, 4 of which were rear wheel related I think, which might be attributable to poor quality replacements parts. I personally managed to prove you can do 2000 miles in a Pi with only 80psi fuel pressure, and my replacement electronic ignition failed as I had installed it incorrectly, allowing a wire to chafe through in Scotland somewhere (we really have no idea where, it was just Scotland!). Many thanks to Russell for the last minute loan of his spare when I set fire to the original 3 days before we went. And also his spare wheel as I usually carry a space saver (well a 155-13) as my car has 15inch TR6 rims on it and they don't fit in the spare wheel well.

Apologies for the slightly shorter news this month, as always, I forgot again after having the best intentions the day after the meeting. I blame work and prepping the car for a "targa" rally. Basically a "Road Rally", but without the regularities. I can now confirm that a 2.5Pi is a great big barge and totally unsuited for throwing round cones. I didn't come last though and that is what matters! I would also like to add that I was up against things like Honda S2000's.

We will delay the January meet until the 8th, so the next three meets are **4th December, 8th January, 5th February**. See you then.

Colin.



SUSSEX

Tel. 01273 566593

The November meeting again was very well attended. A few bits of news, Martin (he wasn't there, but we heard) has finally got his CV conversion fitted. Appears it was less than straightforward! Dave brought along a pug 205 radiator, and was wondering how to fit it. There was no conclusion to that, lots of suggestions, but I suspect it may be a "work in progress" for a while. Bob declared he would be "out of the country" for the Christmas meal, and a good number confirmed their places.

Which reminds me, **PHONE ME NOW** if you intend joining us on the **9th December, 4pm at the Anchor.**

On a personal note, I guess this is my last news. I will let whoever is taking over script the next one. On that note, I should thank all the members who have made the Sussex area such a great area to be a part of.

I shall say no more, but I will still be attending the meetings and no doubt causing trouble.

Quick reminder that the **Stoneleigh spares day is on Sunday 3rd March**, and I have already booked a hotel room for the usual crew. As has Doug...

TTFN

Clive

New TSSC SWINDON Area

There has been quite a few members enquiring about setting up an Area for the Swindon Area. If any member would like to have a go at setting up an Area please let us know and we will give you as much help as you need.

Pip Flegel and Frank Spencer
Wyreside Lodge,
Chipping Road, Dolphinholme,
Lancaster. LA2 9DQ

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Season's Greetings to you all. With the colder and darker evenings now with us most, but not all of our Triumph's are enjoying a rest coming out on those sunny winter days. My Vitesse is progressing and nearly ready for the spray shop. John C is kindly letting me use his Mk1 2000 saloon for the final couple of shows this year. We had a great time at the Pumping Station at Kempton (see below). There will not be a meeting on the 3rd of January but we will have our New Years Meal on the Sunday 6th at the Toby Carvery in Old Windsor. Please let me know if you wish to join us.

SOCIAL EVENINGS AT THE FOX & CASTLE

11TH OCTOBER Julie and I, collect John C on the way to the Fox & Castle. We also have the pleasure of Mark M, Mike G (Southern's AO), Martin F, George B, John P. No Triumphs this wet evening, but ongoing Triumph sagas were: - Martin

has a new rear spring fitted to his Spitfire. George has serviced and repainted his Vitesse dynamo and repainted the air filter box and rocker box cover. Julie's Raffle winners were John P won the 2in1 wash sponge. Mike won the microfibre car towel. John C won the magic brush. George won the box of after eights and I won a bottle of rain away. There was some swopping of prizes and the after eights were shared around. A wonderful night

25TH OCTOBER We collect John C on the way to the pub and met up with Bob (just back for the week from his overseas hideout), Chris C, George B, John P & Mike H. John P TR7 convertible is the only Triumph in the car park. Work on our Triumph's has been: - Chris Spitfire needs a new water pump. John C Mk1 2000 has had a service, new plugs, points, filters and oil. Mike's VW golf has a lovely new mohair hood.

SHOWS & EVENTS

16TH SEPTEMBER TILFORD SHOW

John C kindly arranged for me to drive his Mk1 2000 saloon. So Julie and I load up the show equipment in to his Triumph and the three of us head off to meet up with Trevor in his Herald 13/60 saloon. We are waiting in the BP garage were are to meet and watch as Trevor zooms past. Luckily Julie manages to flag him down before he disappears into the sun set. With Julie now Trevor's passenger we head off to Tilford Rural life centre. Once there we park up with the other already on the TSSC stand and once more set up the event shelter, TSSC bunting, Banners and flags. Teas & Coffees are made and more Triumph's turn up. This year we have Triumphs from Southern, Thames and E.Berks areas. These were: - David H in his Spitfire Mk4, Mike & Barbara in their Stag, John C & I in his Mk1 2000 saloon, Trevor T & our Julie in his Herald 13/60 saloon, Graeme in his TR6, Dominic & Anna in their Mk2 Vitesse saloon, Mark, Vanessa & Tribe in their Mk2 2.5s saloon & Mk2 2.5Pi saloon, George B & Chris in his Mk1 Vitesse convertible. We also had two guest classics Mike in his Healey 3000 & Mike H in his Mk1 Golf GTI convertible. Other Triumph's there amongst the 350 classic cars & 30 motor bikes were:- ten Stags, two Mk2 2.5Pi's, a Mk1 2000, a 1300 FWD, a Dolomite Sprint, tow TR6's, a TR4, three Renown's, two TR3's, an Acclaim, two Herald's one saloon and an Estate. David H & Mike G have been working on restoring a tracked tractor there and it was looking very smart. There was the usual auto jumble there, ice cream stall, Beer stall, driving simulators, restaurant and all the museum exhibits and steam railway.

A great day out with wonderful company.

21ST OCTOBER KEMPTON PUMPING STATION STEAMING & CAR SHOW

I have my Dad with me in John C's Mk1 2000 saloon as we head off to the steaming day at Kempton pumping station. We are shown to a parking spot outside the museums entrance next to Mike in his Mk1 VW golf (now with younger number plates) Barry parks up next to us in his Stag, George is parked up next to him in his Mk1 Vitesse and David H in his Spitfire Mk4 is at the rear of them. There was a good collection of classics on show with a number of Citroen Traction Avants amongst the sixty cars on show including three bears on a motorbike and side car collecting for a charity. The weather was overcast with some showers and a chilly wind. Thankfully it was nice and warm inside the pumping station, where we had a warming cuppa. The first running of this massive engine was amazing. Firstly a steam driven starter motor was run up to speed and the cog meshed into the large fly-wheel. The main engine began to move slowly as it cranked round slowing down as the compression stroke rose, this went on until the momentum took over and the main engine got up

SOUTH WALES

to speed. The rumbling of the engine could be felt through your whole body, such an impressive feeling just watching it run. As the temperature dropped so did the classic cars and we were not far behind them. A great day out.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **December on the 6th & 20th** in the New Year we start again on the **17th & 31st** Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events are:-

December

8th TSSC 2nd Xmas Party & Open day TSSC HQ

January

1st Brooklands New Year's Meeting

Brooklands Museum

6th Thames Area New Years Meal Old Windsor

Toby Carvery

Mickey & Julie

SOUTH WALES Tel. 01656 861709

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

TRIP TO MALVERN AUTOJUMBLE AND CAR SHOW 14/10/2012

Mike "The Cake" Lauridsen arrived at my house just before 7:30am as he was travelling with Jack & I in our 13/60 Convertible which had taken a bit of a back seat role since the Stafford Show as I had been using the TR extensively and the Toledo occasionally.



We travelled the short distance to the first rendezvous point where Rob, Pete & Rob's son Adrian were waiting in their Vitesse 6 and Gareth "Action Man" Dyer, son Stephen and friend Mal were waiting in their 13/60 Convertible. We left in the freezing but dry weather for the 25 mile run to the next rendezvous point which was Raglan Services on the A449. We asked Gareth to lead, as on the previous few runs his car had suffered from a lack of power and could only reach speeds of about 50mph, I was to overtake on the A449 and lead our small but attractive convoy to the Services, Gareth then engaged "Action Man" mode and led us up the M4 at 70mph !!!!

When we turned off onto the A449 I duly overtook Gareth and we drove through the thickening fog until we came to the second rendezvous point at Raglan services, (although the members who would normally meet us there had already contacted me to say that they were not able to participate on the run we always honour the itinerary just in case any other members had decided at the last moment to join us and intended to meet up with us) but as we were about to turn off onto the slip road we saw through the fog that the entrance was fenced off, it looked like the services were either closed permanently or were having extensive building work carried out. There was nothing else to do except carry on to the next lay by in the hope that if anyone had turned up they would



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have done the same so that they could see us coming along the road. We pulled into the lay by and decided to wait until 15 minutes after the time that had been originally scheduled to leave Raglan services, that way we could be sure that we had not missed any other members who could potentially turn up. Pete took the opportunity of using the Ladies toilets, I saw him walking in but thought that he was just showing his usual commitment as Area Ambassador and was going to enrol a few of the occupants into our club, Jack, however, called out to him and low and behold it was a mistake, he had been watching Wales v Scotland on the Friday night and mistook the sign to mean "Ladies", so he quickly back tracked and went to the men's.

We then set off along the A449 towards Monmouth, having to keep our lights on as we were driving through pockets of fog, although it was starting to lift. Then just after Monmouth as I turned off a roundabout my engine just died, freewheeling I just about managed to get the N/S wheels up on the grass verge, the other cars pulled in behind me, but we were blocking half the near side lane. I jumped out of the car and raised the bonnet and was quickly joined by Rob, Pete and Gareth. Pete turned the engine over while I looked for a spark at the king lead, no spark! "Another bloody coil I thought", but Gareth suggested that I check the fuse (I had fitted a fuse box years ago and on this occasion it probably saved my car from catching fire), I duly did so and the fuse that feeds the electronic ignition had blown, in with a new fuse and the car started, well done Gareth! We jumped into our cars and eased our way back onto the A449, then after about 100 metres the engine died again, this time we were in sight of a side road, so the lads pushed the car so that I could turn off the A449 and look at the problem in safety, they all then jumped into their cars and pulled in beside me. The fuse looked OK this time, but Gareth went into Action man mode and checked it out to show that it had indeed blown. Trying to think rationally I was mentally ticking off the electric circuits that I was using when the fuse went 1) ignition 2) Over drive 3) Heater 4) Lights 5) indicators. With a new fuse installed and the engine running Pete tried my indicators and the fuse did not blow, so at least I could drive legally in the daylight. As we had only a short time left to get to the show before the exhibitors gate closed we decided to press on and I would try not to use any of the mentioned circuits (apart from the ignition and indicators).

As we drove along the A449 I was able to think a bit more rationally, when we had the first breakdown and I had raised the bonnet, the heater fan had still been running, so it couldn't have been that, so as it was freezing cold I turned the heater fan back on, I also reasoned that as we had only travelled about 100 metres between breakdowns that I would not have had time to engage over drive, so I duly engaged that (when we were level with a long lay by, in case!) The fuse stayed intact. The only circuit left to check was the lighting system, but as the fog had now lifted I did not need the lights, the show was ending at 4pm so I would have enough time to get home in the daylight, but just to be sure when we arrived at the show I turned on my lights and the fuse blew.

On arriving at the Three Counties Showground we parked

South Wales Continues

together and had a cup of coffee and rolls before we set off around the show in the absolutely beautiful sunshine, the Three Counties is a fantastic setting for a show and definitely my favourite; it was a shame that the auto jumble did not reflect the standard of the setting! Those people who had paid the £8.50 to enter must have felt completely ripped off, there were a few stalls selling quality items, like trim seals and hoses, also tools, but not a lot more. After we had circumnavigated the stalls twice we returned to our cars for our packed lunches, then we went to look at the exhibitors cars and there was a great variety, from the lowly Ferrari's to our top of the pile Herald's and Vitesse.

We then noticed that people who had only paid £3 to visit the neighbouring Antiques show were being allowed to come into the auto jumble and car show, so we thought "what's sauce for the Goose" and blagged our way into the Antiques show, where we made far more purchases that we had at the so called auto jumble.

Returning to the auto jumble at around 2 pm we noticed that most of the stall holders were packing up already! What a way to discourage people from attending any future events! We returned to our cars, had more coffee and then went around the cars again before picking up our plaques at 4pm. I then led our small convoy home making a stop in a lay by on the A449 when Rob reported that one of the Vitesse's brakes were binding, we could feel the heat from the rear N/S wheel so as Rob & Pete shouted words of encourage-



ment from their comfortable fold up chairs, Gareth once more engaged "Action man" mode, reaching into his Tardis of a boot and rummaging about amongst his generator, mig welder, compressor, fold up four post car lift and every other piece of equipment you can imagine (well that's how it seemed to me!) he produce a brake adjusting spanner and set to work easing off the offending shoes to enable Rob,



Pete and Adrian to get home safely, once again Gareth, top man!

With the sun starting to set and still 20 miles to go (and me with no lights) we started off on the last leg of the journey home " If your brake starts to bind again, pull alongside me and I should be able to sort it out as we're driving" said Gareth to Rob (and funnily enough, none of us doubted his ability to do so!). Rob then thanked me for organising the day out, which I appreciated, other AO's and event/run organisers know that these days out have to be planned so that all members receive the information needed to attend and that meeting places and times have to be made with various members needs and locations taken into consideration and it is sometimes easy to inadvertently discourage a member from attending without the slightest intention of doing so. The sun seemed to be sinking fast and we met slow moving traffic on the M4, but as I pulled off at junction 30 there was still enough light for me to get home, Gareth's Herald and Rob & Pete's Vitesse went past as I slowed on the slip road and after wave and horns blasting we parted company, leaving me once more to reflect on what a great bunch of lads I had just spent the day with. You know what's coming next – although there were only 9 of us in three cars, what we lacked in numbers we more than made up for in quality, roll on the Bath & West Show on November 4th!

Bernard

NORTH WALES

Hello all. As this is my first write up I would like to start by thanking Bob and Derrick for the work they have done in the time they have been AO's for North Wales and Bob's write ups have been nothing short of brilliant and I hope that if I even get close to what Bob used to do then I will be doing well. I would like to thank Bob who has stood down from the AO role but who will still be heavily involved with the Club and has agreed to be my sounding board, his knowledge of the role I am sure will be called on many times by myself.

The events recently include Coventry festival of motoring which was to say the least eventful and for those of us who were, there are now efficient in hotel fire drills, apart from this and the early start on the Saturday the weekend is a fantastic event and well worth considering.

We also attended Arley Hall which was a good new show if a little cold but still enjoyable, also we attended the Erdridge show in Wrexham which usually marks the end of our show season.

Looking ahead there is the N.E.C Classic Motor Show in November, a show always worth a look. I know some of our members will be going to the show which is always good for finding that one missing part or even new ideas for our projects, people even go mad and buy whole cars (cheque books to be left at home this year guys).

As always in the winter months the shows and runs slow to a near stop, our Club is lucky to have a mid week monthly get together for those who can for a social lunch out and meet and long may it continue.

In **December** up to now there is only the monthly meets (**1st Tuesday and 3rd Wednesday**) and our **Christmas party**, usually a good night for all. We are lucky to be linked with the MG Club making us a large group and I am thankful to Sam and Richard AO for the MG Club who have also offered there support as I get used to the role of AO. I will always try my best for the members in the area and hope that as a group we can move the area forward. We always welcome new

WESSEX . . . WEST MIDLANDS

members and welcome anyone who's been away from the Club. Safe motoring

Sam

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

By the time you get to read this you will all no doubt be thinking of the festivities ahead which means 2012 is drawing to a close. The last year has generally been a good one for us which started with the annual Triumph show at Stoneleigh (which, as I remember it, involved a certain degree of freezing our **** off).

Then came our New Forest Run (which proved even more popular than previous years). We then ventured off to deepest France for the Le Mans Classic (which was a fantastic weekend). We also took part in a number of smaller local shows and events including Breamore and Beaulieu (the sight and sound of the 42 litre Napier-engined Bentley are still with us!) The year finished with a small group of us again braving the cold and rain to join other spectators on the London to Brighton Run.

This is great to watch as the Veteran vehicles contend with hills and roundabouts (and modern car drivers, who seemed to have absolutely no comprehension of how difficult these fantastic examples from the dawn of motoring are to control!) This year's run was the coldest and wettest they have had to contend with for a good few years but the participants were determined not to let the foul weather spoil the occasion. So there you have it - 2012 - we started and finished the year by freezing our **** off!! But we enjoyed it!

Due to popular demand, our normal monthly meet at the **Three Legged Cross will be a Christmas meal**. I have around 15 definite's - so this should be a good evening.

We are starting to plan for next year's activities including the **New Forest Run which is scheduled for Sunday 14th April 2013**.

We will shortly begin the process of planning so if you would like to get involved why not come along to our meetings - if only to see what all the fuss is about.

That's about it for 2012, so I wish you all the compliments of the impending festive season.

Hope to see as many of you as possible at our normal monthly meetings which are held on the **last Thursday of each month at the Three Legged Cross at Three Legged Cross**.

Trevor

WEST MIDLANDS

Tel. 07969 024999

Our November meeting at the Drakes Drum seemed busier than last month but of course with the dark nights not a lot of our members brought their Triumphs along, leaving them safely tucked up in their garages. The weather has been foul the last few days and of course the local council have been spreading the curse of the classic cars on the roads, and by that I mean the salt and grit, that causes rust and rots our cars. I don't think my Acclaim will be coming out much for the next few months if the frost and ice is about.

I have an apology to make because in last months area report I forgot to mention the winner of the **West Midlands Area Member of the Year Award. This year the winner is Malcolm Hadley**, so our congratulations and the trophy go to Malcolm for a year. Well done Malcolm keep up your good work with the West Midlands Area and keep your bonnet



TSSC AREA NEWS

EARLY DEADLINE

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

down. (Private Area Joke). Malcolm has been busy designing a logo for the West Midlands area and now that the design has been agreed production will take place over the next couple of weeks. Polo shirts and Sweatshirts with the new logo will be on sale soon. Well done again Malcolm.

The most important news in this months report is to announce the time, date and venue for the **West Midlands Area Christmas Party. Our Christmas Party is like last year being held at the Modern China, Chinese Restaurant, Stockland Green, Erdington, B23 7DS, at 7.30pm on Tuesday 4th December 2012**. At the moment I have 25 people booked to attend, and it is most important that you let me know if you will be attending so that I can arrange the seating at the restaurant. If you haven't already booked and would like to attend then please give me a ring on my mobile and let me know as soon as possible.

Steve Hudson has once again carried out stirling work to produce another calendar for the West Midlands Area.

It has been sent off for printing and we hope to have them available for sale at the Christmas Party, the cost will be £5 per calendar.

We are quickly coming towards the end of another year with Christmas looming, the local Police report that there are less than 50 shop lifting days to Christmas. My wife has already told me she would like something made out of an animals skin so I plan to get her a donkey jacket for Xmas. There is still a couple of functions before the end of the year.

The first is the **TSSC 2nd Annual dinner and dance being held at the Barcelo Hinkley Island Hotel on Saturday 8th December**. Places are limited to 100 so if you fancy a really good night out with a 3 course dinner, a disco and dancing to 70's and 80's music then this is the function for you.

On the same day, **Saturday 8th December 2012, from 10.0am until 3.0pm there will be a Christmas Open Day at the TSSC Headquarters at Lubenham**. Details of this event will be given out at our Christmas Party on the **4th December** to ascertain if there will be enough people wanting to attend to organise a meeting place.

Personally speaking I believe it would be better if the Open Day was on the Sunday like last year but I am not the one who makes these decisions.

The next event is one which I believe sets the New Year off to a grand start and that is the **New Years Run organised by the Derwent Area. The run starts off from Sainsbury's Car Park at Ripley in Derbyshire (DE5 3QP) on Sunday 6th January 2013**, meeting at 10.0am with run commencing at 10.30am. Entry is £3 per car, proceeds going to 'Bens Den' a local charity providing holidays for Children with Cancer, a most worthy cause. **The West Midlands Area will be meeting at McDonalds, Bassets Pole, at 8.30am on Sunday 6th January 2013** for Pancake and Egg McMuffin breakfast before moving off in convoy at 9.15am.

Now I only need on behalf of all the West Midlands Members to send our warmest Christmas greetings to Triumph owners everywhere and hope that the New Year 2013 brings you the most important things in life, health and the happiness of your family around you.

Happy Christmas and Great Motoring New Year from...

...Roger the Dodger



WIRRAL . . . WORCESTER

TSSC AREA NEWS

WIRRAL Tel. 0151 339 4150

Hi everyone, I can't believe that it's December already, time seems to pass by more quickly than ever these days!. Not a lot to report on this month, the November monthly meeting was well attended, and deposits were being taken for the New Year Dinner.

If you haven't done so already, please make your menu selections and telephone Carole with your choices.

There was a Sunday Lunch run on October 28th, I was working that day and unfortunately could not attend, however, a group of 7 cars and 14 members departed from the Tudor Rose and had a leisurely drive through the muddy lanes of Cheshire, eventually reaching the Bickerton Poacher where everyone enjoyed an excellent lunch. I hear that there was a lot of car washing going on after the run. Ray tells me he drove about 75 miles that day, enough to blow away any autumn cobwebs.

There was also a small event at Cholmondeley Castle on October 14th, this was attended by Myself & Alison, Andy P & Aylsa and Pete Dunne, arriving at Cholmondeley at 8am on a frosty morning. This event was set up as a way of apologising to the car clubs who attended the Pageant Of Power, for the extremely muddy conditions during that weekend in June. We had a good morning there, having chance to look at the cars belonging to other clubs and driving two laps of what was the track at the Pageant of Power.

That's about it for this month and this year!!, I'll finish by wishing you all a very happy Christmas & New Year, let's hope that 2013 is a good one. Cheers.

Andy

WORCESTER Tel. 01527 894125 www.tssc-worcester.org.uk

*A Massive apology to Vicky and Worcester area members from me to all, I managed to miss out the November News totally as Vicky had supplied it in good time
So again apologies to all. Bernard. Ed.*

Hi Folks. I trust this missive finds you all fine and dandy having enjoyed the last few days of sunshine! Sorry for the lack of news but we were so busy doing stuff I didn't have time to write it down - my excuse and I'm sticking to it. So in no particular order here's a brief synopsis of our travels over the last three months:

The TR and Stag International over at Malvern was well attended (unfortunately not by me as I was in the Isle of Wight, note to self must plan my holiday better) and a good time was had by all. I did make it to the TSSC International and had a brilliant time cajoling people to part with their cash for various TSSC items on the club stand! In the evenings we held our traditional BBQ buffets which certainly stood up to our high expectations - thank you to all who helped. The Saturday evening was spent doing various sand dances and trying not to get our galabeyas caught in the dodgems. On both days the halls were filled with a fabulous selection of cars which is always good to see.

August also saw the Gloucester area BBQ being held at the Royle household and we always accept the invite to attend with the Worcester mob. As ever it was a superb evening

with copious amounts of food and drink being consumed and thanks again to Jane and Vince and Jane for organising it. To close off August there was a couple of events, Richard arranged the Elan Valley run on the Bank Holiday Monday and even tho' the weather was poor, there was a decent turn out of folk who had an enjoyable jaunt around the Welsh countryside and were washed up at a pub to round the day off with a hot meal. Others (including me) were at the Pershore Plum Festival enjoying the cars parked up in the Abbey Meadows and the plum ice cream (thanks Bev).

Into September and the first trip out was a fairly major one over to Holland for the International Spitfire Weekend - well what can I say but it was brilliant and everyone must go! The Dutch were so friendly and welcoming, the Saturday night party was a complete hoot (for a price I may not publish the photos!) and my mum won the 'who can throw the steering wheel over the three cones' competition, what more is there to say? Once back, we again had a clash of events with Shelsley Walsh Breakfast being held at the same time as the Santa Pod FIA European Finals. Several of our members went to the Shelsley and had a good breakfast and a walk up the hill, I meanwhile went off to Santa Pod. Unfortunately the hot rod Vitesse didn't make an appearance but several Top Fuel dragsters did. The following weekend saw a trip to Beaulieu for a parts and book top up, both types of items being bought and stashed away. This edition of news is rounded off by a couple of trips that were done over the weekend, the first being the Historic racing at Castle Coombe and the second trip being to Prescott for the Classic American Weekend. Both trips were held in glorious weather and and on both days a fantastic array of cars were seen.

There was one last trip out to Tintern Abbey on the last Sunday in October which started off in fine, sunny weather but finished in the wet, oh well never mind, the bacon butties, roast dinner and afternoon tea made up for that!

By the time you've read this you will have hopefully had a good time at the NEC Classic Show and bought all those goodies that will keep you busy over the winter.

Just to let you know the meetings are still on the **first Monday of the month** and we are staying with the **Pear Tree at Smitte** until at least Christmas.

Hope to see you there on **December 3rd.**

Vicky

EARLY DEADLINE

FOR JAN AREA NEWS.

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PLEASE. DUE TO CHRISTMAS BREAK

Derwent Valley TSSC

NEW YEAR RUN 2013

Sunday 6th January



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.

Decorate your car and dress up in the colour **PURPLE.**

Wear your **SILLY hats with pride.**

All makes of classic cars and 'euro boxes' welcome.

For more information contact:

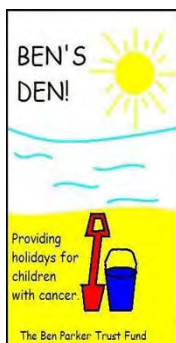
Colin on 01773 531580 or
Roger on 07970 619149

Email:

colin@derwentvalley-tssc.org.uk

Website:

www.derwentvalley-tssc.org.uk



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.



Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies, and some liquid refreshments from the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for those of you who are not driving.

This Christmas Open Day is going to be one to remember. *There will be fun and games for all the family* including a **FREE** raffle. There will also be a prize for the best Triumph on the day. You will be able to meet some of the Directors & Staff of

The TSSC and Bernie will also be manning his infamous "Bizarre Bargains" Stall for Charity.

The Club Shop will be offering 10% Discount over the Counter and for *Phone orders on this day* plus Free Postage (UK Only) *Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as December offers.*

Saturday 8th December 10.00 am to 3.00 pm

Note the Date change!!

Tel 01858 434424 www.tssc.org.uk



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