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Enthusiasts

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Triumph Sports Six Club

The Courier 391

JANUARY 2013



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JANUARY 2013



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.391 VOI 34. JANUARY 2013

Price £3.50 Free to Club Members.

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COUNCIL MEMBERS 2013

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 74.

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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CELEBRATING 50 YEARS
OF THE BOND EQUIPE
AND TRIUMPH 2000!
BOTH LAUNCHED IN
1963

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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

January 2013

SUN 6 JANUARY 2013
TSSC DERWENT VALLEY AREA
NEW YEAR RUN. RIPLEY,
DERBYSHIRE. DE5 3QP. 10AM
CONTACT COLIN 01773 531580
OR ROGER 07970 619149

May 2013

FRI/MON 3/4/5/6 MAY 2013
THE 24TH ISLE OF WIGHT
WEEKEND
APPULDURCOMBE GARDENS
CONTACT ANGELA
0788 006237 OR 01983 281427

FRI SAT SUN 17/18/19 MAY 2013
STAR 90
STANDARD TRIUMPH FORUM
ANNIVERSARY RALLY
VARIOUS LOCATIONS
BOOKING www.tr-register.co.uk

FRI SAT SUN 24/25/26 MAY 2013
TSSC TRIP TO SPA CLASSIC
SPA FRANCORCHAMPS
BELGIUM
CONTACT TSSC HQ

June 2013

FRI/SUN 21/22/23 JUNE 2013
THE 25TH PEAK RUN
TSSC DERWENT VALLEY
CONTACT KIM & PAUL DALE
01335 345784
COLIN 01773 531580
ROGER 07970 619149

August 2013

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

September 2013

SUN 15 SEPTEMBER 2013
THE 20TH ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR
MUSEUM DUXFORD
CONTACT PETER
01582 750943

**PLEASE SEND ALL
2013 EVENT CALENDAR
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AT CLUB H.Q.**

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CLASSIC CAR SHOWS (CLUB INVITED)

March 2013

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

April 2013

SUN 21 2013
NATIONAL DRIVE IT DAY

May 2013

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

CoMment

BY VICTOR THOMPSON

DIRECTOR - COUNCIL OF MANAGEMENT

Welcome to the January edition of the Courier magazine, I'm the other half of the V&V partnership with my wife Vivien Thompson. I've

had a number of roles within the TSSC having been South Yorkshire AO, International Concours Organiser and more recently have just been voted (if that's the right phrase) as West Yorkshire AO. I've been a member of the TSSC since 1985 and along with my fellow Council of Management members am very happy to serve the Club and give something back for all the pleasure membership has given me.

First I'd like to wish everyone a very happy New Year. What will 2013 hold for us all? Once again it's going to be a very busy time with events both familiar and new. One event which promises to be a notable affair is STAR 90. This is a Standard Triumph Forum event which the TSSC are taking a lead role with, which amongst other things is celebrating 90 years of Triumph. This will be a full active weekend with something for everyone. Please look out for the adverts in this and forthcoming Courier editions.

Our Register Secretaries, do a brilliant job in turning out article after article which makes the Courier the award winning magazine that it is. As resourceful as they are, they do never the less need your help with copy and keeping their items fresh and relevant. Could I put out a request, if you have done any work, restoration, repair or modification to your car although you may think that it won't be of interest to anyone else, please do consider sending it in to the appropriate Register Secretary. I know they will be most grateful, even if it's something pretty standard it



could help to put a different slant on a topic.

Although we do have a lot of members that are very knowledgeable, we also have a sizeable band of enthusiastic novices and amateurs and in that I include myself as there is always something to learn. For example I recently fitted an electronic ignition to our 1969 Spitfire Mk3. Being able to refer to a previous article which took me through step by step was invaluable.

So please do keep your stories, questions and comments coming in.

Despite the economic squeeze and the challenging times we're all going through, lets make 2013 a good one and make the most of your Triumph!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 28th April 2013**.

Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and signed by at least two members.

These should be forwarded to the General Secretary to be received by **28th February 2013**. Any item received after this date will be regarded as null and void.

General issues can, of course, be raised at anytime through the General Secretary, or Area Liaison Officers for discussion at Council of Management meetings.

Alternatively, issues may be put forward for discussion at the Area Organisers Seminar, to be held in the morning prior to the AGM – please see your Area Organiser.

In the past a number of wide ranging issues have been discussed and implemented during this more informal meeting.

If any member (of at least three consecutive years membership prior to the AGM) should wish their name to be put forward as a candidate for the Council of Management please give me a call and I will be happy to discuss the duties and responsibilities involved. If you wish your name to be put forward, please contact me by **28th February** and provide a paragraph describing why you wish to be considered for the Council of Management which will be published in The Courier along with the AGM agenda.

Any enquiries regarding any of the above should be addressed directly to me, my details are on Page 3 of The Courier.

Vivien Thompson
General Secretary

Council of Management

The Council of Management (CoM) is the Club's Board of Directors and all CoM members are listed as Directors with Companies House. To be eligible to be considered for the CoM a member must have been a consecutive member for at least three years.

There are five CoM meetings each year and all CoM members are expected to attend them all. They are held on Sundays, commence at 10.30 a.m. and rarely finish before 3.00 p.m.

CoM members are also expected, where possible to attend the AGM, AO Seminars and to help staff Club stands at major shows including: Stoneleigh (March and October), the NEC and Stafford. There is also an expectation that CoM members will assist with or take the stands to other shows e.g. SEM, Duxford, Silverstone and regional or local shows if requested by AOs.

There may also be an opportunity or requirement to take part in other activities e.g. business planning, task and finish groups (to carry out a time limited piece of work or assisting with stock taking. CoM members give all their time voluntarily, but can claim out of pocket expenses if they choose to.

If anyone is interested in joining the CoM and would like to discuss it further, please feel free to contact me at the details shown on page 3 of the Courier. In order to be put forward they have to be nominated and seconded by two members and sign the nomination form to say they accept the nomination. Nominees have to send the form to me by **28th February 2013** and send me a paragraph (to be included in the AGM pamphlet sent out with the Courier) saying why they should be voted onto CoM. Their nomination is then added to the AGM Agenda.

Vivien Thompson
General Secretary



HQ OPENING TIMES

JANUARY - OPEN AS USUAL FROM 2ND JAN
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



www.tssc.org.uk



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SPORTS SIX
CLUB

www.tssc.org.uk

FEBRUARY - OPEN AS USUAL
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

International Triumph Show & Spares Day
Stoneleigh NAC Warks Sun March 3rd 2013

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

TSSC Annual General Meeting

SUNDAY APRIL 28TH 2013 - LUBENHAM VILLAGE HALL

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

Council of Management Meetings

13TH JANUARY 2013 & 17TH MARCH 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

TSSC INSURANCE PANEL

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www.footmanjames.co.uk

Peter James

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e-mail: vitesse@tssc.org.uk



Dave Rumens

3 for 2 Brake Lights

A Happy New Year to you all and I hope you all had a good break over the December holiday period. A number of accidents caused to your classic cars have been where the driver of a modern vehicle behind has failed to stop and has hit the rear of the classic car. Therefore the following article produced by **Nick Fane** is very welcome especially in these dark January days. Over to you Nick.

Thanks Dave. For some while I've been wanting to install a third brake light on my Vitesse, mainly because everyone is getting so used now to seeing a pattern of three lights when a car is braking – and I have a strange preference for the guy behind noticing if I am stopping!

Photo-1 shows the car with the new third brake light installed and, whilst I was at, it a significant upgrade to the reversing light. Don't study the picture for too long wondering if I submitted the wrong photo, because the first aim of the project was to ensure that you couldn't see any changes to the appearance of the car.

All the modifications that have been undertaken are internal to the reversing and number plate light unit, although the latter part is unchanged. Photo-2 shows the modified unit, which now sports 3 LED lamps in place of the original 21-watt reversing lamp. The central lamp is a red-light LED lamp using the same standard 382 lamp socket, but now connected to an extra brake light wire threaded into the unit. The reversing lamp has been replaced by two white T-10 wedge fitting LEDs, mounted on



Picture 1.

a small PC board as shown in Photo-3. The board was made from a piece of scrap fibre-glass printed circuit board and is very simple, it carries 2 turn-lock wedge lamp sockets and is fitted onto the metal carrier in the light unit by tapping in two M4 screws – these also provide the earth connection. The only other modification was to cut two 15mm holes in the lamp



Picture 2.

shroud for the new reversing lamps. Be warned, the whole thing is a tight fit, with only the odd millimetre or two to spare anywhere.

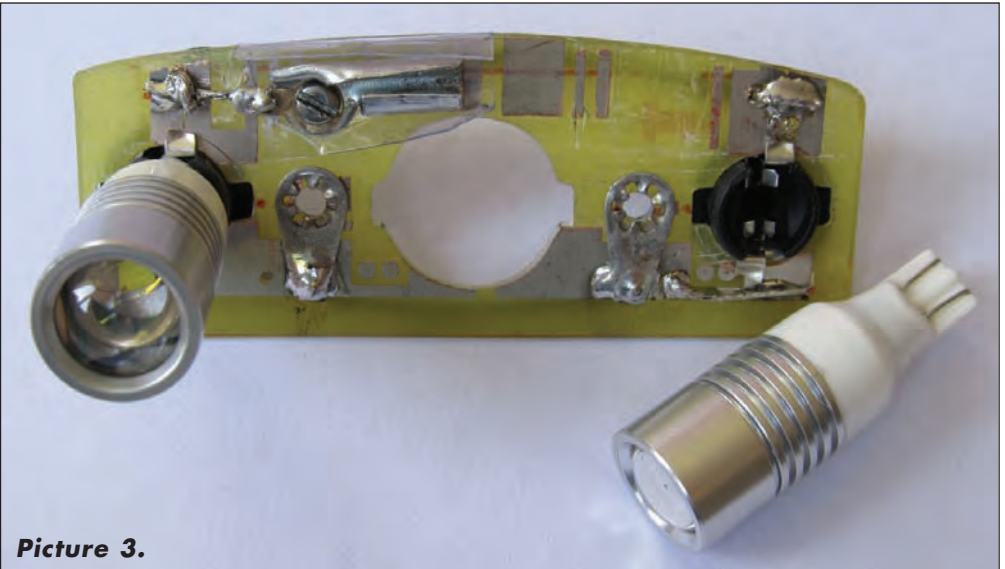
So, there you have it – three brake lights and a better reversing light without any external changes to the appearance of the car.

If you want to undertake a similar project, the LEDs used here were:

1. 382/1156 CREE Q5 High Power 5W Red Fog / Brake Light Bulb
2. 501 CREE 5W Super Bright White T10/W5W/T15 LED

Projector Sidelight Bulbs

Expect to pay about £9-12 for the red LED



Picture 3.

The results are shown as best I can in [Photos 4 and 5 \(Over page\)](#). The first photo shows the three brake lamps, showing that the red LED lamp is at least as bright as the original 21-watt lamps each side. The second photo shows the reversing lamps with the sidelights for comparison – it is substantially more effective than the original lamp. All three LEDs claim to output 380 lumens.

and towards £15 for a pair of wedge lamps. Beware, there are a number of far-eastern sellers on ebay that use the manufacturer's name CREE very loosely! The wedge lamps are the more difficult; I think that the genuine ones are 45mm long, a lot of similar cheaper ones are 42 mm long and claim to be 7-watt (or 3-watt) but I



Picture 5.

suspect they are poor quality copies (one supplier admitted they were not actually CREE, another that the output was 100 lumens). My LEDs came from "[online4bulbs](#)" on ebay, that seller (with whom I have no connection) has stated that he expects to have more stock

shortly. I can also supply an outline drawing for the circuit board, to aid making it fit.

Thank you Nick for an excellent article in which you have increased the safety and still retained the original look of the Vitesse.

Safe Driving & Keep Running On All Six

Dave.



Picture 6.



Chaplin's

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Welcome to **NEW MEMBERS**

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



THE
TRIUMPH
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CLUB

Andrew Stewart
 John Ferron
 Nick Beach
 Stuart Dixon
 Christopher Handoll
 Thomas Fahey
 Janet Cameron
 Oli James
 Neil Beaumont
 Chris Sleep
 Steven Cox
 Tim Jones
 Simon Wright
 Stuart Fawkes
 Richard Swithenbank
 Colin Vines
 Will Davison
 Mark Phillips
 Stephen Bush
 Neil Read
 Matt Taylor
 Laurence Nicholson
 Michael Andrews
 Iain McLean
 Paddy Doyle
 Aaron Wootton
 Paul Howes
 Greig Lowe
 Richard Bullough
 Geoff Riley
 Wayne Ball
 John Campbell
 Paul Steel
 Roy Tovey
 Grahame Mountford
 Paul Sayer
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 Devon
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 Essex
 Essex
 Glos
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 Hants
 Herefordshire
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 Kent
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 Lancs
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 Lincs
 Lothian
 Gtr Manchester
 Gtr Manchester
 West Mids
 West Mids
 West Mids
 West Mids
 Middx
 Norfolk
 Norfolk
 Northants
 Northants

Alaster Bentley
 Archie Clarke
 Dave Prout
 Tommy Waters
 Ken Knowles
 Christine McHugh
 Mark French
 David Pattison
 Frank Aitken
 Allan Baker
 Campbell Hodgetts
 Stephen Collett
 Ian Minards
 Tim Wilson
 Philip Avery
 Matthew Girling
 Darren Churm
 William Jenkins
 Steve Smith
 Peter Norrish
 Michael Lootes
 Tim Crowther
 John Wright
 Ian Rushby
 Gary Riley
 Arthur Dunlop
 Robert Hoffmann
 Casimiro Furio Sanchis
 Simon Gealy

Oxon
 Somerset
 Somerset
 Surrey
 East Sussex
 East Sussex
 West Sussex
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 North Wales
 Warks
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 Germany
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 USA

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

Feedback from the TSSC Council of Management Meeting

Sunday 11th November 2012



TSSC Membership

There has been a slight decrease in membership over the summer but this is following the pattern of previous years and membership has remained more stable this year than it has for the last few years. Although a survey had been carried out, as in previous occasions the responses rate gives the views of only a small proportion of members therefore we need to find ways to get feedback from a wider range of people as to why they stay as members. It was also suggested that there is a limit to how much CoM members can do to promote Club membership and that we need a call to arms of all members to promote Club membership at every opportunity.

Business Planning

David Embery agreed to drive this process so a proposal can be put forward at the January CoM meeting.

Spa and STAR 90

Planning for these events is moving on and they promise to be great weekends. The Spa event is at the same campsite but as there is no Le Mans Classic it will be promoted as a longer event as we believe members attending will want more time to enjoy the variety of places to visit and things to do.

STAR 90 will replace the Standard Triumph Marque Day for 2013 and the main organisation is by the TR Register, Stag Owners Club and TSSC.

There will be the opportunity to book for the Pro Drive track or a scenic drive on the Saturday and Sunday will be focussed at Gaydon.

There is camping and hotel accommodation with a BBQ on the Friday night and dinner dance on Saturday.

AGM

The date for the AGM was agreed as **28th April** and after discussion it was decided that to reduce costs it would as usual be at the Village Hall in Lubenham as other venues were expensive by comparison.

General Secretary

As the three year tenure for General Secretary is at an end at the AGM, the position needs to be voted on at this meeting. Vivien was once again voted as General Secretary for another three years.

Next Meeting

The next COM meetings will be held on **13th January and 17th March 2013.**

Vivien Thompson

General Secretary
Triumph Sports Six Club

THE TRIUMPH SPORTS SIX CLUB

Trip to

SPA CLASSIC 2013

May 24 - 26

Track, Paddock & Grandstand Access
Circuit Laps -
Camping at Eau Rouge -
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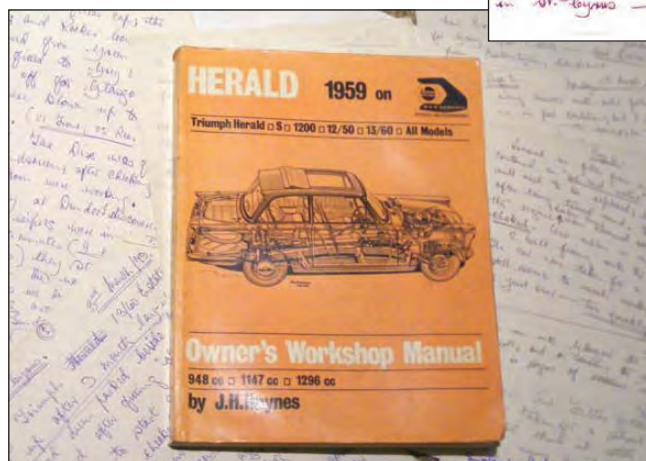
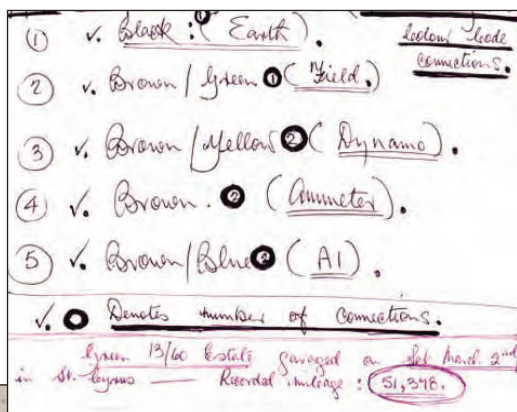
Colin Lindsay



Where are they Now?

I'm going to cheat slightly this month (not like me?) and dip into the world of later Heralds (with apologies to Derek Giles for treading on his toes) but I've a bit of a story which I thought any Herald owner may be interested in, and with which maybe someone would be able to help fill in the gaps. I had occasion to photograph one of my old Haynes manuals for the article on Herald reference manuals and books, and in the process came across a particular copy which I remember buying at the Doune Classic Show near Stirling in the late 1990s. This is one of the soft cover copies from 1971, and a previous owner has kept meticulous records not only of his cars, but the maintenance performed and the journeys he took in them. The manual

itself was purchased from "*Duthies Garage*" in Montrose on Saturday afternoon 23rd Feb 1974, and cost £1.80. You can now start to appreciate that, if this is the record kept on the purchase of the manual, exactly what the records on the cars themselves must be like.



The owner appears to have purchased a grey J-reg Herald 13/60 Estate - GE 72214 SC which replaced a G- reg saloon GA 244943 DL; this I know because in the manual he has scored out the earlier commission number and added the later. However: the writer makes reference to a green Herald Estate being laid up at 51,378 miles as well as this later grey model, plus removing the starter motor from a maroon Herald, so

there does appear to be more than two Heralds referred to, and the poor earlier cars seem to have been cannibalised for small parts to keep the grey model looking and running in tip top condition. Or at least, that was the intention....

These days most of us just get into our cars and drive; writing about them is usually restricted to Facebook posts (car broke down...grrrrr) or forum posts (my car broke down today and does anyone know why?). Our Herald owner kept detailed records; and he must have had a prodigious memory for detail, or else wrote it all down as he went along. "Sat at St. Cyrus. Grey Triumph 13/60 Estate started after one month layup. It had been parked beside a Ford Corsair and after fitting charged up battery failed to start after three attempts. Spark plugs checked and found to be poor so a new set of 9-NY's fitted. These had originally been purchased for a Ford Corsair five years ago. The inside of the distributor cover was cleaned with a dry duster, the HT leads were also cleaned with a duster, and the car started up". Probably nobbled by that Corsair, looking for revenge for his plugs. Here's a sample from 3rd March 1979:

"The locking petrol filler cap, the radiator cap and rocker cover cap were all removed from green 13/60 estate and fitted to grey estate before setting off for Glasgow. The tyres were blown up to the correct pressures (21 front, 25 rear). a new road tax disc was fitted on inside of windscreen after checking that the lights and horn were working."

Still, all is not well:

"On the Kingsway at Dundee I discovered that the windscreen wipers were inoperative but after about ten minutes (I must have left the switch on) they started up, and gave us no trouble on the way home. It was just as well as we encountered very heavy snow showers around Dunblane." That was some trip, from Montrose in Angus through Dundee to Glasgow and back via Dunblane, Stirling, and all in a Herald Estate... but it was obviously for a Saturday shopping trip, as next day after Sunday tea we "removed the

wing mirrors from the car as they were slack and old. Monday saw them cleaned with metal

page 5. Sat: 17/3/79
New Exhaust Pipe and Silencers purchased
N. Lynn 13/60 Estate — cost: £13.50;
from Ballantynes; Blythburgh.
Mon 17/3/79.
Rings and Becker cover removed.
Bolt checked and found reasonable; between
".010" and ".012". correct setting: .010 odd.
As I may have to remove cylinder head
the rocker cover was covered in "Grit"
probably a mixture of oil & water; the
old rocker cover joint was replaced as it
was still removable.
(Rocker cover wiped clean; using 4 small rags)
2,547 miles.
Monday, 19th March, 79
Engine oil & oil filter changed. Sump plug
very tight; it had to be removed with a small
Bullson wrench by the main upstair — I must get one!
I used the oil filter "Removal Tool" for the very
first time — It worked perfectly on large (old filter);
it will also fit small size filter now fitted.
checked BTX now in engine sump, engine oil and
checked for oil leaks — seems alright

polish, but the condition is apparently so poor that it should deter anyone from stealing them; Tuesday at work he made up two new rubbers but did not get finished work until after 7pm - no doubt doing what he should have done when he was making mirror stem rubbers in the firm's time - and on Wednesday we have the single line: "Wing mirrors fitted and adjusted".

The following Saturday saw a lot of maintenance - the cooling system filled with washing soda crystals and run for six miles before draining and flushing. A new thermostat and water pump followed with a fill of anti-freeze saw it back to operating temperature.

However, it's possible to be TOO clever, as the entry from 14th March 1979 shows: "The ignition timing was checked by means of a Strobe-Scope after painting 9 degrees BTDC on crankshaft pulley. The timing was found to be set correctly. To prevent damage to the strobe leads the dynamo fixing bolts were

slackened to allow the fan belt to be removed. Although much safer I believe that the timing can be just as easily checked with the fan belt in situ; providing one takes care. After running the engine I found on checking that the fan belt had come off the pulleys!! Had to slacken off dynamo again before I could fit fan belt on pulley. (It seems that I may not have fitted fan belt on correctly the first time."

Oops. We live and learn, we do...

By 19th March the symptoms of head gasket problems have appeared (*"the cylinder head is covered in goo"...*) and a new exhaust has been purchased from Ballantynes, Clydebank for £13.50. The rocker cover was wiped clean using 4 - FOUR - sweat rags. This guy is a bit.... attentive. At 42, 547 miles he used the Oil Filter Removal Tool for the first time on the old type (large) filter and replaced it with the smaller type filter and Castrol GTX oil. He's not averse to saving a few pounds as despite the air filter being full of oil and water, he merely *"turned it round"....* cheapskate. The trouble is increasing apace, and by 7th April on *"run into Glasgow the engine still overheats, and on removing the rocker cover there is sign of excessive emulsification."* This led to the fitment of a new air filter on April 11th, which made no difference whatsoever... *"car taken for a short run; it was noted that it still heats up very quickly!"* The end is in sight, though - despite the treat of a second-hand horn, bought for 40p in the *"Barrows"* on Saturday 28th April, the side and headlights have failed to work, the starter solenoid has been replaced, and the car repeatedly fails to start. Here, ominously, the records end abruptly.

So: all you budding Triumph detectives: do any of the cars survive? What about **Duthie's Garage?**

If anything strikes a chord, get in touch.

The curious thing about these notes, and the accompanying manual, is

On order 16/2/79

ALBION 100TORS BENTON LEYLAND MK LIMEYEN
PLANT SALES ORDER AMENDMENT

CONTRACT NO. CHASSIS TYPE 2500000 C.Z.T.

DATE ORIGINATOR

CHASSIS TO CLIENTS REQUIREMENTS - ENTER DELETIONS AND ADDITIONS

QUANTITY REDUCED FROM 2 TO 1
ORDERS 18650/1 ALTERED TO READ 18650

NON STANDARD CHASSIS NON STANDARD TYRES
WHEELS/PSI ROW STD FRONT
FR HT FA HT RA HT RE HT REAR
SPACE

SELECTION CHASSIS

DATE 16-2-79 ORIGINATOR J. McCLAY

that there is a copy of a Customer Sales Order Amendment Page, which would originally have formed part of a sales agreement on a new car. This one comes from British Leyland dated 16/2/79 and is signed by a **J. McClay**.

The amazing coincidence is that the Haynes Manual in which the notes are stored was written by... **J L S McClay**. Is it coincidence? Anyone know? Tell all....

Colin

Purchased in Montrose : "Duthie's Garage"
on Saturday afternoon : 23rd Feb. /74.
Cost : £1.80.

TRIUMPH HERALD

Owner's Workshop Manual

by J.L.S. Maclay



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"Nostalgia"

Funny lot us human beings, it seems we like to dwell on the past and I think we in this country are more prone to than most.

So when Peter Hennell of St Neots offered me an article that linked 'D' day to a 13/60 I jumped at the chance! Sounds strange I know but all will be revealed when you read the following.

Back in 1984 the Telegraph published a

40th anniversary supplement containing then (1944) and now (1984) photographs of various English and French towns/places associated with the allied landings in June 1944. Many of the names will be familiar to a lot of you reading this, such as Juno, Omaha, Utah and Gold beaches in France. Plus the English assembly/departure points Torquay, Weymouth and Portsmouth. But to me the one that stuck out was Torpoint ([photo 1](#)) not only because I worked there during the late 70's but in the 1984 photo was a 13/60 saloon WTU 762J



2.



(photo 2). If you look carefully you can see apart from the soldiers and landing craft not much else seems to have changed.

The cranes and the wall could still be in 1944! I just wonder if WTU is still around now in 2013. If you know the car or have any information on it please let me know.



3.

some sources was in fact an Estate!!

I am always happy to have reminders of the



4.



past, especially about our cars so if you have any memories you would like to share please let me have details.
Cheers for now,

Derek

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Recon exchange caliper type 16P/PB	£56.00
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TR7

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STAG

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Service exchange oil pump 215573	£27.00
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Seatbelts non-sensor	£100.00

TR6

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Late type rear centre bumper O.E.	£125.00
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Top ball joint GSJ131	£10.00
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GT6

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e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



TR4A Engine Rebuild:

Part 3

Continuing on from last month is the third part of my series on the rebuild of my TR4 high mileage original engine.

27/10/2011

The oversize thrust bearings arrived and I was immediately concerned with the "made in India" sticker. I used a micrometer to measure them and although they were supposed to be +0.005", one pair was the same size as the standard bearings and one pair was +0.0055".

I then spent an hour rubbing the thicker ones with wet or dry on a piece of glass and repeatedly trial fitting them until I achieved the 0.004" end float.

I then drilled a piece of steel bar so that I could bolt it to the flywheel end of the crankshaft which would make it easier for me to rotate the crankshaft as I installed the pistons.

The main bearing caps were torqued down and after scrupulously cleaning the liners and crankshaft journals the pistons and con rods were installed using my ring compressor. I temporarily used the old big end cap bolts with the intention of fitting the new bolts after checking that the engine turned over nicely with everything in place.

Another problem raised its head when I was fitting the fourth piston,

the big end shell was too long and one end was protruding about 0.010" from the cap while the other end was flush, these shells had been manufactured in Israel.

I very carefully filed the protrusion until it was flush with the cap, then another problem, the new big end bolts were the wrong ones, 7/16 UNF, both TR4 and TR4A's use 3/8 UNF, so on the phone to the suppliers (I will NOT buy parts from them again if they are obtainable elsewhere) and they will send me the correct ones (yet another delay).

I then soaked the felt rope in Welseal and rammed it into place in the rear main bearing cap where it seals against the recess in the block.

The last action of the day was to soak the cork "T" seals with Welseal, fit them into the front aluminium bridging piece and install it so that it was flush with the front of the block, sounds easy when you write it!



All these issues with poor quality parts really impact on the time it takes to assemble an engine and the novice who may not have the equipment or background that is needed to recognise and attempt to rectify the faults would end up with a very poor, perhaps even scrap engine, as it is I don't know how this rebuild will turn out, as you can check the dimensions of a component, but not the quality or integrity of the material that it is manufactured from!!!!!!!!!!!!!!

6 hours

28/10/2011

The correct con rod big end cap bolts arrived late morning so I fitted them and torqued them down, the engine still turned over nicely. Then I realised that with all the hassle with poor quality parts I had not yet installed the rear crank oil seal (which I have converted to the newer lip seal type) so I removed the rear main bearing cap to enable this to be carried out. I then fitted the new oil pump after checking that it was within the recommended tolerances, a nice surprise, it was.

I then fitted the sump using Hylomar blue on both sides of the gasket. Jack then helped me to take the engine off the stand and onto the floor using the engine hoist. The next part to be fitted was the front engine plate.

I then fitted the camshaft sprocket along with the timing chain and distributor drive ensuring that the camshaft, crankshaft and distributor were all correctly timed. I used the old cam sprocket and it was an

extremely tight fit on the camshaft. The next parts to be fitted were the timing chain tensioner, crankshaft oil thrower and finally the timing chain cover, I left the old oil seal in as it had been changed only a few thousand miles before along with the chain and it looked to be a better quality item than the new one that I had bought (it has two lips), should it leak I can easily change it with the engine in situ.

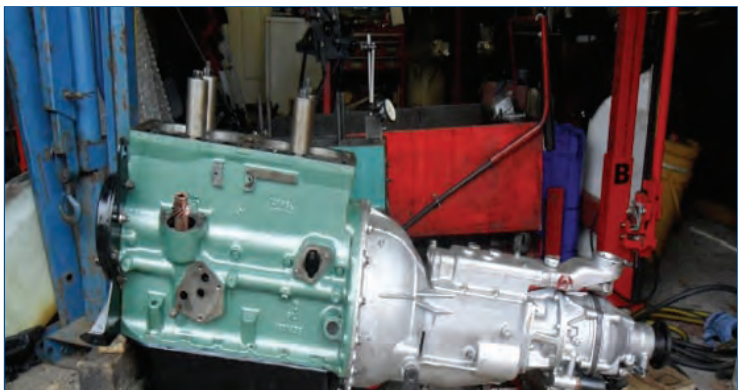
3.5 hours

29/10/2011

The clutch spigot bearing and flywheel were



fitted and the flywheel "run out" was measured, it was 0.0025" with the limit being 0.003" so I then installed the clutch friction and pressure plate using my clutch centrali-



sation tool and torqueing the bolts to the specifications in the workshop manual.

I then offered up and mated the gear box to the engine and tightened the bolts and studs. After I fitted the flywheel inspection cover to the bottom of the gearbox bell housing I turned the engine over and there was a "grating" noise, this was caused by the cover coming into contact with the flywheel, so as I have come across this issue in the past.

I overcame it by placing washers between the cover and the bell housing.



2.25 hours

30/10/2011

Our friend and fellow TSSC member Paul Price kindly offered a third pair of hands to aid the installation of the engine and gearbox, so with Jack on the engine hoist, me guiding the engine and Paul inside the car guiding the gear box, we installed the engine using the new engine mounts.

Even with the three of us it was a precarious operation.

We then fitted the starter motor and bonnet.

2 hours



Finally this month I received a question From **Dave Boswell**. 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 Dave's question:

Hi Bernard.

I got your email address from this month's Courier article.

I'm a TSSC member, I generally post on the 13/60 and Herald message boards.

I am on the verge of buying a TR4A now, and wondered if you had best advice, or could tell me where to look for some, on the main (worrisome) points to look out for.

Best regards

Dave Boswell

Hi Dave,

If you have a particular car in mind and would like to send me some information and images so that I can help you further please do so, otherwise here are a couple of pointers which after the usual checks that you make when buying a second hand car are more specific to TR4/4A's.

Some people say do not buy the first car you view, but this has never made any sense to me when looking for a rare and sought after model, if you view a car and it is in the condition it should be for your budget (if you only have a budget of £7k for a TR4A, you will probably be buying a car that needs a lot of work, but if it has a current mot and drives, you have a good basis with which to work, and after all if you don't buy it, you may find that a member of your family will make demands on your money and "fritter" it away on new kitchens etc).

1) If you can afford to, buy from a reputable TR specialist.

2) Check that the numbers on the V5 tally with those actually on the car.

3) The worse problem with TR4A's is if the chassis is rotten or has at some time been repaired badly, don't forget that in the early - mid 1970's these cars were worth virtually nothing, so any repairs to get them through mot's usually took the form of plates being

welded onto the chassis, the main problem area for the TR4A is the rear of the chassis and this can usually be identified by uneven door gaps at the rear trailing edge of the door(s).

4) Outer body panels for these cars are very expensive, outer wings made from a composite material are now available for around £400 each.

5) Most of the inner panels are the same as those on a TR6 (you can also use the doors, but have to weld up the hole for the TR6 type lock).

6) All engine parts are available (though some of dubious quality, see my engine rebuild report).

7) Try to buy a TR4A with an over drive gearbox fitted (if you have a choice), although you can retro fit one of these, they are getting quite expensive as the price of fuel rises.

8) Then there are the usual checks that you would use for any classic car you were thinking of buying, check the oil pressure when the engine is hot, drive the car up a gradient in as high a gear as you can and listen for any bottom end knocking.

9) Get under the car or if from a dealer, ask them to put it on their lift so that you can check underneath for bodged repairs and corrosion.

10) And finally, if possible take someone who has a TR4,4A,5,250 or 6 along with you and let them check the car out before you part with your money.

Another point is that Surrey tops seem to be bringing a ridiculous amount of money these days, so if you buy a car with a Surrey top you can always recoup up to £2k by selling it on.

Anyway I hope that this has been a help to you.

Good luck with buying a 4A, I can tell you that mine is the best car I have ever owned and I have no intention of ever selling it.

Cheers

Bern

TR7/8 Register



e-mail:

paul_lewis_1966@hotmail.co.uk



Paul Lewis

TR7 Restoration

John Rhodes & Andy Sollis

H

appy New Year to all club members! I want to start this new year off by saying thank you for all the support you have given me over my rela-

and keep members updated on any problems that arise and also any work that I complete. I have encountered a couple of problems already that I will bring to light next month.

I received an article in the autumn of last year from **Andy Sollis and John Rhodes** of the

Nottinghamshire area on their continuing restoration. I thought I would wait until now to publish that article to try and inspire members to make that new year resolution and finish that project and start enjoying your Triumphs. Anyway over to Andy and John.

How it began

By John

Hello my name is John. I own a 2 Litre TR7 registration number PBM 519W.



tively short time as the TR7/8 register. My TR7 is back from the repairers and is back to the correct livery on the boot and the rear light panel is now painted satin black. The TR8 has a list of jobs to attend to over the next couple of months that include, renewing the valley gasket between the V, these are renowned for coolant leaks and sorting out a leaking gearbox. When I do the jobs I will put into article form in case they are of interest. The plan for the TR7 is to use it as much as possible over this year starting from the 1st January 2013



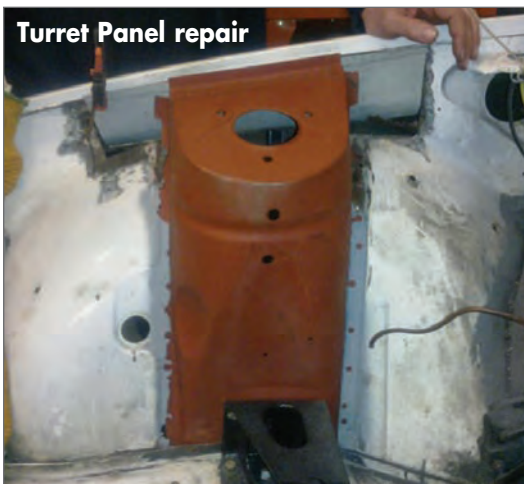
I purchased it in April 2010 and ran it for a

few months until the tax ran out on it. Our first outing was to Crich Tramway Museum with the Notts TSSC area for the "drive it day" event held there. It was a great day but when I returned home we found that the brake lights were not working – bad earths - and sorted within a few minutes with some fine wet and dry and WD40.

It was always my intention to restore the car though, as I was not really a fan of the white paint work and always held the Inca Yellow as my favourite, so when the tax expired she went straight in the garage. I first fell in love with the "7" at about age 17 or so. My father went to Kennings garage at Clay Cross, near Chesterfield to buy a car and while he was doing the deal I was left to wander around the show room. The TR7 had only just come out then and as I sat in it I thought to myself "one day I'm going to have one of these".

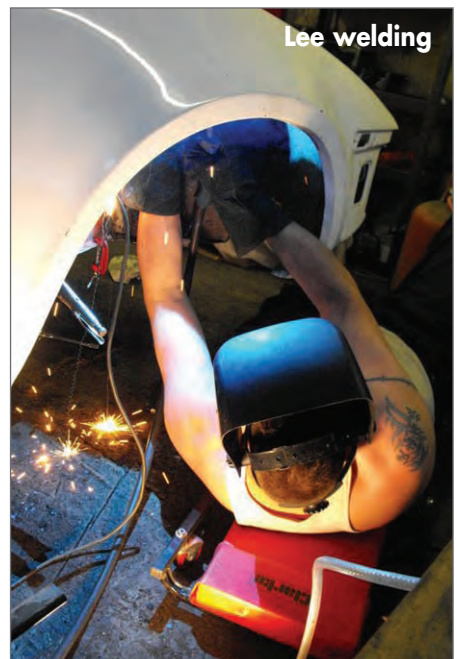
It only took another 36 years. Well, let's face it; they are not really the most practical car when starting a family etc. Anyway, the family has now grown up and flown the nest and disposable income is not so much of a problem, so here we are up to date.

When stripping the car, the first major problem to surface was the drivers' side fitch panel. It was, for wants of a better term, shot. Inspecting it whilst the engine was removed highlighted the fact that



daylight could be seen through it, the top front of the off side suspension turret was made up of lead and filler. We made a start on removing the old panel and then came to a standstill. My son in law,

Andy, who was going to help me with the restoration, had done a bit of welding before on his own Triumph, but nothing on this scale. After all, it is the main support for the suspension leg and would affect the geometry of the car so it had got to be right. Andy declined the task so we were left looking for a welder. Then we had a stroke of luck. It's funny sometimes how things work out isn't it? Andy had been chatting to an old mate (Lee) on Facebook and he was now in the Army. Unbelievably his job was as a engineer/welder. He also had a fondness for classic cars too. And so, a few messages on Facebook later, he agreed to come and take a look the next time he was on leave. What a stroke of luck!!! "No problem" was Lee's reply, and set straight to work saying all he wanted in payment was a case of lager. He was at it for a couple of days on and off. Hammering, banging, cutting, welding and grinding. God only knows what it would have cost me to have the work done by a garage. Upon completion I managed to



force £50 into his hand which he didn't want to take, and that was no mean feat in itself as he must be 6 ft 4 inch tall and nearly as broad!!

It just goes to show though that you need a bit of luck when restoring an old car, and also that there are some genuine people out there who want to help because they want to, and not just for monetary gain.

It helped not only to restore the car but also my faith in human nature.

Body Work By Andy

After Lee completed the welding work on the suspension, John set to with painting the engine bay. Everything had been stripped out back as far as the gearbox with engine, radiator sub frame etc all removed for refurbishment. Unfortunately, the sub frame was found to be perished in places and it was deemed beyond my skills to weld at that point



in time. Our friendly Triumph supplier in Lincoln was promptly visited and John purchased a brand new sub frame for the front end. New shock absorbers were fitted with

nearly the whole front end being refurbished or renewed as we rebuilt it.

After priming and painting in yellow, the engine bay was slowly rebuilt and covered over as we progressed our way around the car stripping all other external items off such as the soft top, doors, lights and bumpers and finally the interior(although the radiator fitting was left till later due to needing access when spraying the front of the car). John spent many hours of his days off sanding back the old white paintwork ready for some bar coat and paint. As always happens, there were some areas under the paint work that were found to not be metal but filler, especially around the boot area. So I set to with the new metal, welding mask and angle grinder, cutting out the old and



making new parts. Even I was impressed with my work here welding in a new panel to the top of the nearside rear wing and the bottom where it met the sill and door seal.

Once complete the car finally painted Inca Yellow in late April 2012, some 18 months after we started the work. It was the first time John had painted his own vehicle and indeed a whole vehicle – previously, spraying had been limited to a panel or two, but thankfully it all went very well. No paint runs, all looked good! It didn't go so well when it came to polishing back with a few areas being a little thin and John having to respray, but this was a learning curve for both of us.

It was around this time we turned our attention to the bonnet area after the door skins had

been completed. A planned afternoon on the back yard to rub it back ready for painting

We opted to have a run over that same day and John was shown in to the depths of their stores to find a few dusty items stacked up. John didn't look any further than the first one in the pile finding a very solid and rust free green single bulge bonnet for about £60 at least half the asking price that anywhere else. He came out to the front counter with a big smile - I think hands were snatched as we made a hasty dash to load it in to the boot of my Ford Focus. Once home, we trial fitted, finding it needed very little adjust-

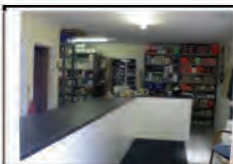


lasted all of about 5 minutes. What looked to be paint runs on the inside were indeed paint runs (showing the low standards the last restorer had gone to), but sadly covering more filler than metal along the wrap around edge of the outer skin. After we discussed it for a few minutes at what welding work this may entail, I made an off the cuff comment about a new second-hand replacement. I didn't expect John to take me seriously, but within 5 minutes John was looking on the internet and found one of the Triumph parts suppliers had some second hand bonnets advertised.

ment other than one corner sitting a little low. Once primed and painted it was stored along with the doors to allow access to other areas of the car for the little bits to be fitted and the most daunting task we still had to face – refitting the front windscreen.

Thanks again to Andy and John for the article, I know they have completed a lot more on the restoration since they sent me the article. I hope to see you at one of your meets. Again if anyone has any articles or photos and stories of your car please drop me a line.

Paul



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Mark Blease

MK2 PI Restoration Update

I hope you are having (or have had) a good Christmas and New Year. We've probably all got a list of items that need attention on our Triumphs in the coming year, but one member with more on his list than most is **Neil Spencer**, who is embarking on a very comprehensive rebuild of a Mk2 PI.

It was back in February 2012 that Neil first introduced us to his project, and less than a year later things have certainly progressed:

*"It's been a while since I last updated you on the renovation of my Mk2 Pi. You may remember that I had decided to completely strip the body shell and have it dipped at **Prostrip** in Nottingham. This is the first time that I have used this process and it took a lot of courage to venture down this path. It literally scared me to death!*

plus I knew that it would increase the cost of the rebuild by several thousand pounds, as well as add probably hundreds of hours labour with all the dismantling and reassembly involved.

However I bit the bullet and went for it.

Stripping every single bit from the shell was very time consuming and the car just seems to take up more and more space as all bits are removed and suitably bagged and tagged as well as photographed and documented along the way. This latter part is vital when you get to my age and find the old memory cells fading a bit as you feel a right berk when you later stand staring at an item that you have no idea where it goes, or worse still discover that you should have reassembled this particular



Emerging from the Dipping Tank

part some time ago before you did something else therefore finding it necessary to start removing parts again in order to fit said part!

Luckily our cars are not that complicated and you do get to know all the bits over the years.

When the shell was lifted from the stripping tank it was a sight to behold! It really does leave just good metal. The trouble is it reveals fresh air where you once thought good metal

full of filler.

- Some other previous floor repairs that seemed quite good were in fact bodes.



Rusty Rear Floor

The car is now sitting in my garage waiting for Mick from E.J. Ward to fit the car into his schedule in order to start the weld-a-thon.

Once this is done the shell will go to SPL in Dudley for a second mild dip in the stripping tank and then be electrophoretic coated in line with all modern car shells.

had been. Finding all this new welding that needs doing is really a relief as I would have gone ahead with the welding/painting etc only to be disappointed in a year or two when new holes would have appeared through the metal. Areas that were found were as follows:

- Rear floor underneath the rear seat was in places like a lace curtain that had been disguised with underseal and paint.
- The n/s rear wheel inner had a filled hole just behind the shock absorber top mounting hole right through the double skin part. This will be difficult to repair too.
- The front wheel arches had been repaired with a Stag repair section cut into many small pieces to form a better shape.
- The front screen A-post had a big hole

done the car will again return to my garage and I can then start thinking about finishing the



Previous wheel arch repair

shell in its original French Blue. If everything goes really well then I anticipate having a finished shell in my garage ready for reassembly by this time next year!!!

Also since I last wrote I have finished rebuilding the engine and that now sits on a wheeled pallet in my garage with 12 litres of oil in the



fitted to a battery drill and spun backwards to get the oil flowing.

I will soon be taking all the injection system to an expert in Stafford for a complete recondition of all parts. All the interior woodwork has now gone to Chapman & Cliff in Cheshire to be re-veneered in standard straight grain walnut. The gearbox and overdrive have been reconditioned by CGR in Blackburn and they have my

sump. I turn it over on the pulley bolt a couple of times a week to keep the oil sloshed around.

I primed the oil using a large bolt with a slot in the end to key in with the oil pump. This is

diff at the moment. I have cut out new door cards using a jigsaw and the old ones as templates. I will be having the door cards, dash top, console, seats etc recovered in black leather by the same guy in Essex that did my Stag a few years ago. He will charge a little under £2000 for this work and that is less than half any other quote and he is very very good. I sent the complete roof lining to Peter Harvey in Kent who has a sewing machine big enough to sew in the cross rails and he has completely redone the roof lining for me. I have had lots of parts shot blasted and powder coated including both front cross members, air filter box, rocker cover box, vacuum tank, plenum chamber, rear suspension main beams and lots of other smaller parts.

All the suspension parts are in the process of being rebuilt with new parts as necessary ready to be put back on the car.

I am really looking forward to re-assembling the car and seeing the fruits of my labour and I can't wait to show it off. I am hoping that I can take the car to Stafford in 2014."

I am also really looking forward to seeing Neil's car. To strip a car back to a bare shell is brave, but undoubtedly gives the greatest piece of mind about the quality, and longevity, of the finished restoration. Until next month!

Mark

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Ben Broadbent



Triumph's Last Range Brochure

Happy New Year. I hope you have had a good time during the festive season. In a follow up to the article in the August 2011 Courier, I have been asked for more details of what the Austin Rover Range Brochure had to say about the Last of the Triumphs - the 1984 Acclaim. Therefore, this is the first part of two reviews of what it had to say:

The article began with the headline; 'The Triumph Acclaim: For discerning drivers'.

Well, for those owners who bought an Acclaim, I'm certain it proved a sound judgment to invest in this final Triumph. The brochure as you will see put a great deal of emphasis on quality, and attempted to get perspective buyers to take a test drive to experience the appeal of the car. The brochure looked at each of the four specifications, so here is what it had to say;

ACCLAIM L

Now a popular and well-proven sporting compact saloon, the Acclaim L is the high-value entry to this four-model quality range.

Acclaim's lively, fun-to-drive character stems from the superb all-alloy 1.3 litre OHC engine, developing 70bhp, together with a slick-



changing 5-speed transmission. All-independent coil spring suspension gives agile handling and a supple ride to match the blithe spirit of the car.

'Totally Equipped' is the Acclaim's original by-

line, and the L is no exception, with full instrumentation including a tachometer, an intermittent wiper setting, 4-door courtesy lamps, a boot lamp and a push-button radio.



New-style Marle cloth covers the seat facings, and items such as the cigar lighter, heater controls and switches are illuminated at night.

Attention to detail abounds in the Acclaim L, with such thoughtful items as a driver's coin box, and moulded side storage trays in the boot, which also has a useful under floor compartment. Even the radio aerial is neatly housed in the screen



pillar, where it is well protected yet accessible to the driver.

Comprehensive safety features include servo-

assisted dual-circuit brakes with plastic-coated, inboard brake lines, twin rear fog guard lamps and side repeater flashers.

Compare the specification, ask an Acclaim

owner, but above all, test drive the Acclaim to fully experience its appeal.

OPTIONAL EXTRAS

Tailor your **Acclaim L** to taste with a radio/stereo cassette player, head restraints, laminated windscreen, tinted glass & laminated windscreen. Black or clearcoat metallic paint finishes are also available

ACCLAIM HL

Second in the Acclaim hierarchy, the **HL** offers some very useful extra benefits, such as the larger, 155 section tyres, a head lamp levelling control in a centre console, a digital



clock, front seat head restraints and new-style Shetland tweed seat facings, plus remote boot lid and fuel filler



releases, controls for the twin door mirrors and also a very stylish coachline.

OPTIONAL EXTRAS

Choose from a radio/stereo cassette, laminated windscreen, tinted glass & laminated windscreen, black or clearcoat

metallic paint.

The **HL** is also available with the high-efficiency Trio-matic clutchless transmission that combines the ease of control of an automatic with the precision of a manual gearbox.

ACCLAIM HLS

Still further distinctions are to be found on the Acclaim **HLS** model, starting with halogen headlamps and side rubbing strips.

Inside, the **HLS** now has plush hair-line velvet upholstery. The



door casings have central velvet trimmed panels and carpeted lower kick strips, and

the floor has superior cut-pile carpeting. A radio/stereo cassette player is standard as are tinted glass and a laminated screen.

Another neat and useful innovation on the **HLS** is the rear seat hatch, on the nearside, which allows stowage of long loads, and which also doubles as a picnic tray. Thus the **HLS** combines notable luxury



and amenities with the Acclaim's enjoyable dynamic qualities and excellent economy of

running. It's a car, in fact, that's very much in tune with the needs of many of today's family and fleet users.

OPTIONAL EXTRAS

Unusually in a car of this size, the **Acclaim HLS** may be ordered with factory fitted air conditioning - a boon in sticky, hot weather.

Trio-matic transmission may be specified for relaxed but efficient motoring and, of course, black or clearcoat metallic paint completes the list of options.



ACCLAIM CD

Top of the Acclaim range, the **CD** stands out in any company for the quality of its finish and its equipment.

CD recognition points include stylish wheel covers and 165/70 low profile tyres, together with fine coachlines, lower side rubbing strips



and bright bumper cappings.



New to the **CD** is Raschelle luxury fabric seat covering throughout, adding extra plushness and comfort.

All-round electric door windows, with a driver's master control panel, and power wash



HL and HLS models. Designed and built to be the complete quality compact sports saloon, the

for the head lamps contribute to the unique CD specification, which includes all of the outstanding features already shown for the L,

CD, like all Acclaims, needs to be experienced first hand for its appeal to be fully realised.

OPTIONAL EXTRAS

Complete the luxury of the CD with air-conditioning, specifically engineered for the car and factory fitted, or the superb Trio-matic clutchless transmission. There is no charge for black or clearcoat metallic paints on the CD.

Some very interesting features in the specifications that made Triumphs such a sound investment. The Acclaim was well worthy of the Triumph Marque. I was speaking to a local chap who owned a 1984 Acclaim HLS and never had a single fault in the 20 years he drove it. He only sold it as he stopped driving in his 80th year. In part 2, the more technical details of the brochure will be reviewed.

Take care until then. *JUST DRIVE IT*, without any worries!

Ben



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Ben Broadbent

Any Colour as long as it's White!

Just what Colour should my Stag be?

Happy New Year to one and all. I trust you have all had a very good festive season. Back in November I had an interesting conversation with my dad about the paint colours used on the Stag. He worked in the Accounting department at Goodlass Wall paint factory, next to the Triumph Plant at Speke, in Liverpool. He's 91 years old now, but remembered dealing with paint orders for hundreds of gallons of White paint for the Triumph factory back in the seventies. I remembered him being able to buy cellulose paint quite cheaply, but only in 25 gallon drums and only in white. My friend was an apprentice vehicle painter, so after some nego-



the picture of the finished article, but here's my 13/60 before its re-spray! (picture 2). This time, I swapped White paint for Signal Red.

Any way I recently found myself discussing original Stag paint colours and trims with my local Stag restorer. Who had just completed a restoration in Triumph White! (where did he get that paint?) Some members of the SOC were present to give their input, and it was agreed that the various publications and websites showing the paint

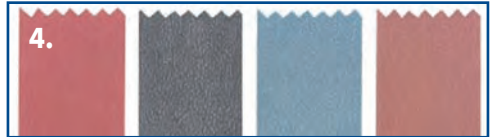


tiation he offered me a cheap re-spray, but only in white! Some how I managed to swap some White paint for 3 litres of Ford Signal Yellow to brighten up my Spitfire. (picture 1). It was really useful having a mate who could provide an inexpensive re-spray. I've now lost

colours and trims seemed to be at odds with each other.

I referred to the article in the *Courier in January 2010 (355) pp 52-56*, by **Richard Briscoe**, discussing all the paint colours and trims during the years of production. I also

referred to **Andy Simons** excellent website



I then decided to take a look in the Club Archive at the Colour and Trim Combination leaflets to actually see what Triumph believed they were producing.

Well, here is a sequence of snap-shots taken from those leaflets. I wasn't able to get hold of every publication of the leaflets, so it's not possible to clarify when dates of colours change took place, but these leaflets provide a good overview of the colour and trim combination over the production years of the Stag. However, these leaflets tell a different story to what the above Courier article and the two websites portrayed.

From the 1970 leaflet, the following colour and trim combinations were available: (Pictures 3 and 4) (leaflet difficult to read, it said the following)

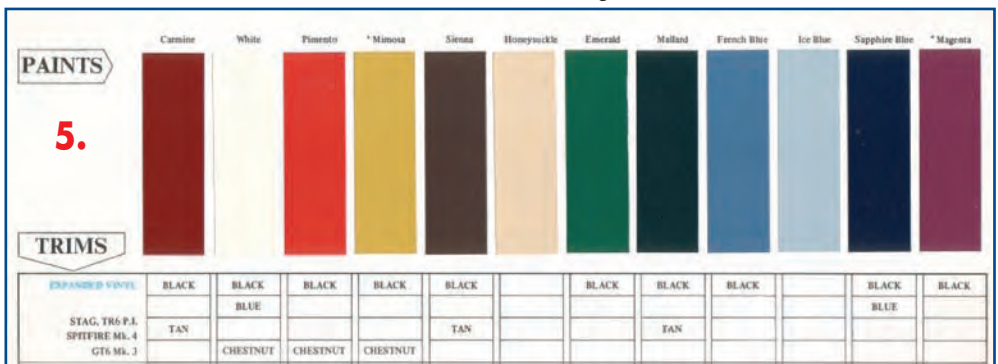
Red Trim – White and Laurel.

Black Trim – White, Laurel, Sapphire Blue, Signal Red, Damson, Saffron and Sienna.

Tan Trim – White, Laurel, Signal Red, Damson, Saffron and Sienna.

Blue Trim – Sapphire Blue.

From the September 1972 leaflet, the following colour and trim combinations were

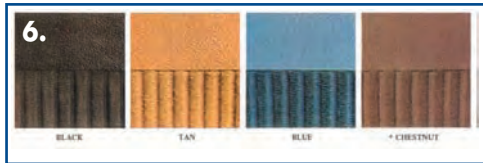


www.stagbytriumph.co.uk to see what Andy had to say, and also at the Stagwiki.com website that has an excellent page on the colours used for the Stag.

available: (Pictures 5 and 6), with Chestnut trim being available instead of Red trim.

Black Trim – Carmine, White, Pimento, Mimosa, Sienna, Emerald, Mallard, French*

Blue, Sapphire Blue and Magenta* (*not available until early 1973)



Blue Trim – White and Sapphire Blue.

Tan Trim – Carmine, Sienna and Mallard

Chestnut Trim – White, Pimento and Mimosa.

From the April 1973 leaflet, the following

being replaced by Maple in the October 1973 leaflet. (picture 8)

Black Trim – Carmine, White, Pimento, Mimosa, Maple, Emerald, Mallard, French Blue, Sapphire Blue and Magenta.

Blue Trim – White and Sapphire Blue.

Tan Trim – Carmine, Maple and Mallard.

Chestnut Trim – White, Pimento and Mimosa.

From the September 1974 leaflet, the following colour and trim combinations were available: (Pictures 9 and 10), with Beige trim being available instead of Tan trim, and

7.

	Carmine	White	Pimento	Mimosa	Sienna	Honeyuckle	Emerald	Mallard	French Blue	Ice Blue	Sapphire Blue	Magenta
PAINTS												
TRIMS												
EXPANDED VINYL STAG, TR6 P.1. SPITFIRE Mk. 4	BLACK	BLACK	BLACK	BLACK	BLACK		BLACK	BLACK	BLACK		BLACK	BLACK
CORDED "BRITANNIA" GT6 Mk. 3	TAN	BLUE			TAN			TAN			BLUE	
		CHESTNUT	CHESTNUT	CHESTNUT								

8.

	Carmine	White	Pimento	Mimosa	Maple	Honeyuckle	Emerald	Mallard	French Blue	Ice Blue	Sapphire Blue	Magenta
PAINTS												
TRIMS												
EXPANDED VINYL STAG, TR6 P.1. SPITFIRE Mk. 4	BLACK	BLACK	BLACK	BLACK	BLACK		BLACK	BLACK	BLACK		BLACK	BLACK
CORDED "BRITANNIA" GT6 Mk. 3	TAN				TAN			TAN			BLUE	
		CHESTNUT	CHESTNUT	CHESTNUT								

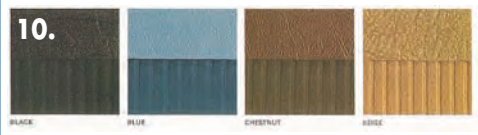
9.

	Carmine	White	Pimento	Mimosa	Maple	Honeyuckle	Java	Bridal Racing Green	French Blue	Ice Blue	Drift	Tapez
Paints												
Trims												
STAG	*	CHESTNUT BEIGE	BLACK BEIGE	BLACK BEIGE	BLACK BEIGE	CHESTNUT BEIGE		BLACK BEIGE	BLACK BEIGE	BLACK		BLACK BEIGE

colour and trim combinations were available: (Picture 7), a change had occurred with Sienna

various new colours appearing in a total revamp of the colour combinations.

10.



Black Trim – White, Pimento, Mimosa, Java, BRG, French Blue, Delft Blue and Topaz.

Chestnut Trim – Carmine and Maple.

Beige Trim – Carmine, White, Mimosa, Maple, Java, BRG, Delft Blue and Topaz.

From the May 1975 leaflet, the following colour and trim combinations were available: (Picture 11). The combinations are the same as

much wider range of colours available.

So, that is what the Colour and Trim combination leaflets advertise as what was available to the customer. However, the various other sources as I said above, suggest otherwise. Admittedly, there are missing Colour and Trim combination leaflets, these not being available in the archive, so a full picture is not available.

The leaflets should reflect the official change of combination from specific dates, whereas the various sources available provided details for each year. Therefore, we have an interest-

11.



for 1974 however, various sources suggest these combinations only appeared in 1975. An interesting point to investigate further.

From the March 1976 leaflet, the following colour and trim combinations were available: (Picture 12). Chestnut has

been removed and the colour range has again been revamped.

Black Trim – White, Pimento, Inca Yellow, Java and Tahiti Blue.

Beige Trim – Carmine, White, Russet Brown, BRG and Tahiti Blue.

The 1977 leaflet suggests the same colour and trim combinations as for 1976. (picture 13), however, various other sources suggest a

12.



ing conundrum of what exactly was manufactured and when.

Availability of the combinations in the showroom, creates a further confusion, as a car may have been sold to the customer many months after manufacture and demise of the colour combination, it sported.

So what is the true picture of what actually was available and when? I hope this will generate a debate on the forum.

I'm not going to say any more for now. Thanks to **Richard, Andy** and the authors of **Stagwiki** for their excellent contributions.

Keep those V8's purring, whatever the colour!

Ben

Young Member's Co-ordinator



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

e-mail. triumph-dan@hotmail.co.uk

Dan Chudleigh



Giving in to the Trend!

Many people that avidly read my articles or in fact, know me will be aware that I have only ever owned and driven Triumphs. My first car when I passed my driving test was a Herald 12/50. I

have never ever longed for a new car or even a car made within my own life time. I love the feel you get from driving something old, the fight it offers every time you get behind the wheel, it makes even the shortest journey feel like an achievement when you reach your destination. It's all about the sense of adventure also the scene that goes with it.

Now my love of classic cars is not only of the Triumph mark, I have branched out in the 7 years that I have been driving. When I was 19 I bought myself a Commer PB auto sleeper, It was in the most horrendous condition being held together with wishful thinking and a roll of gaffer tape. It came with 8 months MOT from a garage some 200miles away from where the vehicle was living, no doubt in my mind this was sent for in the post and had in fact not seen an MOT bay in some many years. This concern was only reinforced when I had to drive the old girl home from Southampton. The day I went to collect it was

a awful wet and windy day with nearly all the south west on flood watch. On the way home I was soon to find that the brake pedal would only lock the 2 front wheels up. I was still over the moon with my Ebay purchase and fixed the brakes then continued to use it till the MOT expired, it then went in to storage in the corner of a friends farm until a year ago. I dragged it



into my workshop and started the restoration that is still ongoing now.

Anyway back to the point, I am a Triumph nut and a classic car fan. I am still yet to feel a need for a new(er) car. This was put to the test a few months ago when I had a slight hankering for better fuel consumption, This and my sprayer telling me that I needed to buy his BMW 325TDSE. I gave it much thought and was won over by the fact it had a heater and

Young Members Co-ordinator

was diesel. I have worked on a few BMW's and have always liked them, and always highly recommended them. The 325TDSE has



a 6 cylinder 2.5 turbo diesel engine, this to me sounded like a good engine. It was very well looked after and most importantly was very cheap. Now being a L reg it had done a lot of miles, more than you would ever imagine to get out of a Triumph but yet it drove like new. Now in the first week of owning it I really put it through its paces every day I got into it, everything worked and driving it was effortless, even on short trips it produced good fuel consumption. It was perfect and yet I started to hate it, for me it was just too easy to drive, steering was too soft and unresponsive giving very little information to me in the drivers seat.

The boot was big but was useless as the lid was just too small to access all the space. Being a saloon meant the back seats didn't fold down making the boot space just even more pointless. It really just was not me, even though it was saving me money it just wasn't worth the savings to me. After only a month I had it back up for sale, and within a day it was gone for the same money that I paid for it.

I was very happy to jump back into my Herald for my daily commuting although it cost me a

touch more to use, it would deliver me in a better mood than any modern car.

Unfortunately my wanting for a new car didn't end there. I have been looking at 4x4's for around a year. Would love a Defender, but way out of my budget and if I went older and got a series Land Rover as much as I would love one the fuel consumption is just horrifying. A Land Rover Discovery is a good compromise but just a little too common. I decided that a Range Rover Classic is what I should look for, So I narrowed my hunt down to a 200tdi manual. This would

tick all the boxes, it would be strong and go anywhere, affordable to run and have loads of space inside. I found a few on Ebay as time went on but never found one in my budget they always went for just over £1000. I only had a total of £1000 to buy and collect and get up and running. After a few months of hunting I put the idea on the back burner and gave up with the hunt. I mean I didn't need it, just that I wanted one, I should be more than happy with the 5 cars I already have.

Out of the blue my cousin texted me asking if



I knew anyone that was after a Range Rover. He had no idea of my hunt for a classic so I was very surprised, I asked him for more info and he told me it was MOTed and was a

classic, he also let on that the guy was scrapping it in the next 4 days if no one wanted it. So I gave it some thought and asked how much he wanted for it and when could I look at it. That night I went around to see it, it was literally 2 minutes down the road from me. I was then armed with the asking price (£800) and the scrap value of it (£200). I was amazed

happy to not really worry about them just for now. It also has a gas conversion kit fitted, with LPG being around the 70p a litre it made the car just about affordable to run. I had no knowledge of LPG at all and after filling the tank and it only lasting 3 days and 70 miles with a constant smell of gas, I thought this wasn't right and hit the Internet to find out



it was in really good condition and clearly never been taken off the road all the body work was good and solid. Now the bad bit though, it wasn't what I was looking for, YES it was a classic and in really good shape for a classic, but it was a 4.2 petrol and automatic, it was also a LSE this means it was 8 inches longer than the standard Range Rover Classic. I told the guy it's not what I'm looking for, he went on to give me quite a good sales pitch and I started to think it was worth the compromise after all it was way to good to scrap. I gave in and said "okay but not at your asking price", then offered him £200 and said it's better than it being scrapped.

We eventually met at £400. I was chuffed with the price and he was very happy that it wasn't getting scrapped.

Range Rover classics don't have a good reputation, rust and electrical faults putting many of them in the scrap yard and many people off. This one was no exception really, the rust side of it was very good but it was riddled with odd little electrical faults. None of which cause a running problem so I was quite

about it. Before too long I figured it all out and fixed it (it really is amazing what you can find on the Internet and just how helpful people really are).

I have now covered about 1500 miles in the Range Rover and every week something new starts to work, It's been fantastic so far, dealt with 3 foot of flood water and nearly every weekend has been used for towing. I really have no idea just how I ever managed without one before. I can highly recommend a Range rover classic as the perfect support vehicle for any Triumph fleet.

News

Can everyone please remember that if you're under 25 you need to contact club HQ or myself, with your name and date of birth, we are taking stock to see just how many people we have. Also again if you are under 25 take advantage of the cheap membership, last time I checked to see how many people have used this it was just a handful of people.

I take this opportunity to wish every one a happy new year.

Dan

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



Trevor Collett

It's still a Gentry

You all know how pleased it makes me when I get sent material about your cars, and it's somehow even more pleasing when I get a follow-up from a previous story.

Back in December 1999 I brought you words and pictures sent to me by **Ian Goodfellow**, of County Durham, about his RMB Gentry and now, 14 years down the line, he's sent me an update. The title I gave the piece in 1999 was, "That's No Duck, It's a Gentry" (you need to read it), hence the title here. Over to Ian.

It all started in the spring of 2010, when club member Chris Fish brought his newly completed Gentry along to one of our North East region meetings. It is a very fine example, and it reminded me what a nice car a well built one can be. When he told us that despite

having only done around forty miles in it, he intended to take the car to the Classic Le Mans in July, it really got me thinking about my own Gentry.

Off the road for about five years, due to other classic commitments, and, I regret to say, now in a bit of a neglected state. Back at home I looked at it with new eyes; I saw its faded paintwork, flat tyres, rusty bumpers and weeds growing around (and even through) it and I admit I felt more than a little guilty. However, there was even worse to come.

It happened only a few days later, there was a knock at my door; the caller asked me if the "old car" was for sale. Now I had no intention of selling but I was quite chuffed that someone could at least be interested in it. That was for about five seconds until I realised it was the local scrap man!!

So, this little car, which had once been used to admiring glances and approving comments, was now viewed as a pile of junk. And it was all my fault. This well and truly compounded my guilt.

However, it was as if fate had conspired to send me off in a new direction, and I resolved there and then to get the car roadworthy and to take it to Classic Le Mans with Chris and the rest of the North East TSSC team.

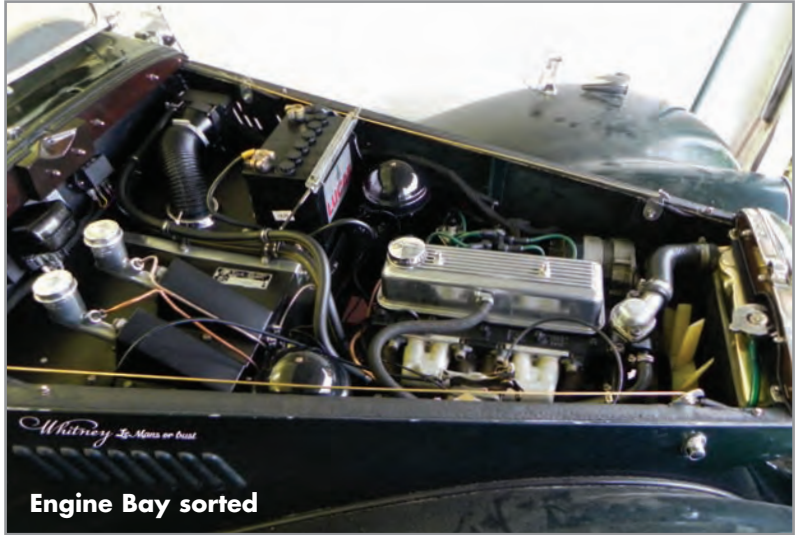


Makeover complete

Hah! Some hope; despite many hours of hard work that deadline soon came and went and the car was still nowhere near ready. But, far from being downhearted, this actually spurred me on. Having been released from that particular commitment I was able to reappraise the whole situation and look beyond simply getting the car back on the road. It allowed me to determine what I really wanted from the project. Plus, we still went to Le Mans, taking our Barchetta instead.

First of all I set myself a more realistic target of

came the hood and mechanism; the windscreen was replaced by aeroscreens; sports mirrors



Engine Bay sorted

were fitted and a couple of roundels completed the exterior. The interior was given a complete

re-trim and all modern switches etc. were replaced with more period items.

This may not sound much when you say it quickly, but believe me it involved an awful lot of work.

For example, moving the indicator and headlamp switches from the steering column to the dashboard meant a great deal of rewiring, this in turn led to more electrical work as I took the opportunity to fit a fuse box and a relay for the auxiliary lamps.

All done with proper soldered connections, no crimps allowed.

As I say, a huge amount of time and effort went into the car and it was finally ready in May 2012. Club member Mark Ramsay



A trial run to the Lakes

the Classic Le Mans 2012. Then I decided that, in addition to all of the usual mechanical replacements and upgrades, I would enhance the period look and give the car a makeover in the style of a "weekend" sports racer. Off



TSSC North East at Le Mans

trailed the car off to his premises to carry out a pre-MoT inspection, and, following some minor adjustments, the full test was passed with flying colours.

A 200-mile round trip to my daughter's home in the Lakes then followed, with no issues.

So after a two year delay the Gentry's inaugural trip to the Le Mans Classic was finally on. Two weeks to go and a potential show stopper occurred, the plastic component of a ball and socket link on the carburettor decided that it wasn't up to a trip to France. However,



Made it! - Gentry at Le Mans

it was replaced in the nick of time with a more robust all metal version, and we were off.

Crossing the channel via Dover, we stayed overnight in the hotel Premier Classe Centre-Gare in Calais.

I can thoroughly recommend this establishment, terrific value, good parking, five minutes from the port and a short walk into the old town with its excellent restaurants and bars. The Brasserie De La Mer in the main street does an excellent moules and frites, by the way.

The next day we made it safely to Le Mans and met up with Geoff and Deryck, our advance party. The rest of our group arrived a day later. We had a great time, as usual, in spite of the weather - thank you and well done TSSC.

On Sunday afternoon we headed off to southern Brittany, where we had rented a cottage for a week. Touring around in the little car was great fun and it attracted a lot of attention, one very animated Frenchman even wanted to buy it.

At least I think that's what he said, on the other hand he could have been saying, "Oi, you can't park that old thing here".

Must improve my French for next time.

All too soon our holiday was coming to an end. So, back to our hotel in Calais, one last moules and frites, a good night's sleep and then home to the North East the next day.

Door to door, we did some 1,852 miles, the only problem being a leaking differential pinion oil seal.

Just to be on the safe side I topped it up every 200 miles. By the end, I had this little pit stop off to a fine art, almost F1 standard. A new seal has since cured the problem.

Although I have done most of the actual work myself, that's only part of the story.

I could not have achieved anything really worthwhile without the support of fellow club members, and the ever helpful **Geoff** at Gentry Motors and **Andy** at Sports Car Supplies. Thanks are due to **Brian A**, **Geoff D** and **Mark A** for providing parts and advice. **Mark R** for organising the MoT, to my partner **Fiona** for re-covering the seats, and of course providing the tea and sandwiches, and

sympathy at times. To **Joe G** for bringing some correct gear oil out to France and of course to **Chris F**, for providing me with the trigger to start the project that led to the re-birth of our little car.

Finally, if there's anyone out there who, like me, longed for a fifties-style sports car but always seemed to find that prices were at least one, two or even more steps ahead of your budget, then perhaps a Gentry could just be the car for you. How good it would be if my little tale could inspire someone else to take a chance on one.

Go on, you know you want to.

Thanks Ian, an inspiring tale indeed. As Ian intimates, you can still build a "new" Gentry, though I think the supply of kits is sometimes irregular, check out www.gentrycars.co.uk to find out more. If Ian hasn't inspired you to build a car then hopefully he has perhaps inspired you to write about yours?



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Suzie Singleton



8363 FZ Update

It must be a sign of my age, how can it possibly be the start of a new year already? Where did 2012 go? Answers on a postcard please...

For myself, I'm looking forward with hope for a good year, a proper Spring and Summer so that we can take the cars out a lot more than we did last year, and enjoying life as much as I can.

With the short days and dark evenings there never seems time to get much done to the cars

and even though Guy & I both work from home now a lot of our time is spent on the computers. Guy does still, however, enjoy working on our cars as well as using them and we have quite a long list of small, and not so small jobs to do on them. It would be good to get a reasonable way down the list this winter but even once those are done there are always new jobs cropping up - the perils of classic car ownership, but tempered by the opportunity to go out on a clear dry winter's day, roof down, and seeing the smiles - or looks of envy, admiration - or downright incredulity on some people's faces.

Someone who hopes to get a lot of work done over the winter, but who is also

hampered by the amount of time available to do this, is **Brian Spurle** in Northern Ireland (Apologies for the typo with his name last time) who continues to work on his barn find Spitfire4. I recently had an update from him and look forward to the next chapter of this story.

8363 FZ Update

Once I'd heard back from the DVLNI that they agreed the number was valid and could remain on the car, and fresh from our glory at the Lisburn Totally Triumph car show, work could be started in earnest on the car.



Unfortunately, as I work in Scotland and the car is in Islandmagee this means only limited weekend working so any target dates for completion must be tempered by the spare time available factor.

Knowing that the engine would run and didn't seem to have any real nasties lurking was a great encouragement. The bodywork however was not so good; I'd removed the 1970's fibreglass 'repairs' from below the driver's seat and the pop riveted sills to reveal the true depth of corrosion. The driver's side sill lower third had gone completely and the floor pan was missing its outer three or four inches along with the cross member hanging in mid air! I'd managed to find, and buy, both sets of sills and an R/H

remove it from the chassis. So I welded two Dexion strips (nice thick old stock from the same source as the car!) to the driver's door aperture to allow the door to be removed without this side of the car collapsing completely, up to then a fairly complicated 'hold up and push forward' method of closing it had had to be used! I had the car up on ramps for easier access and better working height so, with the driver's door off, commenced the

removal of the dreaded iron oxide affected parts. An hour later I was left with a 'walk in' area where the seat used to be, no sill no floor and no cross member! Along with an interesting pile of rusty bits of car!

I cut back the panels until good thick metal was encountered and trimmed the new floor panel to suit. The only thing I slightly regret now, but can't see an obvious solution to, is that I trimmed off the front section



floor pan from eBay which saved between half and a third from the list price at Major Traders (I am on a fairly strict budget!).



of my new floor where it passes below the bulkhead. The original remaining part is in great condition though so I think it's fine. I have made approx ½" overlap joints between the old and the new metal all round which I believe to be a good solution.

Both the A and B post bottoms were affected by corrosion and some repair plates, infill panels etc needed to be fabricated to bring

My plan of attack was to ensure the structural strength of the body before any attempt to

the bodywork back to where the floor and sill assemblies attach. It was during the manufac-



could be attached to the car and now this part of the project looked to be turning a significant corner! With the floor pan tacked in and the sills welded up. I offered the driver's door back in and, delights of delights, it closed with a satisfying click!! No more 'hold up and push forward and slam'!! So out came the Dexion and the door still shut beautifully.

ture of the lower parts of the B post that I think I discovered the cause for the disappearance of the sill etc.

A hole in the inner wing about 2" wide and shaped like one of the holes in a cheese grater appeared from under the accumulated mud and underseal. I am pretty sure the previous owner had run something over/caught something in the wheel which punched this perfect water ingress point into the inner wing! So all the road dirt, salty water and general

fully. The windscreen and bulkhead even stayed still! Reward Brian with a nice cup of tea and a cup cake made by # 2 daughter!

Repeat the sill replacement process for the passenger side. Nice and ,straightforward this time with no horrors lurking this side! Maybe I should have started here in preparation for the other side? Easier with hindsight!

So now we have a nice, strong and properly aligned body tub for the first time in 30 odd years it's time to remove it from the chassis. My



son made a great bracket to attach our chain block hoist up into the rafters of the garage and, supported by two Acro props either side, the rig was ready for the big lift. I'd pored over the manual for location of body attachment points and disconnected everything I could see including the handbrake cable. Right, ready? Up we go..... The lifting straps needed a bit of adjustment to get as vertical a lift as possible but the rear wheels insisted on following the body tub into the air!?! With the car suspended thus, I took a quick look underneath and was horrified to see the

nasties were allowed to fill the sill structure and do their worse!

With the A and B post areas sound I was able to start offering up sills and floor panel. To the frustration of my son, it was a good two or three weekends before the lovely shiny bits

handbrake cable passed onto another linkage that I was unaware of! Need to look closer at the manual Brian!! Drop her down, underneath with a spanner and all freed off. The second lift went without a problem and the exposed chassis was rolled out of the garage.

SPIRIFIRE I - II - III Register

I currently have the body in my garage on its side for easy access, supported and protected by a second-hand (very second-hand now!) mattress. The chassis is under cover next door, with thanks to neighbours Stephen and Vicky, under its own bonnet for the front end, a fibreglass GT6 bonnet for the back end and two tarpaulins wrapped up well for the next few months! The underside is now looking pretty good; James and I have removed all the old road dirt and underseal with scrapers and sanded back all surfaces to bright metal before painting with Bondaprimer for protection. I've run welds round the floor panel seam and the repair plates so all the repairs underneath are now sound. With excellent access like this there's absolutely no excuse for skimping on the clean up and protection process.

I have borrowed a friend's compressor and plan to apply body colour, signal red, underneath as per the factory finish. Once this is done I can right the body ready to clean and paint inside the tub. Then it'll be the swap of the body to a safe place while the chassis returns for its attention.

Watch this space....."

My thanks to Brian for that very well described process. It brought back memories for Guy from when he got stuck into Sybil and found how little was attached to anything else. I look forward to further updates.

Recently we advertised a rolling chassis for a 1500 Spitfire for sale and it was bought by **Chris Welch of Tribute Automotive** in Dorset to use for a new project of theirs as the base for a D type Jaguar style kit car bodyshell

they are making. They were getting ready for a show a couple of weeks afterwards and needed the chassis to get a mock-up of the car ready for the show and to advertise the body kit they're making.



We were pleased to hear from Chris later with photos of what our poor denuded Spitfire looked like with its new bodywork. The kit is currently (as I write this) on ebay as item No



190764907319 if you would like to see more photos or find out more about the kit.

You can also contact Tribute at this web address: **www.tributeautomotive.com**.

As most of you will know by now, my heart is still with original unmodified cars but it is very pleasing to know that there are still options



Weeks of cleaning, painting and assembly preparation have resulted in the milestone of a rolling chassis with all the running gear in place.

In the next few weeks we will be installing the rebuilt engine, gearbox, clutch assembly and prop shaft on to the chassis.

Many thanks to our associates, Jigsaw, Mike Papworth, Rimmer Bros for their assistance and donations that are

available for unusual projects like this when your pride and joy has become a bit ragged around the edges from the interminable tinworm and you're feeling up to a bit of a challenge which doesn't involve hours slaving over a hot welder trying to rebuild an original body tub, although I believe the kit does require the original Spitfire or GT6 steel floors, sills and bulkhead.

Now we have another update on the:

Shropshire Spitfire Project



The recent Tuesday night activities at Steve Cureton's garage are now bearing fruit.

essential for the continuance of the project in support of the Severn Hospice here in Telford.

We have arranged for the rolling chassis to



be displayed on the club stand at the **International Triumph Show and Spares Day at Stoneleigh, N A C, Works., on Sunday 3rd March 2013**, with approval for a 50/50 draw, which was successful at the Stafford International in August, to raise funds for the next phase of Body restoration, we look forward to your continuing support.

Bill Bate, David Embery
Joint Shropshire AOs

And I'll leave you this month with a picture which harks back to last month. Since Guy & I first met Ted Schumacher at Triumphfest in Ventura, California in 2001, we've kept in

SPITFIRE I - II - III Register

touch. Ted runs TS Automotive Imports in Pandora, Ohio in the USA and has on occasion sent us various snippets of Triumph

news etc. I'd like to share with you his 'Christmas Card' from 2012!



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Guy Singleton



F

irstly, Happy New Year to you all. I hope Santa brought you some good prezzies and let's hope for a better – ie, dryer! – year than 2012.

THIS IS IT – 2013 – the 50th Anniversary of the Equipe.

This is It! 2013

north at **Clive and Andrea Steggals near Macclesfield**. Many of you will know that Clive and Andrea not only own more Bonds than anyone else (or at least did so at last count, unless any of you closet Bond owners want to come out!), but also have a very large field at their home – more than enough space to display



The new Bond Equipe GT was announced in May 1963 with its first few cars coming off the production line in that month and had its debut at the Earls Court Motor Show in October 1963. We do have some events planned this year to celebrate this anniversary.

First, on **Sunday 12th May 2013** there will be a **Bond Equipe Birthday Party** at the **South of England meet at Leatherhead Leisure Centre**.

At the Bond Equipe 40th Birthday Party there we had 14 cars attending so that's the target to beat!

Next, on the weekend of **21st to 23rd June** will be the **Midsummer Madness** camping event based at **The Bruce Arms, Easton Royal, Pewsey, Wiltshire SN9 5LR**. Last year, the first Midsummer Madness at this venue, 7 Equipes attended so we hope that we can get as good a turnout, or better, this year.

The next event, we hope, will be held further

all their Bonds as well as many visiting Bonds. This event is still in the early planning stages but I will pass on more details as they are confirmed. The provisional date for this event will be the weekend of **26th to 28th July**.

Then what I hope will be **THE BIG ONE!**

The TSSC International at Stafford Showground on 17th and 18th August.

It is also the 50th Anniversary of the Triumph 2000 this year so the aim of the game will be to get more Bond Equipes in Bingley hall than Triumph 2000s!

And lastly, again to be confirmed later in the year, there should be a gathering of Equipes at either Turweston Airfield or a Milton Keynes Museum in September.

So, amongst all those events I very much hope that there are one or more that all you Equipe Owners will come out to support and let's show off these strange little fibreglass beasts

(Guy Note: Sorry, my 'secretary' Suzie typed this up for me- and I need to let her have some editorial licence!) With the spread around the country we hope that we can involve all Equipe owners in these events.

And if any of you know of any other events that you feel would interest Equipe owners – or benefit from a display of them – please let me know and I'll be happy to publicise it.

If your Equipe is already on the road, great, if it's almost there, then a last push over the winter months will get it on the road and if it's a major jigsaw puzzle – good luck, and perhaps you might get it ready by the time some of the later events happen!

Another message I received recently was from **Richard Jones** who has inherited a Mk2 con-



vertible. It has been in his family for over 40 years having been bought by his grandfather when he retired in 1970, passed down to his father in around 1989, and it's now been passed on to Richard! Having decided to bring the car back into use he has discovered the lack



of something rather vital – floors! I'm not sure if he has located replacements yet but if you know of a solid Herald rear tub please let me know and I'll put you in touch with Richard.

I also received a copy of Mobilisti magazine which I understand is a leading Finnish car magazine a month or two back from

Jouni Harju in Finland featuring his Mk1 2 litre coupe ON THE FRONT COVER! A rare event for a Bond to star in this way. Some of you may remember this car which used to belong to Bob Read, Jouni has now



converted it to left hand drive. The magazine is in Finnish so I'm afraid I could not read it but well done Jouni and we hope to see you at one of the events during 2013. I know it would be a very

long drive but it would be lovely if you could come over to the UK to join us. The same goes for any other European based Equipes.

And finally, as we say goodbye to last year, I couldn't not show you the Christmas card we received from **Ray & Linda Lomax** who live in France with their two 4s and a 2 litre Equipe. It definitely made me smile!



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Readers *Write*

'Retired' but not Forgotten

I was sorry to hear that another chapter had passed in the great TSSC story, namely the departure of Bill Sunderland as President.

Bill took over from me way back, but it is Bill's role in the widest sense within the TSSC that needs to be understood and acknowledged.

Any organisation is only ever as successful as the people that drive it.

Bill was recruited by Paul Swanson, the Club's first President and I expect Paul didn't realise how important that recruitment would be. Over the next 30 years the input from both Bill and his wife Jo has been outstanding.

After a slow start, the Club really got underway in the 80's and as with any organisation, strategic management of growth is difficult but critical. So many big decisions had to be made to cope with the pace of growth that we were generating.

Those decisions involved so many risks, but they were exciting times.

Bill and Jo shared the vision of what was achievable and although it was a big learning curve for many of us, Bill drove through the implementation of the strategy that saw the Club take on full time staff, invest in premises, and buy ahead of the curve technology. In addition the Club launched an industry breaking fixed price insurance deal and introduced Agreed Valuation cover with Peter James of the then Footman James.

Agreed Valuation cover is now common place across the whole classic car market.

The Club via Bill developed deep relationships with traders and set up its own shop for spares and regalia and in turn developed a museum with a lot of support from known Standard Triumph historians.

I have great admiration for Bill and Jo and suspect few members really know what they contributed in terms of time, personal commitment and expertise.

But the results were there for all to see. The membership grew to c.18,000 members and placed us as one of the biggest car clubs. On the back of that came the ability to obtain charitable status, to drive the growth in the connected spares and restoration trade and the classic car insurance industry and support the blossoming classic car press. That in turn directly met the Club's objective to "Preserve, Restore and Promote Herald Chassised vehicles and its derivatives".

Another benefit was wide spread recognition of the car's classic status and management of car values which importantly made them worth collecting and restoring. The reliance on membership fee income was strategically reduced to reduce risks as the Club built around it other significant income streams. The Club's growing strength in the market enabled Bill to have direct influence over trade and insurance pricing to the benefit of all.

So many great achievements, but let's not forget The Courier and other industry leading publications. The Courier, ably edited by Bernie for as long as I can remember, held it all together, giving a platform for all stakeholders in this big success story, which of course also drove another key income line, namely adver-

tising. And finally of course Bill and Jo's ex curriculum involvement in Shows and events mustn't be forgotten.

These were all big achievements, many with great strategic underlying importance that secured the future and positioning of our cars and the Club, for which Bill and Jo should be very proud.

I was honoured to work with them during a

part of the story and recognise that there are many other great names over the Club's history that helped to bring this about.

I am delighted that Bill has found equal pleasure in his new hobby in the Clock world and I wish both Jo and Bill a very happy TSSC retirement.

John Griffiths

Ex TSSC President 1981-1991



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GIRLING POWERSTOP

BRAKE SERVO FITTING ON SPITFIRE 1500/GT6

by Phillip T. Bellamy



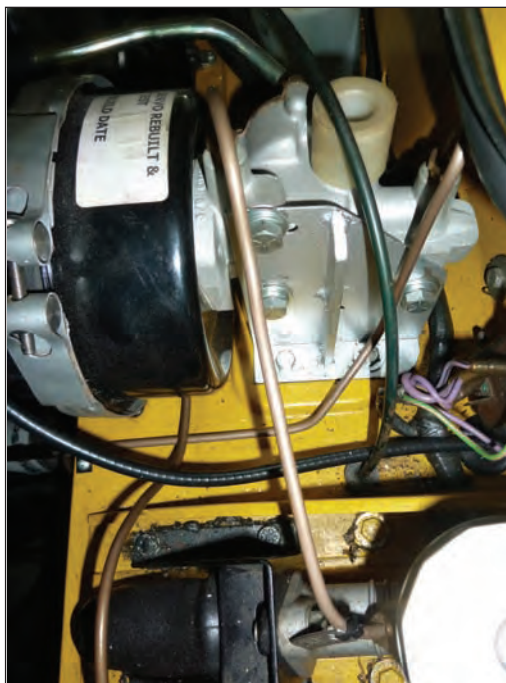
When I bought my 1500 Spitfire for my wife some 32 years ago, it was the third last new Spitfire sold in

Switzerland, I thought that it would be better to fit a Girling Power Stop braking system. However in actual fact she never drove this car an inch, so all the 22,000 Km on the clock have been done by myself. I had my own two Morgans, which also meant that there are not so many Km on the clock.

Some 5 years ago there was a 1971 GT6 Mk III up for sale so I bought that and realised that the fitting of a similar Girling Power Stop would give better braking. At first I bought a Lockheed servo but realised that there was little room as it is somewhat larger. So after searching found a restored Girling system.

The question was then how to install same. This was much easier in the GT6 as it has only a single brake pipe system, as there is no brake switch unit. A bracket was made as may be seen in the photographs and the servo fitted. The bracket was cut and bent from 18 swg steel sheet, with a stiffening beam made from 3/16" x 5/8", which was welded in place. It should be remembered that the bend in the sheet steel should have a radius of between 1/16" and 3/32" and not a sharp bend, which can cause metal fatigue depending on the alloy. The whole unit was finally zinc plated and passivated to give some protection against rust.

It will be seen that the two oil pipe connections are vertical, which means that when setting up and bleeding the brake system



View of GT6 mounting bracket and servo.

that it is easier for the air to escape. Finally the improvement in the braking system is so much better with the servo, it is similar to a good modern vehicle.

With the Spitfire there is the problem of where to put the brake switch block as it interferes with the vacuum cylinder when the servo is mounted similar to that in the GT6. When the servo is turned round so that the vacuum cylinder is towards the dash board, then the correct mounting holes are above this brake switch unit. This meant that another approach had to be taken, with a clamp around the



Machining of the mounting block for the servo in the 1500 Spitfire.

vacuum cylinder. There are two holes already in the horizontal plate above the foot well, which originally fastened the ignition coil, so it was decided that a base unit should be machined from aluminium, being fastened to the original holes above the foot well.

The base unit was machined from 20 mm x 40 mm aluminium with the aid of a micrometer boring head in the milling machine. The boring head had the cutter set

to a radius of 71 mm and was advanced 0.25 mm at a time horizontally, the actual cutting being in a vertical direction, till a depth of 10 mm had been cut. This took about 40 min. to machine. As may be seen the hole in the middle is countersunk for the 1/4" UNF bolt.

The brass strap was cut from this hard brass sheet, the ends being riveted together rather than being silver soldered, which would mean that the brass would be then softened due to the heat. The rivets are

copper as used for making model locomotive boilers. 1 mm Neoprene sheet was used to go between the servo and the base as well as between the base and the foot well.

It is first best to assemble the unit with the servo then position same above the foot well, you will find it a tight fit. It is then possible to mark out where the two fastening holes should be put from underneath. Naturally for a right hand drive vehicle the fastening of the servo could be different, however the basic principles should be similar.

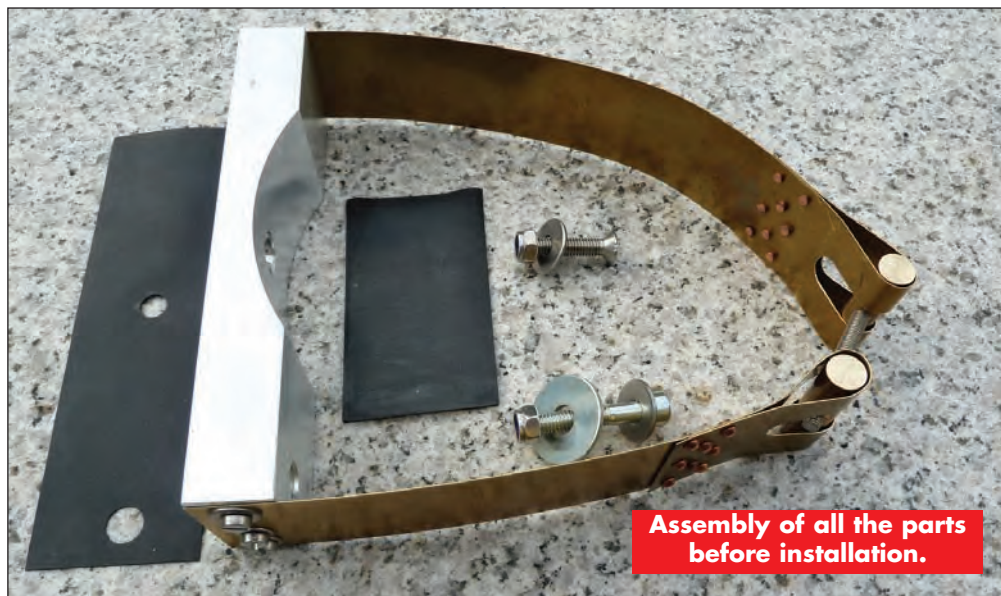
Before making this change to your vehicle it is worth considering whether to change to Silicone brake oil if you have not done this already. The Spitfire was changed to Silicone when the servo was originally fitted, that is over 30 years ago and I have not had a problem. If one uses the standard brake fluid then one should change the fluid every three or four years maximum as it is hygroscopic.

If you do make a change then perhaps it is best to take the entire brake system and pipe work apart so that all, repeat

ALL the old brake fluid is removed. Even then when the silicone brake fluid is used, flush the entire system, this will mean using about a litre of



View of all the parts for mounting the servo in the 1500 Spitfire.



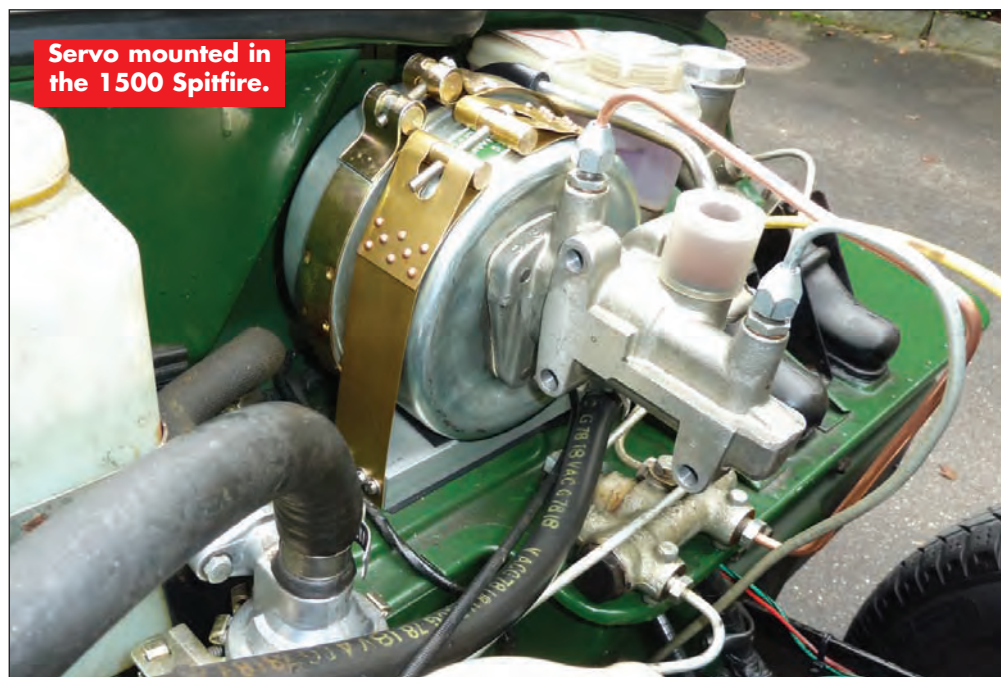
Assembly of all the parts before installation.

silicone oil, which will then be waste, but it is cheaper in the long run.

I have used several types of brake pads for the front brakes and have found that "Mintex" pads are best being a little better than what is called "Green-stuff".

I hope that the above is of interest as a guiding principle to having a better braking system. It would be interesting to hear what other owners have done, perhaps with the installation of the Lockheed brake servo.

Philip T. Bellamy



Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Triumphs in Belgium

By Nicolas Haarselhorst

I've been a TSSC member for quite a time. My latest acquisition is also my favourite car: a 1975 Stag, LHD, autobox and a genuine Triumph V8 lump. I like the ability to cruise for long distances (with luggage) in total comfort, you almost forget it's age.

Although September is a very (family related) busy month, I managed to attend two interesting events which I'd like to share.

The first took place on September 2nd is not Triumph related, except 2 Stags (mine included) and a few TRs. The event is special as it is centered around the renowned yearly big (hot air) ballooning event on the Market Place in Sint Niklaas. I couldn't resist to post the



picture of my car taken during lunchtime when we acted as decorum for the launch of two Helium balloons (above).

The second, on September 16th, was organised by the Belgian Triumph Club and is open to all Triumph owners, so it attracts many





scenery around Saint-Hubert.

Nice winding roads through woods and along meadows and almost no traffic, a real delight.

I include a number of pictures of Triumph's finest, among them a

fine cars even from abroad (Germany, Netherlands and even 1 UK registered car!).

I had the occasion to meet Frank Bosmans but he attended without his Bond. When we left for the run, I spotted a yellow Hurricane (Stefan Vandendijk?).

I didn't see the car again that day. This year the run led us through the marvelous Ardenne





Roadster, a Gloria 6 cylinder and a very nice Peerless.

As you can see, Triumph is still present in Belgium.

**Nicolas
Haarselhorst**
Belgium



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1500 Inca Yellow. Solid car in good condition, new rear spring & shocks, new windscreen capping, good tyres, Tonneau cover & fabric car cover, see e-bay for more info. £2,450. Trevor (Stoke-On-Trent) eMail: trevorleese@talktalk.net

Herald

13/60 ESTATE. White 19. Body off rebuild/restoration with pics by myself 2004-2007. Very good condition. 67k original miles. £2,500. Tim. 07815 667994.

Vitesse



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WANTED: Herald Estate side window rubbers. Email best simonholland1@hotmail.com or leave a message. Simon (Nottinghamshire) 07092 048730.

HERALD/VITESSE Tow Bar. Looking for a tow bar for a Herald, preferably the style that doesn't mount through my new bumper! John (Ayr) 07790 544652.

SPITFIRE Gearbox. Looking for a good late gearbox with o/d please. Also a 1147cc Engine for Spitfire Mk 1 or 2. Christopher (Northampton) 01604 771404.

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£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

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

TSSC REGALIA MAGAZINE BACK ISSUES
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Market Harborough, Leics. LE16 9TF

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e-mail: info@tssc.org.uk

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

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All magazine material must be received

BEFORE 8th of each month prior to the month of publication.

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

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

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Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,
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Tel: 028 38 849063 e-mail: herald@tssc.org.uk

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

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

Tel: 01495 254241 e-mail: spitfires.tssc@virgin.net

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

Tel: 01672 514241 e-mail: derek.ford@sky.com

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Tel: 07768 340121 e-mail: rob@nhen@breathe.com

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

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

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Julie Hazell Tel: 07813 589799



TSSC

Area News Review

January 2013

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Derwent Valley TSSC

NEW YEAR RUN 2013 Sunday 6th January



Decorate your car and dress up in the colour **PURPLE.**

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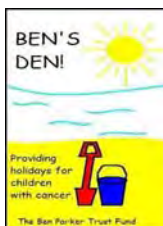
Colin on 01773 531580 or
Roger on 07970 619149

Email:

colin@derwentvalley-tssc.org.uk

Website:

www.derwentvalley-tssc.org.uk



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

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

Sunday Lunch will be available on the run.

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

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



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



AREA DIRECTORY

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.

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
PLEASE REGISTER
OFFICIALLY!!!
YOU ARE MEETING
WITHOUT TSSC
INSURANCE COVER!
LIST CORRECT AT TIME
OF GOING TO PRINT**

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

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 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 DH7 6TQ	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) Balderstone BB2 7LF	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 487623	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580	DE7 6FY	
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.30pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SPWELL NN6 0BB	2nd Tues. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill 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 894125	Pear Tree - SMITE Worcs WR3 8SY	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 Asaph	3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochford: 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	4th 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	Paul & Jacqui Robinson: 028 902927232	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 096394	The Crooked Billet - (A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SUSSEX	Martin Marrison: 01444 450941	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
WYEDEAN	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	
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		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@fiscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Emmastraat 206862 GT - OOSTERBEEK.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd., Kelston - AUCKLAND.	
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	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		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**

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AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Area Draw. Congratulations to **Thames £50, Andover £25, Southern £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 a Swindon Area meeting. Suzy & Guy Singleton Andover/ Swindon Area Organisers have been in

touch with me to say they are running 2 meetings a month to incorporate both Areas. (Thanks you guys)

So the **Bruce Arms Nr Pewsey SN9 5LR 3rd Wed 8pm** and **The Plough Grately SP11 8JR 2nd Tuesday 8pm**. So please get yourselves to one or both of these meetings and lend your Area Organisers your support.

Area Registrations are trickling in thanks guys it is very much appreciated. I have approx. 14 now but I still am looking for the rest, remember you are not insured without it and I am waiting with baited breath to update the Area directory.

The Xmas Dinner Dance will have taken place by the time you get your next edition of the Courier so a full report will be in the February edition.

Don't forget to get your pictures into the Area Showtime to show members in your area what you get up to.

And may I take this opportunity to thank all Area Organisers for the brilliant job you do throughout the year and thanks to Bernie for his fantastic efforts with the Courier.

Have a great 2013

Pip n Frank

ANDOVER

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Meetings Cover Swindon/North Wilts area

Another year over, a new one's just begun... Now where have I heard that before???

Let's hope that the weather is kinder to us in 2013 so that we can get out to more shows, and spend time outdoors at more of our regular meetings to enjoy seeing the cars and driving them.

The first opportunity for that this year will be **New Years Day**. There are various open classic car gatherings but we will be going to the one at **The Bruce Arms** where Pete and Gwen will have a warm welcome for anyone turning up in their classic or vintage car - and for those who for various reasons, can't bring their 'toys' out to play.

As we write this we're a week away from the Andover Area Christmas dinner at our new regular meeting pub, The Plough Inn at Grately so we'll bring you a taste of that evening next month.

Our November meeting at The Bruce Arms saw Frank & Kelly, Graham N & Bob H join us for an evening in front of the roaring fire, and another thumbs up from Frank and Kelly for Gwen's chips!

We noticed in Pip & Frank's column last month a plea for a

TSSC AREA NEWS

Swindon Area meet. If someone in Swindon would like to start up a new group we'd be very happy to join you but please do consider joining us occasionally too. We've been holding the **Bruce Arms** meetings since last January on the **third Wednesday of the month** and would be very pleased to welcome anyone from the Swindon or North Wilts area or even further afield who would like to join us there.

Guy & Suzie

Next meetings:

Tuesday 1st January - New Years' Day informal classic & vintage vehicle meet at The Bruce Arms, Easton Road, Easton Royal, Pewsey SN9 5LR

Thursday 10th January - Regular meet at The Plough Inn, Chapel Lane, Grately, Andover, Hampshire SP11 8JR

Wednesday 16th January - Regular meet at The Bruce Arms, SN9 5LR

AVON

Tel. 01454 327059

It is feeling seasonally cold as I write this first report for 2013 with a threat of some snow overnight. We had a select meeting in December and as you read this will have had our festive meal and all the festivities of Christmas and New year will be past. Looking back on 2012 we had some mixed fortunes as far as car shows go. Coleford was wet and despite our best efforts to win a stand award at the Bristol classic car show we came away empty handed again. Brean didn't happen and a lot of the car shows were wet and windy. However, Classic Le Mans was good, Goodwood revival had one of the best rossers/mods and rockers set to for a long time (as witnessed and photographed by Chris and Angie) and it seems that there is a growing element of the "P.I. gang" within the area! The panto was also brilliant and we will soon see what this year has to offer (rumours of a new version of 12 days of Christmas).

I will no doubt be the AO again for 2013 and will be happy to organise events if people wish. We will have a stand at the classic car show and I have just received hot off the press the booking form for **Coleford** (numbers in **January** please).

The first meeting of the year is **Monday 7 January**. Look forward to seeing you all there.

Jane

BERKS EAST

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Just a short news this month due to the early Xmas deadline (we've not yet had our monthly meeting as I write). The Xmas meal is all booked for 15th December at Sweeney Todd's pie shop. I've done my best to contact you all individually, but if I haven't managed to get through to you please accept my apologies. I'll let you all know how that went next month!

We'll be having a Xmas raffle at the December meeting on the 11th, prizes to include a new set of axle stands - I'll also report on that next month.

Events-wise, there are now some dates for the Isle of Wight camping weekend - it's Friday 3 to Monday 6 May 2013. I WILL be going this year, as will George, Mickey and Julie.



BERKS EAST CAMBRIDGE . . . CHESHIRE

TSSC AREA NEWS

Berks East Continues

We're also hoping to get John P to come along (as discussed in the cafe at the Aldershot show the other weekend). If you want to know about ferries and/or accommodation for the Isle of Wight, please let me know - we may be able to sort out some preferential rates for the ferry.

Not a bad show, that one in Aldershot, with two free cups of tea at the local cafe thrown in for free! There was a vintage Cadillac, and a vintage (1910-ish) Rover with a single cylinder engine, a very nice Wolseley, several Triumphs too including John's TR7 (which I note is up for sale), my brown Spit 1500, George's Vitesse, and quite a few saloons. John brought along a Vitesse diff for me to check over, and I brought some tools (including a dial gauge!) and so we opened it up in the boot of his TR7 to have a look. All looks quite good, not too much backlash, perhaps a few miles on it but nothing drastic and no damage to anything inside. I think he's going to change the pinion seal and fit a new gasket, then it should be ok for a good while in one of his customers' cars. I also found the bit of MX5 front wing that I'd promised him (and had lost last month after putting it in a safe place which turned out to be with Dog the Spit in my local lock-up!).

There's also **Stoneleigh** coming up on **Sunday 3 March** - another show not to be missed, and I'll be gathering the troops in the lead up to that one.

Well, that's all for this month, have a happy Xmas and a great new year! I'll report on the silly hats at Johnny Spitfire's (of JY Classics fame) new year party next time!... The **January** meeting will be on **8 January 2013, from 8pm, at the Shire Horse on the A4 between Maidenhead and Reading.**

Mark

CAMBRIDGE Tel. 07764 324345
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The December meeting was our Christmas meal outing, and like last year we descended on the Wok 'n Grill in Trumpington. A great evening was had by all, with the conversation dominated by Tom's new acquisition which he brought along to show off.

Following Tom and Toby's little "off" during the Club Triumph Round Britain Reliability Run, they were initially recovered to a local garage, only to find that the elderly owner was also a classic car buff, who had an old Rolls Royce with an interesting history and registration number in the show room that he was thinking of selling.

This obviously struck a chord in Tom's head, as a few weeks later he caught a train to Inverness and then took a series of buses up to the wilds northern Scotland to collect a 1930 Rolls Royce Phantom II Limousine - a beast of a car with a 7.7 litre engine and a serious thirst for fuel (10mpg on a good day !!!) About £300 of petrol and 16 hours of driving later he was back in Cambridge with it.

After dinner Tom took us all for a short drive in it, what an amazing car - it took both Tom and Toby to turn the steering wheel enough to do a three point turn - it's not a nimble as a Triumph, but great fun none the less. Could this be Tom's backup car for the next Club Triumph endurance event if he

doesn't get his Vitesse back on the road in time - it would only be £1500 for the Petrol.

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

Date of next meeting **7th January 1st Monday of the month (unless its a bank holiday) 8pm onwards - The Plough, Fen Ditton, CB5 8SX**

2013 Meeting Dates - 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

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Happy New Year! Here's hoping it brings you all the things you want.

I've just been looking at the events calendar for 2013, and it looks a lot like the calendar for 2012, with some changes to the run out schedule, as in last month's report. Other than that, we have a similar bunch of shows and autojumbles. As you will have noticed, the weather elves tossed most of the toys out of the pram early in 2012, having (I think) got Spring and Summer a little confused. And, judging by the boating lake (large frozen puddle) in our back garden, the toys are not all back just yet. So we'll just have to hope that they have a better year, and I promise not to ask for good weather for our events (this seems to upset them).

The Courier says the Triumph bash at **Stoneleigh is on the 3rd of March** this time round, so it's likely that several of us will travel down to that.

The last major Triumph (Classic) thing this year has been the NEC Classic Show. 3 of us went down from the environs of Macclesfield, and another from the outskirts of downtown Romiley (the last via Canley station, as predicted). So many things to see, it was impossible to do all of it in one day, perhaps we should follow the example of Derrick Binning and spend three days down there? I must apologise to Derrick for not having read any of the latest Courier and was therefore taken aback at the news of a change of leadership in North Wales.

We had horrid weather for our last meeting of the year, cold and monsoon strength rain when we arrived. Richard came in his Spitfire with hardtop (winter warmers) and was presented with a schutz gun to try and squirt wax into the Herald's chassis. Said Herald is progressing, although more holes have been spotted and there wasn't enough wire to weld all the patches back in. Meantime in Romiley, Roger's Spitfire has got all its feet back on, one side at the back having survived the attention of Adrian's hub puller and my extraction of a most reluctant universal joint, plus the hack-saw to get the trunnion bolt out. The other side is probably quivering at the thought of the same operation.

Once again I got voted in as AO for the year, and the form is filled in and almost ready to post.

Our next meeting is on **Thursday 3rd January at the Cock and Pheasant**, just enough time for the celebration of New Year to abate. See you all there.

Henry

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

CORNWALL

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www://autos.groups.yahoo.com/group/cornwalltriumphs/
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TSSC AREA NEWS

COVENTRY

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Unfortunately our November Sunday Lunch had to be cancelled at the last minute. Not only did the weather turn foul, but the pub closed for refurbishment and didn't let us know until the very last minute; no time to rebook anywhere else. At our last meeting we had an ex Triumph Mechanic come along and tell us some of his stories, but unfortunately this turned into quite a hard sell for fuel catalysts, something that no one at the meeting believes in. When he was provided with evidence to suggest they didn't work, the sell just got harder. It was unfortunate, up until he tried to sell us these, he was quite interesting.

The only other thing of note that has happened was LEJoG. John and I started well; had a good test at Lands End, a moderate Reliability Section in Penwith and a very good Test at Cornwall College, Camborne. Truro and District Motor Club were very impressed with us and have asked us to be a guest at their Festival of Speed. However just after that we lost a half shaft U/J at Chiverton, but managed to get that fixed to rejoin the Rally at Jamaica Inn (sorry we missed Tests at Imerys and Eden). We drove flat out for the rest of the day, eventually catching up our time at Cardiff Gate Services for a two hour stop (and map plot). Off into the night we were two hours late at the night halt and only got two hours sleep! The following morning we did a lot of cutting and running, still driving the car flat out, but mainly staying on time until up in the Pennines in North Yorkshire we left the road on black ice and put the car through a dry stone wall! Thanks to the Farmer and some very neat tractor driving, we got the car out and pulled the bodywork off the wheels to limp across the mountains in the dark on very slippery roads to our night halt at Slaley Hall. The following day we retired and limped the car home. As we were constantly told, "Well, that's rallying!" There's always next year ...

Next month I'll tell you how our Dinner Dance went, but we have visited the hotel and it looks very nice.

No one has approached me to become the new AO, so I have registered the Area with me as AO for the forthcoming year. If you disagree, please let me know and if there is someone who wants to do the job we can always have a vote, but we can do this at anytime of the year, not just at December.

January Dates:

Thurs 10th New Year meeting at the Hawkins Arms, Zelah, 8pm onwards

Sun 27th Lunch and Bowling at Country Skittles, Townshend, Hayle 12 noon. Let me know if you want to come.

February:

Thurs 14th Meeting at the Hawkins Arms, Zelah, 8pm

Sunday 18th Lunch at The Hawkins Arms, Zelah 12:30pm

I hope you all survived Christmas and the New Year and are busy adding your presents to your Triumph. If you are in the mood for a New Year's Resolution, how about making one to join in with us for a bit of fun. If we don't do the things you like, please let me know and we'll have a look at doing some new events to your taste - variety is the spice of life! Similarly, if you don't currently get my occasional emails, please let me have your email address and I'll include you. Happy New Year

Mike

Hi Everyone. Not a lot to report for November just a couple of events, first was the Heart of England Meet at the Griff on Sunday the 11th, only 35 vehicles in total, which was a little disappointing as the weather was quite sunny, Triumph was well represented with 7 models on display and we were joined for the first time by David and Chrisse Turner in their TR7, nice to meet you both, hope to see you a few more times in the future.

Sunday 18th was our Dalos (Drive and lunch on Sunday)



Day. As normal the sun was shining down on us again, "The sun always shines on our Dalos day" well almost, we have had only one rainy day so far and that was Octobers run. Well back onto Novembers run, we all met at the Elms in Lutterworth to embark on an excellent route, devised by Pete and Ann Martindale, through the country lanes and villages of Leicestershire, very scenic and enjoyable, there were 14 of us in 7 cars, 4 of us in Triumphs and 1 MX5 with the roofs down, a little bit cold but lovely and sunny, the run concluded at the Crown in Gilmorton where we indulged in the local beverages and an excellent carvery. An excellent day out, in excellent cars and excellent company. Well chosen Pete and Ann.

Saturday the 1st December was the Heart of England dance and buffet at Bulkington in aid of the Mary Ann Evans Hospice, a good night out and a great buffet courtesy of Tommy and Sandra Coughtire, a good turnout with approximately 16 in our group.

The "Smiffy Spitty" has now turned into a Santa Special and we were able to attend our monthly meeting at the Bull and



Butcher in it, a Tuesday night without a drop of rain in sight, we couldn't believe it. Instead of the normal monthly meeting we had our Christmas Party Night meal, an excellent evening with 16 in attendance, most of us in silly festive attire,



COVENTRY . . . CUMBRIA DERWENT VALLEY

TSSC AREA NEWS

Coventry Continues

well done everyone for making the effort. A special thanks goes to Paul and Joan Cheshire for all their help throughout the year and for Paul's excellent photography contributions. Also a special thanks to everyone who organised a Dalos Day run for us, they have proved to be an excellent regular monthly event throughout the year.

The January monthly meeting at the Bull and Butcher will be on Wednesday the 2nd as most of us will not be able to drive on New Years Day due to the merry making of the evening before.



On Saturday the 8th we will be going as a group to the open day at Lubenham, meeting at the Elms in Lutterworth at 11.00am and travelling in convoy to the TSSC headquarters, anyone wishing to join us will be welcome.

That's all for now, have a wonderful Christmas and a prosperous New Year.

Seasons Greetings

Phil & Lynn

Forthcoming Events :-

Wednesday 2nd January monthly meeting at The Bull & Butcher Corley Moor, 7.30pm

Sunday 13th January, HoE meet at The Griff, 11.00am

**Sunday 20th January Dalos Day run,
venue to be confirmed.**

CUMBRIA

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16 Members attended the Area AGM held at the Farmers Arms, 25th Nov. I was elected AO for another year. Thanks to all the members that have supported me this year which has been difficult for all of us with the continual bad weather. 2013 can only get better. I am conscious of the fact that most of the winter meetings are quite along way from the Carlisle area and for the new members I thought it timely to give some reasons for this. The Cumbria area is large and not so easily navigable, especially through the middle during the winter months. This is one of the reasons why we as an area don't have a regular meeting place. I have tried moving the venues about. October meet was at Boot, east of the county. November's, was at Greenodd, South of the county. December's, Windermere west of the county and **January will be the Sportsman's Inn near Penrith**, north of the county. One of the biggest problems that we have is trying to find a venue where we can meet and have a discussion in private with good reasonable priced food with a separate room for free, which is large enough for an average of 16 members.

If anyone can suggest a venue that fits this criteria then please let me know and something can be arranged.

There are a number of members from the area who have expressed an interest in going to the **Spa classic**. This will be held on **24-26 May 2013**. I am prepared to block book all of us as I have done in the past for the Le Mans classic. The bookings will open in the New Year and if there is anyone who wishes to go, or wants anymore information, and you have not told me please let me know ASAP. Check out the advert in the back of last month's Courier. At the time of writing this there are no costs available but I am told that it is cheaper than the Le Mans trip. The ferry cost from Hull is about £240.

Some car and update news: The insurance company have finally agreed that Alick's car is a GT6 convertible and is now under going the repairs. Hopefully we should see that back on the road in time for the Fell Run. Phil has sold his Bond to another member in Scotland and Sue can now get her car on the drive. I bought the rolling Mk3 Spit chassis that was on eBay for a very good price. Managed to bend my Spit chassis somehow during 2012. I now have a garage full of parts again as I am going to fit two new floor pans while I have the body off. Ray has sorted his leaking water pump on his Dolomite and is back on the road. Nigel is replacing his Spitfire door and is thinking about spraying the whole car.

A warm welcome to the area to three new members who joined in October, **William Smith, Herbert Hatley and Nigel Entwistle**. Hope to see you during 2013.

January meeting: Sunday 27th Jan, 12 noon. The Sportsman's Inn near Penrith. It is just off the A66. Travelling from Penrith it is on the Right before you get to the Troutbeck turnoff. Post Code **CA110SG**. Items for discussion at this meeting will be the finalizing of the years events. Nothing is pencilled in for February's meeting, we are looking for suggestions.

The last Sunday meeting will be held on 24th Feb as the season gets underway with our **Annual Fell Run, Sunday March 24th**. Details can be found on the advert in this Courier. I received a good response to my request for what cars members own. This is to help the register secretaries to build a data of numbers of car models owned within the club. If you can let me know what you own it would help the club in general.

Happy New Year. Safe motoring

Roy

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Depending on when you receive this copy of the Courier you would either be stuffing the Turkey or have been stuffed by the Turkey. Either way we hope you had an enjoyable festive break and are looking forward to the 2013 Classic Car season, which incidentally starts on the **6th January with our New Year Run**.

December's meet was our Christmas Buffet and 'Everyone's a Winner' prize draw. Kim, Julie and Angie had kindly offered to buy and wrap 36 Christmas presents for the prize draw and after much head scratching as to how we would ensure everyone received a mystery present we finally sold the tickets.

Paula had volunteered to prepare a Christmas Quiz and when she stood up to read out the questions it felt like being back at school. Maybe something to do with the authoritative manner in which Paula dealt with the noisy corner. The quiz was quite well balanced. The first question

DEVON



TSSC AREA NEWS

even managed to combine Geography, History, Music, Religion and Sex to reveal a song title. I thought it was a brilliant quiz, but then I would as Angie, Richard W and I won with an amazing score of 19. Thanks Paula.

Also at our meet were two ladies from the Kidney Patient Association who had joined us to receive our donation to their charity. Just before the buffet Roger and I presented a cheque for £350 which we had raised at various events. Thank you to everyone who contributed to this worthy cause. After the buffet we drew the raffle tickets for the Christmas presents and Santa (Stuart) was on hand to distribute them. Sitting on Santa's knee was optional and Carl certainly had his monies worth.

As the evening drew to a close 16 of us made plans for meeting up at the TSSC Christmas Dinner Dance at Hinckley and pre-dinner drinks.

Dates for your 2013 diary:

6th January – New Year Run. Meet at Sainsburys, Ripley between 10 and 10:30am.

8th January – monthly meet at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.

15th January – Peak Run Committee meeting at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 8pm.

5th February – monthly meet at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.

Regards

Colin & Roger

DEVON

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DID YOU FIND IT? What? Your 2013 Club windscreen sticker was included with this January magazine. If you need any additional stickers for all those additional Triumphs, please contact Angie at TSSC HQ or ask me at a Club meeting, as I usually have a few extras. Sticking them on your windscreen does not take up a lot of space and is a good introduction to other members.

Anyway – a very Happy New Year to you and yours and let's hope we can get our cars out and about more this year.

JANUARY DATES

Our first outing for 2013 is on **Sunday 6th January**, when we will meet at 12 noon at the **Smugglers Inn** on the coast road between Dawlish and Teignmouth. Please be there prompt for 12 and make sure that you have let us know that you are coming as the pub is always very busy and may not have room for anyone turning up unbooked. As usual, we will have a short run after lunch. Thanks again to Jackie and Allan for arranging our traditional January outing.

North Devon will not be meeting in January, but hopefully will be up and running again by **March**.

However, our usual Wednesday meets at the **Star Inn at Liverton (TQ12 6EZ)** will continue on the **third Wednesday of each month** – so we will look forward to seeing you there on **Wednesday 16th January**.

PAST EVENTS

Leaving John in bed with man flu, I went to November Club Night solo. What a surprise – birthday balloons and a cake, fortunately not the right amount of candles Jas! Thanks again everyone. Unfortunately our cats were not impressed with the balloons when I got them home – struggling to get them out of the car without escaping over the Devon countryside, they and I squeaked up the stairs to show John – spooked the cats, one of which went into hiding under a bed

until lunchtime the following day! Few Triumphs were out that night, but we appreciated the ones that came. It was good to see both Ted and Mike, who have been unable to come for a while but, as usual, the Star was full of Triumph chatter. We did a small formal bit – having the Area accounts approved and, as no-one appeared to be busting to become AO, John and I remain in post. Thanks for your votes of confidence – hope it is not misplaced.

Our Area Christmas Meal was at the Dartmoor Lodge Hotel where they catered for 39 of us in some style. We had a great evening, good food and good company and a good start to the Christmas season. We have already provisionally booked for our Christmas meal there in 2013 – make a note now in your diaries for Saturday 23 November. We know it is early, but we can have the larger Haytor Suite so we can all sit together again, and the hotel is already booked up for the weekends we would have preferred. At this rate we will be celebrating Christmas in June some time! Keith was looking very dapper – quite right for the vintage of our cars – having grown a moustache for 'Movember' – do we have a challenge for next year – for the boys only please!

2013 plans - We have started to make plans for the coming year, thankfully saying goodbye to the appalling weather of 2012 and hoping for better this year. At the November meeting, Maurice & Mary and Colin offered to organise Sunday runs out, M&M doing February, and Colin is to do March. Of course Jackie & Allan have already volunteered to organise the January run – more of that above. Mark & Jane have offered to host a 'Triumph Picnic' at their place in Ashburton in June to replace the Trains & Triumphs we have previously held at the Steam Railway, and Sam & Marc will be organising another Go Karting day.

Drive it Day this year will be **Sunday 21 April**. We are talking to the people at the **Big Sheep attraction at Bideford**, where they have ample room for parking, and good all weather attractions in the unlikely event that the weather is unkind! As we had between 60 and 70 cars on a wet day last year at Dingles, we really are aiming for 100 cars this year. Think of it – 100 Triumphs in one place in Devon. We will again be inviting other Triumph Clubs in the area to join us.

On **Sunday 3rd February**, we will meet up at **CREDITON** in the car park behind the Lords Meadow Leisure Centre, at 10.30am. As usual, please let us know if you are coming along so that sufficient spaces can be booked for lunch.

It would be great if some of our **MID DEVON MEMBERS**, whom we feel we neglected a little last year, could come along to this.

Later in the year, we will be visiting hopefully most areas of the county, so if you have not been to a Club event before, we would love to welcome you to an outing. When we have finalised more dates we will ask Rob Northcott to update the Devon website with all the details. Remember though that all events are available in the Area News in the Courier – if you are reading this you should know that! We do also have our email contact list whereby we keep members up to date and if you are not on the list and would like to be kept informed in this way, please let us know.

DEVON DIARY

Sunday 6 January lunch at the Smugglers Inn 12 noon

Wednesday 16 January Club Night at the Star Inn, Liverton TQ12 6EZ

Sunday 3 February Mid Devon run 10.30am Lords Meadow, Crediton

Sue & John

ESSEX

Tel. 01375 672072

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

Happy New Year one and all, time to start looking forward to the next season for classic cars. I hope Santa brought you all the bits you wanted for your car.

My Office - Theodore the TR7 has gone to a new home in Kent this should give me time to work on the trailer but things happen and I suspect between writing this and it being published I will be lucky to get 10% of what I have planned done, but that seems to be the way with life at present.

Out and about - Bath road trip 23rd -25th Nov

Friday afternoon was looking good I was home for work on time, as was Ian and Cheryl, so with Janet and Joe we set off. Lesley and Ray were going to follow on later. The cars were pre-loaded so off we went straight into heavy traffic and it took 1 1/2 hours to get across the Dartford bridge!!!!. Once on the other side more or less a straight run to Somerset. We found a pub on route for an evening meal and phoned Lesley and Ray to let them know where we had stopped, they were about an hour behind us, but arrived just as we were finishing our meal. After a bit of banter it was time for the off in a bit of rain the last 30 miles or so to the Podimore at Yeovil. We arrived at about 10ish and it was straight to bed.

The following morning after brekkie at the Little Chef, we set off for the park and ride at Bath deciding this would be easier and it was. Nice and easy to find and only £2.50 return and the bus runs every 10 minutes. We soon reached Bath and straight into the Christmas market it was very crowded. Us boys were not happy! Too much shopping! Joe dashed into HMV and bought some cds and caught us up later. The girls got some nice bits of shopping for presents. Janet got some hot chestnuts, her favourite thing in the entire world after me! Shopping done it was back to the park and ride and on to a pub we had passed on route. The food was excellent just a light snack before an evening meal we had booked at the Ilchester arms at Ilchester.

We headed back after an hour or so stopping at a shopping factory outlet where the girls bought a few more presents for Christmas and we partook of afternoon tea. Then back to the Podimore After a brief sleep for us boys and baths for the girls it was off to the Ilchester arms. Unfortunately Lesley and Ray got lost and broke convoy in the dark and ended up somewhere else even with the postcode! After about 1/2 hour we all returned and the lady at the pub was a great help with the directions and soon we were sat down to an excellent 3 course meal, very good price too. The girls were done up in their finery for the evening.

The following morning after a later breakfast (again at the Little Chef across the road) which was not flooded, unlike the petrol station across the way, we headed out to Sparkford, just up the road to the Haynes motor museum. It is undergoing a refit so was back to front and this was a little confusing to those of us who have been before. We met up with Janet's friends from her old Navy days at RNAS Yeovilton and we all went inside. Janet and Heather spent all the time chatting, Joe went off with Yasmine and Jak (Mike and Heathers grandchildren) to the games and got well beaten on the Saga by Yasmine. Everyone else wandered about looking at the cars. Joe and Mike chattered about boys stuff. The time went all too quickly a coffee and cake in the cafe and a trip to the shop (where our Jack got a holiday present)

and it was time to say goodbye.

Once again on the road, this time to Suzie and Guy Singleton's house in Marlborough (AO of TSSC Andover) where Ian was picking up an overdrive gear box and bits. A nice chat and a look around Guys car collection, a coffee and soon we were once again on our way home. This time in the pouring rain and boy did it rain, by now it was dark, we had wanted to stop on the way for a meal, I again at a pub but after a few texts we ended up at the Halfway House, gave the staff a shock! Thought it was club day. We had a nice Sunday evening meal at the pub, said our good byes and headed home. All very tired after a fantastic weekend of food, drink and laughter. Thanks guys for a great weekend roll on March and Stoneleigh, followed by Isle of Wight both in the planning stage at the moment.



We found a Triumph - Club Day 18th November

A bright sunny day awoke the Triumphs for this month's club day. Soon after breakfast, preening done on the spitfire, TR7 and Mini, unfortunately Joe did not wash his Mini but never mind, soon we were ready for the off. We were the first to arrive at the pub but were quickly joined by Len in his blue Spitfire. A quick chat and the pub opened, we settled in our usual corner. The arrival of Jean and Brian, with Lightning, was quickly followed by Ian and Cheryl in Rosie. Lesley didn't come up in Bella as she was on her own, Ray was at work. Paul and Alice arrived in their red Spitfire, Paul had come to collect a front bumper from me, it was great to see you both. Nice of dad to get you some chips Alice! Later on Kirk arrived straight from work, that's dedication for you. Just after eating we had the arrival of Andrew from the TR drivers club. As some of you may know the TR7 is up for sale and he had come to give it the once over, unfortunately it was not for him but never mind. The car will be going on eBay this week, a sad decision but we no longer need him. If anyone is interested please give us a ring. There was lots of banter and the run booklets were given to those coming to Bath next weekend, Ian is going to be checking the post codes! (Plastic cars this time but will be just as much fun I am sure) and the girls discussed how to get the boys to carry all their shopping bags next weekend. Final details were discussed.

Then Ian and Joe went for a blast up the A127 in the TR7 and Cheryl was a bit worried that Ian might want to buy it after selling the 2.5 he said it was a good drive and he enjoyed it.(but the boss said no)

Next month is the Christmas dinner, this year a change we are going to the **Dog and Partridge on the A128** after our usual club meeting. I don't think there are any places left, we are up to about 36 so we are taking over the whole restaurant, if anyone is interested contact me and I will get you in touch with Lesley and she can sort something out as Lesley is organising it this year. The meal is £19.50 with £5 deposit. So for a November meeting we had 6 cars. Please check out the up and coming events as we are getting an active pro-

GLOUCESTER HANTS & BERKS . . . HERTS & BEDS

gramme running for the winter to help blow the cobwebs away.



Joe had to bring the Mini ! - Trip to Perry wood garden Centre 10th November

Saturday morning saw 6 brave souls meeting at the Halfway House in plastic cars. We set off at about 10am for Tip Tree to meet Brian and Jean there as it was just up the road to them. The garden centre recommended by them was indeed very good. We quickly had the girls doing a bit of shopping, well quite a lot of shopping actually! (How much!!!) at noon, we joined the queue for lunch which was indeed very good, we all chose something different from ploughman's to jacket spuds. After a long lunch and chatter we headed back for a bit more shopping and then on to Brian and Jean's house for afternoon coffee. A quick tour round the house from Jean for the girls and the garden from Brian and then he girls went out to explore the shop over the road while us lads had a good look at "Nellie".

Another coffee, another long chat once the girls got home and it was soon looking like time to head off home. A very nice day many thanks to Brian and Jean for the recommendation of the garden centre and the tea's and coffees too.

Up and coming

January 6th Breakfast run to Southend

January 20th CLUB DAY Halfway house A127/A128

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

There are no birthdays this month

There are no new members to welcome to Essex this month.

Allan

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

Happy New Year to one and all we hope your festivities brought you good cheer and possibly a few new car bits too.

The NEC classic motor show in November saw quite a few of us trot along to enjoy the superb displays, it's always a test of shoe leather and this year was no exception, the three days gave us all an opportunity to attend and enjoy it all and with Barry and Bev adding their cars to the club stand gave the area a close link too.

The area meeting was our AGM and as usual about twenty seconds is all it took to ensure that Jane, Vicky and I will continue to do whatever it is that we do.

We had a new visitor, Hi to Simon Wright who is now the proud owner of a very nice Vitesse convertible it was good to see you and we look forward to providing help, support and entertainment whenever required.

Paul and Clare kindly hosted the coffee morning and despite the offer of being allowed to tour his potting shed (neither of which contain plants or pot) a small but select gathering

TSSC AREA NEWS



turned out. Your loss because the bacon and mushroom rolls were very tasty, the chat went on longer than expected so a trip to join the Cotswold classic meeting passed us by.

Next one is at **Vicky's on Sunday Jan 6th** so if you don't or can't see us at the **Frogmill on New Years day** then take a jolly to Reddich.

Address and/or postcode available on request.

The area annual dinner will be at the **Swan on Saturday February 9th**. I will be running the show again and so if you don't get badgered by me via e-mail, text or phone but would like to be included then please make it known to either Jane or myself and we'll add you to the mob.

As is the norm at the start of the year we try to organise a varied calendar throughout the year and any ideas are always welcome as we can squeeze more in if we're missing out on something.

We look forward to seeing you all soon.

Happy New Year.

Andy

Events

Sunday 20th Jan Classic car autojumble at Malvern three counties.

Monday 21st Jan Club night at the Swan. Coombe hill.

Sunday Feb 3rd Coffee and cake at Barry's

Saturday Feb 9th Area Annual dinner at the Swan

Monday Feb 18th Club night

Sunday Feb 24th Sunday lunch pub run.

HANTS & BERKS

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e-mail: hantsandberks@tssc.org.uk

We'll I hope everyone had a good Christmas and a Happy new year. As the first Tuesday in January is new years day it was decided at the last meeting to **postpone the meet to the 8th** when hopefully more people can make it.

Hopefully see you then.

Alan

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

Hi folks the Area meeting and AGM had a good attendance and it seems I continue as AO, Alan as treasurer, with Barry, Ray, Pete & Stuart as committee.

We continue to meet at the **Three Moorhens Hitchin**, the refit has re- valued the atmosphere and the Matt has agreed to continue with the BBQs for us in the spring.

Our local Christmas dinner had 30 attend with the area funds providing a £5 discount and free wine ..the income from Duxford £1 lucky tickets has arrived now and funds are healthy, if any member wants a copy of the balance sheet let me know.

The December meet is postponed due to a clash with Christmas Eve and it **Moves to early January 7th** the normal **fourth Monday meeting**. Dates continue, starting with **January 28th**

The Club's forum and website have run into problems so you can contact me on **01582 750943** or email me please at



HERTS & BEDS . . . WEST KENT LANCASHIRE . . . LEICS & RUTLAND

TSSC AREA NEWS

Herts & Beds Continues

peter.h.lewis@ntlworld.com for any queries.

So its Wishing you all had a Merry Christmas and a Happy New Year for 2013!

Regards

Peter

and H & B committee

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

I am away for this month's meeting, but Del has kindly penned the following together in my absence

Steve

Hi All. I hope you all read that the **Area Christmas Dinner is on Friday 11th January at the Cock Horse**, meet at 7:30 and sit down at 8:00pm. But Glynn has to be able to cater for us so if you intend coming, please let me know your choice of menu (as in the December Courier), by phoning me (01 732 743 747) or e-mail (delandwen@btinternet.com). It would be helpful to Glynn if I can give him numbers and choices by, say, **Saturday 5th January**.

My daughter will be performing at the Royal Albert Hall in the run up to Christmas, so there will be times when I'm not at home, hence e-mail will be best.

After the dinner evening, I'm afraid I will not see you all until some time in the Spring, as Wen and I will be off travelling down under. And Steve's off hunting dragons even earlier!

Finally, I hope by now, January, we will have a new Area Officer, or a pair of friends to support each other, or even one nominal person i/c and everybody else mucking in as needed.

Without a registered AO, we will not be insured should anything go wrong with any of the activities we undertake.

Now I know why we are called the Triumph Sports Six Club! There were just Six of us (again) at the end of November meeting, Anne, Colin H, Colin R, David W, David J and myself. Even with such a small attendance we've already got 11 Christmas Dinners booked.

The most noteworthy point of interest mentioned at the gathering was that one of the Colins has heard that there might be a pre-production prototype Spitfire 4 that might be coming up for auction soon somewhere down this way. Details were sketchy, but could be interesting; rather a lot of 'mights'. Wouldn't it be good to steer that one into the club's Museum? Other conversations have evaded my memory but the two important points remain.

The Christmas Dinner on the 11th January; take a look at the menu in last month's magazine and e-mail or phone your choices to me so that we can give Glynn a reasonable time beforehand to get organised - say by **Saturday 5th January** at the absolute latest.

The other problem is a new Area Organiser. The technical reason for having a named person is that without a named "leader" the Area is not insured should anything go wrong at any event we take part in or run.

That's all for now. I hope you all had a glorious Christmas and will have a Triumphant New Year.

Del

As a footnote, we have decided to **revert to the first**

Tuesday of the month for our regular meetings, so this will happen in **February** with the first new meeting date being **Tuesday 5th February 2013**

I hope every one had a cracking Christmas and great New Year

Steve

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

Hi All. This is my first official article for the Courier as the AO for the Lancashire Area. I would like to wish everyone a very happy new year, sorry if this seems a bit late but as they say better to be late than never! I hope each and every one of you was visited by Santa and he left you exactly what you needed to keep your Triumph on the road.

We should all be over the festivities now and looking forward to the coming months of getting out and about in our cars, and at the first meeting of the year we hope to start getting together a list of events/weekends and runs out in the new season.

Just to remind everyone we have now returned to our previous venue at the **Canberra Club (BAE Systems) Samesbury. Last Tuesday of every month 8pm.**

At the **February meeting (Tuesday 26th Feb, 8pm)** we have a guest speaker in the form of Debbie Woods who will with great ease give us an insight into the world of hill climbing. I hope you can all attend to give your support.

At the **March meeting (Tuesday 26th)** we will be having the feel & touch with a quiz thrown in for good measure.

If anyone has any events/shows/runs out that they would like to attend or put on please let me know.

If you have any cars or parts for sale or are looking for any parts please let me know and I will email around the Lancashire members and mention them in the article.

If you would like to join the Canberra Club as a member you are quite welcome to this, costs £13 per year and also entitles you to 5% discount at the bar.

You will also benefit for getting tickets for the cabaret nights that are held on a regular basis!

Thanks

Mark

LEICS & RUTLAND Tel. 07774 276564

Quiet time of the year right now except for the area Firework night held on Saturday 10th November at Chris and Erica's. A good gathering of members and family turned up, armed with lots of fireworks and food. Once we had all eaten our intrepid pyrotechnicians, namely John and Andy disappeared into the large garden and put on a spectacular display of fireworks that lasted almost one hour. Last year a rocket almost managed to rob our host of his manhood, this year we managed one better by knocking his glasses off his head. After the display several neighbours shouted over and thanked us for the show, commenting that it was a better display than the village effort. Maybe we should charge for next years display to boost area funds!!

May I remind you that as our next area meeting would fall on **January 1st we will obviously not hold one on that night**. Have been in touch with the Melton Company to hold once again the pork pie making evening and I will hope to organise this for an evening later in the month. Anyone not told of the details by the time you read this and wish to go, contact me for details.

M25 EAST MANCHESTER . . . NEWBURY

All that leaves me to do is thank you all once again for your support over the last twelve months and to wish you all a Happy New Year.

Dave

M25 EAST Tel. 07938 526324
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Hi all, firstly 'Happy New Year' to everyone, let's hope it's a goodun !! Hope those diets after all the Xmas grub and the New Year Resolutions are going well - but if not there's always next year ha ha. It's all a bit quiet out there in Triumph Land at the moment, not too much going on, although I bet there's lots of feverish activity going on in some cold garages. I am very bored !!

This time last year I had my whole car to put back together after the paint job. This year I have nothing to do at all so if anyone wants a hand with anything please give me a shout before the Memsaab finds me some decorating to do ha ha. There was a couple of events back in November, firstly The Classic Motor Show up at the NEC. Not many takers for this, just myself and Dave who had a boys day out on the Sunday. We did notice that it was very quiet there, even the normal traffic jam was missing, maybe it's getting a bit too expensive. Dave had a few bits to buy, some material and a couple of bits of ally that are going to be turned into a wind-break for the Stag, so watch this space. All I got was a new hat and some free pens. We had a good day though with a couple of Stella breaks thrown in. I managed to earn a few 'brownie points' while we were there. I got Donna a Calendar of her 'crush' - Guy Martin, I even got him to sign it. So, I should be in her good books for a while - hmm, what can I buy for the Herald? ha ha.

There was a good turnout for the November meeting. The usual crowd were in attendance and we were also joined by Vince and Amanda, Steve Dawson and Paul and Alice. It must be a first - one of our gang came by boat !! Oh ok, Steve Dawson came via the Woolwich Ferry but it still counts !! Glad you all came along and hopefully the first of many. I had my official scraps of paper with me and was busy fleecing people for cash for clubstands. A big thanks to Brian who has had some stickers with our badge made. They're a pound each if anyone wants one and the cash will go into the kitty for anything that we need to buy. Also by the time you read this we should have the embroidered badges. These are £2 each with the money again going into the kitty. I'll be bringing them to meetings and what have you so, as the ice cream man says - stop me and buy one.

At the meeting Steve showed us a pic of the MGF seats that will soon be gracing the Cox's Herald. They gonna look very nice in Matador Red.

These seats are getting very popular in our cars, Chris Lilley has already gone down that road. Must say though they do look good and are super comfy.

It's the time of year now when the show forms are coming through thick and fast. So, get em sent and lets look forward to some warmer times.

Keep running on all 4, 6 or even 8.

Cheers

January Events - Visit to Purfleet Heritage Centre
Sunday 13th
Monthly Meeting - Sunday 27th

John



TSSC AREA NEWS

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

Our **Peover the Edge run** has been postponed until later on in early spring.

We have been invited to attend **Blakemere Craft Centre** to display our Triumphs to the public on **Monday 27th May** (Bank Holiday) so we will be **combining the Peover Run with the Blakemere event**. This event is open to any other Area who would like to join us.

There were 31 members at our Area meeting it was good to see a few more members at the meeting.

We had a visit from a potential new member looking for technical advice about his Triumph 2000 and were duly helped by our very own Big Saloon Register Secretary, Mark Blease well done Mark!!! We hope to see him again soon.

Event City (Trafford Centre) will be 7/8th April where we will be doing a typical Manchester Area display of Le Mans (Le Manacs) we would be grateful for any help we are offered. We would like to say a big thank you to Pete for the fantastic calendars and Janet for organising the Xmas Doo this is made more poignant as they are both going through the most horrendous time and our thoughts are with you and the family.

Frank and I have been voted in as joint Area Organisers for another year and it's a pleasure to carry on the role as we have a fantastic Area.

Don't forget the **date change for the January meeting** this is a **one off to the 2nd Tuesday** of the month.

All the Best for 2013

Dates to remember
Meeting - 8th January 2013

Pip & Frank

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

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

Happy New Year to one and all! Hope everyone remembered that we had cancelled the meeting on 26th December!

We had lots of people at the end of November; in fact the room was almost full. Almost all the regulars were there and a warm welcome to Dave from Didcot way who has recently joined the club. He has a GT6 which he has recently bought although he has had Triumphs in the past. We made a big profit on the raffle and HELEN WON THE CHOCOLATES!! Wonder how long they lasted. Thank you to all those who have donated raffle prizes over the year, it really does help. The edible ones seem to have been particularly popular!

Haven't had the Christmas meal as I write this, but will report next time. The Berkshire Arms has been booked for a further 6 months to the end of June as everyone seems happy with the venue.

Don't forget to let me know when you hear of definite dates for events for this season and if you are able to get entry forms for them so much the better. Let's hope that the weather is kinder, especially drier, and shows don't have to be cancelled as last year.



NEWBURY . . . NORTH EAST NORTHERN IRELAND . . . NOTTINGHAM

TSSC AREA NEWS

Newbury Continues

Meetings

9th and 23rd January at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.

Events

3rd March Triumph Show and Spares Day at Stoneleigh
Keep 'em flying

Mary and Dave R.

NORTH EAST Tel. 07917 738091
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<http://tsscnortheast.blogspot.com/>

Hi all, I hope your festive season went well.

A good turnout for the December meeting, even a couple of Spitfires in the car park, didn't see if they arrived or left with the roofs down though. We had an entertaining night, raffle for Le Mans surplus wine, beer and camping equipment and club vouchers. Congratulations to all the winners. That was followed up with another of Joe's themed picture quizzes, all the way to a tie break this time.

The calendars will have been ordered by the time you read this to be handed out at the January (if they're delivered) and February meetings.

We will also be on out **curry train night on the 12th January** as well.

There aren't currently any dates for stuff to do next year as yet but there will be soon.

Chris Fish nears completion of his Sprint, did it make the Dec20th deadline? Ian Goodfellow has a new engine for his Gentry. Nothing on any other area cars that I know of.

Not much else to report from December or for the next couple of months as yet so I'm finishing here.

Shortest report for a while.

Thanks to everyone who turns up at the meetings and organised and attended event we put on over the last year, hope we carry on the same way through 2013.

All the best

Mark

NORTHERN IRELAND

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Hi All. As a final farewell in the AO role, this is finally my last article for the monthly reports! A huge cheer goes up!!

The good news is that we have a new AO or should I say more accurately new AO's, yes we now have two AO's!! Paul and Jacqui have kindly volunteered to take on the role as a joint effort - I'm sure you will join me in wishing them every success in the role!

Having said that, Paul has been here before!!!

Michael has also agreed to stay on in the role of Treasurer, I would like to thank him for his sterling efforts over the last two years and wish him every success in the year ahead!

Thanks also to Paul for preparing the excellent presentation, I learnt a few interesting facts about the club!! Good to see that there are now three cars flying the motorsport flag for the TSSC (soon to be a fourth with Laurence and the GT6!)

Paul brought a list of names of people who are planning to be at the dinner and we have approx 35 people so far - looking good!!

Can I please ask anyone who is planning to be at the annual dinner and hasn't let Paul know to email him so he can get an idea of 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 and it is shaping up to be an excellent year. Please can I ask everyone to attend as many events as you can, it's always a good day out and its good to show your appreciation for the effort taken to organise the runs!!

Sat 23rd February - Annual Dinner. Strangford Arms Hotel, Newtownards

Sat 23rd March - Kirkistown Sprint Event

Sat 6th April - Trunton 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 - Tulip Rally

Weds 13th Nov - Film Night

Weds 4th Dec - AGM

We discussed the event on **23rd March** and decided to meet at the **Elk at Dundonald** before heading down to Kirkistown for official first outing of the GT6 for 2013 in the Sprint event, times to be confirmed nearer the event.

The next meeting is on **Weds 2nd January 2013** at 8:00pm as usual in **Nortel Social Club**, come along a show your support for our new AO's!!

Well, that's all from me! Hope you all had a great Christmas and New Year and that you didn't eat too many mince pies!!
Best Regards

Mark

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

Happy New Year!, it seems an apt time to review 2012 as hopefully were in to 2013, the world had not ended as Nostradamus predicted and we're going to have a summer of sunshine. Well, we can but hope!

So as always, we started January with the New Years Run and a new meeting venue. The run was good as ever with a fantastic starting turn out which sadly dwindled during the run due to loose batteries or wrong directions. A brief stop off in Bolsover at the Castle saw us head over the border in to Nottinghamshire. My car was still off the road at the time, and it's still not painted a year later.

February, Sybil the Spitfire got back on the road after some primer painting, undersealing, new carpets fitted and passing the MOT!

March, headed for a very cold Stoneleigh for the annual Triumph show. I got one or two small bits and John managed to get a full set of new heater knobs for the TR7, something that is normally quite hard to source.

Claire and Nigel were on the main club stand with the 50th Anniversary Spits and Vitesses.

PETERBOROUGH

April, The annual Drive it day, new location! Gaydon Motor museum. The rain that was forecast held off and it was a great day. Sadly it did rain on the way home and young Alex, my son, slept through it all. This was the longest drive I had ever done in Sybil!

May saw the TSSC head over Spa Francorchamps for the Heritage weekend. I heard stories of Claire becoming a rolling road block at a roundabout? Just so all the cars could get on the circuit together. It was also our first big outing to a car show, and the season started as it went on at Thoresby - cold with rain and generally miserable.

June saw folk head out to Ashbourne for Derwent Valleys' "Peak Run" with the memorable togas!

July Saw Lemans Classic and the Silverstone Classic car events. Miles apart, but from the feedback of those who went, brilliant events. One day I may get to go myself!

August gave us the chance to again visit Bruntingthorpe Proving Grounds for the ASDA "Drive it Day", a private event for car clubs for the clubs and the staff & families of ASDA to be driven in a high speed car, rally car, drive a bus or lorry yourself or even have a helicopter ride. It was topped off with a fly pass from the Mighty Avro Vulcan bomber which had been returned to the skies at that airfield some 5 years earlier. Less than a week later saw the great gathering at Stafford International for a weekend of celebration of two of Triumphs most popular cars, the Spitfire & Vitesse, both having been launched in 1962, some 50 years ago.

September ended with the new Manclins event, The Mile of Triumphs at a new and successful venue and a few TSSC members taking part in Club Triumph's Round Britain Reliability Run.

October and the area group move to a new venue after the previous place was wound up. Looks like we may have found somewhere nice and cosy to settle for a while again at the Shepherds Rest at Bagthorpe.

November saw the AGM and a nicely presented Shepherds Rest, now painted and looking smart. Great food was on offer and the smell of scampi filled the dining area and now officially having joint meetings with Club Triumph. Nice to see the two groups working together and meeting together to share the experience and knowledge as one!

December and an open weekend at the club, the annual party and Xmas meal in Hinckley and finally the man in the red suit visiting bringing all those little bits and bobs you want.

Well that's about it for an annual review, I'll just leave you with an update on my Spitfire and my father in laws TR7.

So, Sybil decided to throw a new spanner at me in mid November when on a night shift at work decided to let all the clutch oil go leaving me with a very low biting point. No spare oil to limp home with, I managed to do just that, limp at 7am in the morning. Thankfully I got there with no further damage. After getting the old slave cylinder off it was found that all the rubber seals had perished. In fact when the new replacement arrived it looked very different!

Now you may remember with the TR7 that in the November issue I mentioned about the Mexican wave with the pop up headlights. Sadly, they stopped working not long after and I had to call in a former auto electrician friend from my place of work to look at the electrics. To cut a long story short Dave and his friend Arthur found dirty connections, burnt out diodes on the motor switches and a pektron unit (an electric gizmo that raises and holds the lights up on a delay when you "flash" someone) had burnt out. The main light switch and column switches were suspect in their connections and deemed to also need replacing. A trip to Rimmers for a new main light switch and a replacement second hand (almost

TSSC AREA NEWS



brand new condition) column stalk from S&S preparations seemed to sort the lights and my sparky mate is building John a new Pektron unit. So we are nearly there and should be almost done and maybe have completed the floor pan welding and finally fitted the interior by the time your reading this column.

Well, that's it for 2012 - let's hope 2013 is a better season weather wise with the big Triumph birthday this year...

....Is it 90 years?

Andy
@notts_tssc

PETERBOROUGH

Tel. 01778 560507/01780470358

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An excellent turnout at the Club night Christmas Meal on the 10th of December. The roads had just turned very icy after a rain storm and I hope that everybody got home safely. We all had a pretty good meal and Peter and Linda Kelleher treated us to 2 pages of quizzes. The one on car badges wasn't too bad Peter, but the films - well? It's a good job our table did fairly well on the car badges!! Then we had a jolly good raffle and I believe everybody enjoyed at least 'a' prize. The raffle was once again held for the Sue Ryder Charity and was well supported financially to the sum of £31.00. But then we came to settle our tabs up at the end and this soured the evening. This is an issue we will endeavour to put right. It was excellent to see Karen Abbott at the Dinner bearing in mind that it is only about 3 weeks since she had brain surgery, a 9 1/2 hour operation. We all wish you a full and speedy recovery Karen.

It's time to wish you all a very Healthy 2013. We've had our fair share of health issues over the last few months with members and partners and hopefully we will be able to enjoy a better year in which to get out and use our treasured vehicles on the country roads again. No doubt there will be some of us who may find the steering wheel has moved closer to our stomachs since the Christmas Festive period began. We will all feel better if we can get a heaped load of sun on our backs and the chance to tinker with the cars on the drive and in a warmer drier garage.

Not a lot to report this month on the car side except to say that I may be getting the bonnet back for the GT6 soon and getting nearer to seeing some paint splashed on it.

Our next **Club Night will be at the Bertie Arms, Uffington, Stamford, Lincs, PE9 4SZ on Monday the 14th of January 2013.** Meet up with us around 8.00pm for a sandwich and a bevvy. Paul and I look forward to meeting up with you again and discussing the future.

Here's to a Triumphant 2013, and don't forget Paul is always looking for those unique shots of your motors for the Club calendar.

Regards

Doug

NOTE to ALL:

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



SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SHROPSHIRE

TSSC AREA NEWS

SCOTLAND CENTRAL WEST

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Happy New Year to All Area Members. I don't know when this will reach you, but I hope you have had /will have a good time. I suspect there will have been a few caravan items in stockings (no not Stafford!) Read on! Back to last year and the last meeting. The AGM (December 5th) was attended by enough members to get through the agenda. The Meeting Place and Time/Date are to stay as is. This has proved to be beneficial for new, old, and returning members. We went over the past year and possibilities for the New Year. Because of the very cold weather we had tea coffee and lots of choccies. The Area appears to be in good form (thanks to all you who turn out for our activities). Your new AO is your old AO (surprise). No other takers, although Ian W seconded the form and insisted on being called ASS O. So be sure to use his title when you see him.

It seems also that the area name will have to change to the Triumph Caravan Club as we have another teardrop caravan in the Area; John has a project now too. I think there is going to be a posh area and a poor area in the Scottish camp. So much so that we are going to meet at the SECC in February at the Outdoor and Caravan Show for a day out.

The AGM highlighted the fact that we would like to go to different shows in 2013, so we will be looking closely at the SVVF Yearbook for alternatives. There may be more camping/caravanning weekends (but not caravan racing) dates will be printed as I get them.

The annual **Drive It Day run** will be down the way (TBC) in **April**, looking for a destination in SW or SE Scotland suitable for all.

There will be a financial review (i.e. collection, voluntary of course) in early 2013 (I know who have paid already in 2012). We have enough equipment at present but need to waterproof everything. All those that attended the AGM got an exclusive pressie and the meeting was closed. The paperwork will be sent to TSSC so we have P L Insurance. Thanks to Zoë at Lochinch for opening up and tea and coffee.

Remember **night out Central Glasgow 19th January**, meet **Central Station 3pm**.

No Show Calendar yet but **PLEASE NOTE Monte Carlo Historique Rally Start is now a Glasgow City Event** and has a change of venue due to popularity of last year and number of people, and is now at the **Peoples Palace and Winter Gardens, Glasgow, 3pm start**. There will be some events in central Glasgow too, Parc ferme and displays, from mid morning, it will be busy, so check local press, tip: follow the noise; there will be cars everywhere. There are details of runs on website for Caledonian and Classic Historic Motorsport Club. We wish Douglas (in his Vitesse) and all crews on the run, tour and rally a safe trip.

Now here is something for you to ponder over if you are reading this in the aftermath of Christmas and New Year. I have been told that you can use molasses as a rust remover. Agricultural strength is recommended and the dilution rate and instructions is on the web. Has anyone tried it? This was one of the topics on the long drive south to Stoneleigh last year, at one point we were working out how to fill a bath to do large panels etc.. Only if it works though.

We will go over the events we attended in 2012 again in the coming months. Ideas are already noted for yes/no to attend events. We have dates for 2013 already.

TSSC Scotland Central and West Night Out

19th January in Glasgow (Central Station, 3pm).

Monte Carlo Historique Rally Start 26th January-

***CHANGE OF VENUE * Glasgow Start 3pm at Peoples Palace and Winter Gardens, Glasgow.**

(Please check local press).

Caravan and Camping Show SECC, Glasgow

9th February, morning (Yes really!)

Triumph Spares Day Stoneleigh is 3rd March.

NEXT MEETING will be on the 9th January 2013 due to holidays. Then back to normal.

This is my first report of 2013. I am pleased to continue to be AO and will do my best for the Area and its Members.

Why not come and join in the antics?

2013! Here we go again!..

Gregor G.

SCOTLAND NORTH EAST

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Hi. This month the area news will be a short one again. The first meeting of the new year will be on the **31st January held at the Fourmile Inn, Kingswells**, it is at this meeting that we will be discussing our events programme for the coming year so come along if you can.

Any suggestions will be welcome.

I will be sending out the 2013 Triumph Events sheet as soon as we have it ready, if you are new to the TSSC please let me have your email address and I will add you to our mailing list.

I am still hoping to be able to give the Spitty or Stag a run when there is some sunny days and salt free roads.

Roll on spring.

Hope you all had a good Christmas and a Happy New Year to you.

Danny

SHROPSHIRE Tel. 07701 049881 www.tssc-shropshire.co.uk

The end of our year has soon come about! Although the weather has been less than favourable, we've achieved much as a group that we can look back on with pride. Trips in and around the county and a trip to Loan being a couple of many highlights.

Having spent the last 3 months on the road with regards to our monthly meetings, for our November meeting we returned home to the Red Lion in Wellington. It was time to celebrate our 2nd birthday and also brain storm ideas for what we can look forward to in 2013!

We will start our year in **January and that will be at the Red Lion for Wednesday 16th**. Moving to the **third Wednesday of each month** as our regular meeting date has proved a popular move and that we will continue with for 2013. It has been decided that each meeting will start at the Red Lion and then when the weather and the onset of Spring allows, we'll organise a drive out somewhere different each month. More news on that nearer the time. Keep a look out

SOMERSET SOUTHERN . . . NORTH STAFFS

for news here in the Courier and also our web-site.

www.tssc-shropshire.co.uk

We will also continue our policy of a warm welcome to all enthusiasts for Classic Cars. Everyone is welcome at our meeting no matter which club they affiliate themselves with. We now also have a new representative (Roy Lacey) in our group for Club Triumph members to liaise with at our meetings and our friends in the Stag Owners are always there by our side supporting events. We also have close links with our friends in the Shropshire TR group and we'll be looking to join them on their 2013 weekend away. This year's trip to Llangollen will live long in the memory for all the right reasons. Celebrating Triumph cars in Shropshire is our aim and having something for everyone to look forward to each month is the desire.

If you have a Triumph or any other classic car for that matter, don't worry about which club you affiliate to. You can join in with us as we celebrate Triumph cars in Shropshire.

Things are looking good and on behalf of my friend and joint Area Organiser Bill Bate, I would like to extend a very warm invitation to all in Shropshire to join in the fun for 2013. Looking forward to it already. In the mean time, On behalf of everyone at the TSSC Shropshire, I would like to take this opportunity to wish you all a very Happy Christmas and very prosperous and Triumphant New Year!

David

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Hi All. Novembers meeting was attended by a select few, with one Triumph in the carpark, a large saloon coughing as it made its way home on five cylinders. I have had some suggestions for drives for next year from Derek, anyone with ideas to add always appreciated.

Quiet month for my Spitfire, I would have like to use it more, but due to severe flooding in our village and Michelotti's designs never incorporating a rudder or a keel, my car has been safely tucked away in the garage sand bags ready to seal the garage door if needed.

As soon as the flood waters subsided the gritting lorries appeared from their hibernation so it looks like the car is staying where it is for the time being.

One show next month is the **New Years Day Meet and Road Run organised by the Somerset Traction Engine Club at Junction 24 (Auction Centre) from 09:00**. Coincidentally just off junction 24 of the M5. Hope to see you there.

That's all from me for this year so a have a Happy New Year

Steve and Phil

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Hi All , I hope you all had a very happy Christmas and your Triumph got the presents it asked Santa for.

Our roaming Sunday lunch meeting for November , was the Hunters Inn at Swanmore. We had good turn out of bodies for the meal but only a couple of club cars and unfortunately for Jackie the sun was shining but it was a bit chilly, so the roof was down on the Vitesse. The pub has an extensive menu at very reasonable prices and gets very busy on a Sunday lunch time. The meals were very good and the young waiting staff very helpful (unlike the previous pub we visited)



TSSC AREA NEWS

and the roast beef was certified dead.

We had our Christmas meal on the 4th of December at the Seven Stars pub. This again was very well attended. We all brought along a present for the raffle draw, I don't think anyone went home disappointed. The food was served quickly and thanks to Barbara and "grandma" Val who wrote our dinner selection on the place names we all got what we ordered. Our intrepid AO , Mike had his say (and for once we all listened) thanking us all for our support.

I have now got the 2013 Southern area calendars and have given some out already for those who want one (or more) I will bring them along to the regular meet on **January 8th (not the 1st)**.

As many will know, Pat had a bit of a turn at the dinner. I can report that she did stay in hospital overnight and was given a clean bill of health the following morning and David took her home. A BIG thank you to Neil and Maxeen who went down to the hospital later in the evening and took David back to his car, parked at the Seven Stars.

Up and coming events for 2013

January 1st New Years Day Meeting, the Elsted Inn, Elsted, West Sussex, GU29 0JT

January 1st Regular Meet, Seven Stars, GU32 3 PG, 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

Sorry its a short news this month, but at least Paul will still be awake at this point. I would like to wish you all a happy new year, and may we have better weather in 2013.

Take care.

Mark

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Happy new year to everyone, I hope you all had a good Christmas and Santa's sleigh dropped a few nice motoring goodies off as he passed by.

Back in November a number of us attended the postponed Classic Car & Bike show at Uttoxeter race course. This turned out to be a nice day, (better weather than many of the Summer events) and surprising well attended, along with a good number of Triumphs.

A good display of bikes were also on show, along with a range of traders and car booters with a number us finding some bargain parts and everyone seemed to have a good day.

The November meeting was well attended and the Christmas meal choices were finalised, then passed on to the manager at G & D along with two more reservations for the meal on the 12th December, let's hope that the meal is good and we all enjoy ourselves.



NORTH STAFFS SUFFOLK . . . THAMES

TSSC AREA NEWS

North Staffs Continues

Calendars were distributed and all seemed happy with their car photos that were included in the new calendar.

Not sure as I write this if any of us will be attending the club HQ open day but will be sending out a reminder to everyone. As yet no destination as been fixed for the proposed New Years Day drive, just been to busy to check out what facilities will be open at the possible choices, and will very much depend on the weather so will be left flexible.

Often a New Year means new resolutions are made, so I should at least give it some thought, this could mean resolving to reduce the amount of events I attend in 2013 to enable me to spend more time working on my Triumph and try and get it back on the road. Not what an AO should be doing I know, but until I get a usable Triumph I can't really provide credible support to everyone.

Last year not much was done due to unexpected circumstances but hopefully by the end of January I will be in a better position to spend more time working on the car with the aim to be back on the road before the end of the year.

One of the events I don't want to miss and I'm sure many of you also, is the **Star 90 celebrating the 90th anniversary of the Triumph company** though I won't be attending in a Triumph (suppose I could try and hire one?)

Also in **May** is the **Donnington Historic Festival** again not to be missed, then there's the **CPOP (Cholmondeley Pageant of Power) in June**, not looking good for my new years resolution or my wallet, and we are only in beginning of June.

At the January meeting we will be looking at what shows and events the area would like to attend in the coming year so if you know of events please bring any details along to the next meeting which will be **Wed 30th January. February meeting Wednesday 27th**

Thank you all who helped support the North Staffs Area last year and let's build on what we have and make 2013 a great year.

Happy New Year

Dave

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As "part-time" Peter was helping his daughter emigrate to the other side of the world (I am assuming voluntarily, I don't think he is some sort of tyrant and banished her) it has fallen to me to do the final area news of the year.

It was a fairly quiet meeting this month, the cold and grotty weather put a few off I think. Carefully timing the announcement of his purchase so I couldn't mention it last month Chris is now the owner of a 3rd TR6, as 2 was clearly not enough for one man. That meant there wasn't enough room in the potting shed, so up popped Russell at just the right moment, made Chris an unexpected offer and suddenly there was a GT6 sized gap in the shed. I am very jealous as I have been coveting the car for many years and it has been cruelly snatched from under my nose. I should still at least get a drive as I am hoping Russell will volunteer to use it for a Club Triumph event we do each year. Please..... Pretty Please! That meant Russell was a garage space short himself and

now having a rule that all his cars must have at least 6 cylinders, his Spitfire went up for sale, and being a sucker for a sickly car I have managed to talk myself into buying it after 20+ years in his ownership. It had been retired with a terrible knocking noise from the engine a few years ago, so a bit of investigation is needed.

I have noticed that a guy from Ipswich, The Rev Simon Hodding is driving his Herald to Istanbul and back again next year in aid of the Help for Heroes charity. If you are reading this Simon, come along and tell us all about it. Hint Hint!! We might also be able to help you track down the bits you need for the car. He has a website, www.heraldforheroes.org, so have a look and see if you can help them out.

Most of the meeting was actually spent reminiscing about the computers we all owned (still own in quite a few cases). As we are all of a similar age, we all started with very similar and for the time ridiculously expensive machines. 35 years ago (gulp!) the computers cost more than they do now, and that isn't factoring in inflation. I gave up on modern technology years ago, and now use old recycled computers from the scrap pile at work, same as I used old recycled cars hoovered up from gardens and garages. It is the way to go!

Don't forget the **January meeting is pushed back to the 8th** so it doesn't fall on New Years Day, and then **February is the 5th, same as March**.

Cheers

Colin

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Happy New Year 2013! Hope you're all well and not quite fed up with turkey leftovers. My Vitesse is still making progress. Customs & Classics are doing a great job. Julie and I have signed up to be your AO's for another year and wish to thank you all for your continued support of the past year. We hope you will continue helping us and supporting our meetings. **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
8th NOVEMBER. It is a clear evening on our way to the Fox & Castle, Julie and I collect John C on the way through. We have the great company of George B, Mike H, Andy & Paul, John P this evening. After we had finished eating we all headed to the beer garden to let off our fireworks. This year they were supplied by George, Andy & Paul, Mike, Julie and me. We all enjoyed the bright colours, pops and Bangs with oohhs and Arrs. It was all over so soon and we retired to the warmth of the pub to start Julie's raffle, our winners this night were:- John C won a bottle of wine, George won a bottle of Rain Away, Mike H won the box of Chocolates, Andy won the car towel, John P won a set of Screwdrivers. Work on our Triumphs has been:- George has balanced the Stromberg's on his Vitesse but reckons they need rebuilding. Andy has started on refurbishing his Mk1 2000 saloon and plans to upgrade to 2.5Pi power and power steering.

Many thanks to those that brought fireworks and made this an enjoyable evening.

22nd NOVEMBER I am on my own this night as Julie is looking after her Dad as her Mum is living it up in Jersey. John C was not feeling good and stayed at home. But to keep me in

NORTH WALES . . . SOUTH WALES



TSSC AREA NEWS

good sprits I had the company of George B, Mike H, Martin F, Graeme C and a big warm welcome to Dom W who owns a Mk3 Spitfire and before that a Mk4 Spitfire. Work on our Triumphs has been: - Tony's TR8 is in for repairs after running hot (probable water pump failure), George has splashed out on petrol and has a tank full in his Vitesse. Martin has brought new UJ's for this Spitfire drive shafts and Graeme is enjoying driving his TR6 after working away. Dom's Spitfire has a new fuel filter as the old one was blocked. As Julie was away I held the raffle and our winners were:- Martin won the bottle of wine, Tony won the bottle of rain away and Graeme won the windscreen cleaner.

SHOWS & EVENTS

24th NOVEMBER. Aldershot Vintage Car Show. As I pull into the Royal Oak car park in Pibrigh in John's Mk1 2000 saloon the rains start falling out of the grey sky. Soon I am joined by George B in his Mk1 Vitesse convertible. We make our way to Wellington Street, Aldershot and park up in the pedestrian precinct next to Classic cars already there. We are then joined by John P in his TR7 convertible (for Sale) and offers to buy us a coffee in the coffee shop behind us. Whilst warming up and enjoying the hot coffee we see Mike & Barbara in their Mk2 2.5Pi saloon David in his Spitfire Mk4 pass by. Mark S is here in his Spitfire 1500, other Triumph's were a TR4 parked next to us, with a Stag & Mk2 2000 saloon parked up top with Mike & David. There are twenty seven cars on display dating from the early 1900's up to late 1980's. Unfortunately the rain stayed with us most of the day, but we did manage to start our Xmas shopping.

Our next meetings at the **FOX & CASTLE** are from 8 pm in the **New Year**, we start again on the **17th & 31st and in February on 14th & 28th**. Please come and join us for a warm welcome or call me on **07773 623807**.

Upcoming events are:-

January

1st Brook lands New Year's Meeting

Brooklands Museum

1st Ace Cafe Meeting London

6th Thames Area New Years Meal Old Windsor

March

3rd Triumph show & Spares day Stoneleigh

Mickey & Julie

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Hello all. Well as the dark nights draw in there is less and less to put in the notes, the 30th of October saw 31 people turn out which for a mid week get together is fantastic, the mixture of cars and great company and it was my first time going to the mid week meet. I was lucky enough to be off work and had the opportunity to tag along.

There was a fantastic atmosphere and the ending pub for lunch was very nice as well.

The November monthly meeting was a quiet one with numbers low and the shows and runs slowing down. There was of course the NEC show which always a great day with those stalls packed with goodies for all makes and models I was there on the Sunday which I have to say was from what I have been told was quieter than the Saturday so it made a pleasant day, the displays were also fantastic looking at some people's creations and at the original or better than factory cars, there was also the fantastically well preserved delivery mileage White Spitfire 1500 what a fantastic find.

By the time you are reading this we should have had our Club Christmas party which is always a fantastic evening for all. There is of course the prize night which took place on the 4th of December, this is something as a group we do to show our appreciation to the members we feel have done the most for the club this year in the Triumph camp Bob Whiting was awarded the Mick Cohan trophy for the fantastic work he did over the past three years as joint AO also Graham & Barbra Pugh for the day of trouble they had with there Herald's ignition system, but it got them home. There was also the trophy for most enthusiastic member which went to Julia Edward for being at a high number of shows/runs and also for hosting events at her home including a BBQ and Wild West themed party and also for raising money for charity.

The next prize was for the person who has done the most to help others and this went to Roger and Helena Hill who have helped many people in the Club with mechanical issues with the cars, Roger who is busy on the farm, always helps people. All trophies were well deserved by the people who won them.

There is also the matter of our satellite meeting which is held in **St Asaph** and as many if not all have heard or read that the city was hit by some of the worst floods they had seen. The meeting although attended by only a die hard few is a great little venue and those of us who attend do enjoy it and it's also a lot closer for some of our group that are in the Conwy or Llandudno areas and mainly it's a mid month social get together where a small group of friends get together and generally have a laugh and a talk and in the summer use it for an evening out in the cars.

As far as I know at this point the pub has reopened and we will continue if we can, if you have never been before and want to come along we will always do our best to make you feel welcome at both meetings, if you do wish to come along to the **St Asaph on the 3rd Wednesday of the month** for this month it might be as well to give me a call or email or text in case there is a problem with the pub

That just leaves me to say have a great New Year and let's hope we get a nice Summer.

Sam

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CLASSIC VEHICLE RESTORATION SHOW SHEPTON MALLETT NOVEMBER 4th (or should that be NOTHING STOPS TSSC S. WALES AREA)

Myself, Jack & Anthony arrived in Jack's Toledo at the first rendezvous to find Rob & Pete waiting for us in their Vitesse. We waited to see if any other members arrived, then the two cars left at the allotted time to drive to the second rendezvous at Magor services. There were no other club or guest cars there, but we still waited until the agreed time to leave and made our way eastwards along the M4.

When we turned off to travel down the M32 the rain started to fall, it got heavier as we drove through Bristol and the signs looked ominous as the cars approaching us from the opposite direction had their headlights on and were covered in snow! We turned onto the A roads and the weather got steadily worse, first the sleet came down and then the snow! As we rounded one bend the line of traffic we were in stopped and

South Wales Continues

the cars in front started to carry out three point turns and return in the direction from which we had travelled, we carried on and soon found the cause, there was a puddle right across the road so deep that a car travelling in the opposite direction to us had broken down in about three feet of water. I carefully drove the Toledo up onto the pavement and drove steadily through the puddle with Rob following the same procedure in the Vitesse, although the water came flooding into the cars foot wells we made it through and continued along our way, we did encounter another 3 puddles, but not quite as deep as the first. With the snow falling heavily we then came across another obstruction, the police were directing



traffic as a Transit van had turned on to its side in one of the lanes blocking the one side of the road. With only about 10 miles to go we drove steadily through about 8 inches of snow and I was glad to have fitted our "town and countries" the day before. We did have to make a stop in a lay by to take off our coat's as the heater in the Toledo was blasting out hot air, I can assure Rob & Pete that this was a genuine action, in no way did we mean to upset them as their heater was not working and they had to drive with their windows open as it was warmer outside than in their car! We also didn't mean to mention about 796 times during the day that we were looking forward to driving home in a nice warm car!

On arrival at the Show Ground we were marshalled into good parking places and Rob & Pete, looking like the "Blues Brother's" (in colour that is) warmed themselves up with a cup of tea. We then spent a good few hours walking around the show, picking up bargains as there were not too many visitors there that day because of the weather. We returned to our cars and had a packed lunch in the now sunny weather, then returned to the show and spent some time talking to the TSSC members who had a stand there.

When it was time to drive home we found that all the roads were now clear and we had a good fast run home.

The drive to the show made the day more interesting and as I have written before, when you manage to overcome difficulties it actually makes for a more satisfying day. Pete & Rob had made a great effort to attend the run that day without a heater in their car, so well done boys!

Once again I had spent the day with a great bunch of guys and once more, what we lacked in numbers we more than made up for in quality.

S.WALES TSSC AREA TRIP TO NEC 2012

A total of 10 members elected to participate in our Area visit to the NEC Classic Car Show on Sunday 18th November. With 7 of us (Rob, Pete, Anthony, Jack, Eddie, Mike "the

Cake" & myself) crammed into my people carrier and 3 (Gareth, Mal & Stephen) in Gareth "Action Man" Dyer's 4X4 we left Cardiff at 6:45am with one stop for refreshments at a motorway services on the way.

We arrived at the NEC just before 9am (even though we stopped to help out a stranded motorist on the way, her Peugeot had a broken drive shaft but luckily for them Gareth "Action Man" Dyer was in our party and he soon had the car repaired and she was back on her way).

On arrival at the show we split into a couple of groups and met up at pre arranged times during the day at the TSSC club stand where we were all well received by Bernard, Angie and the rest of the crew, many thanks to you all!

We were all quite surprised to see our Area Super Hero Paul "Johnny Breakfast" Price at the show as he said that he had family commitments & couldn't go, but the STIG outfit fooled none of us! The show was absolutely fantastic with a massive auto jumble that provided us with many bargains, especially as stall holders were slashing their prices towards the end of the day, we all made our travelling and ticket costs back a few times over!

We left the show at about 5pm, all having enjoyed the great camaraderie that existed within our group, all with tired legs and all agreeing that you needed two days to see the show properly. As Arnie said "We'll be back".

S.WALES AREA CHRISTMAS DINNER



Our Area Christmas dinner took place on 6th December at our monthly meeting venue The Park Golf Club. Twenty eight people were there and we were entertained by one of our member's band (playing bass and rhythm guitars), thanks Mike Busson, it really was top quality and greatly appreciated by us all.

Rob had organised the event and spent time in the afternoon setting the room up and making the seating arrangements. He also arranged for Father Christmas to make an appearance thanks to Gareth "Action Man" Dyer. The meal was really good value for money and the service excellent.

After the AO had given out a few small personal awards there was a big cheer when Jack Littlewood received the "Area member of the year" award, obviously a popular choice! Then Rob started the raffle (with Jack & Mike "The Cake" taking the prizes to the winners) with about 40 prizes which had been accumulated over the year, by area members having the opportunity to make a £2 voluntary donation to the raffle fund at every event they attended (this money was used to buy prizes) and in return they received a "free" raffle ticket on the night, the profit for the area funds was then generated by selling extra tickets for £2.50.

We also used the £50 club shop vouchers that the Area had won to purchase items for the raffle.

A massive thank you to Rob for a first class evening!

Bern



WESSEX

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TSSC AREA NEWS

WIRRAL

Tel. 0151 339 4150

Firstly let me wish you all Happy New Year and hope you all had an enjoyable Christmas and are looking forward to the New Year. Our Christmas Dinner at the Three Legged Cross proved to be a success with a total of 18 members, some with their partners, making it an enjoyable evening and a good chance to catch up with some old friends who do not normally make it along to the normal meetings.

We have not yet fixed upon an events calendar for 2013 however we already have some events "pencilled in". Firstly there is a **New Year's gathering of Classic Cars** for the more adventurous of you in Winchester which should, weather permitting, be an opportunity to blow those cobwebs off which may have developed during the festive season!

The Triumph calendar starts properly with the annual **Triumph Show and Spares Day at Stoneleigh which, for 2013 is scheduled for Sunday 3rd of March** - hopefully it may be a little less cold than the 2012 event!!

2013 is something of an event for the Triumph Marque, being it's 90th anniversary. To celebrate this milestone a special rally **"STAR90"** is being planned for the weekend of **17th to 19th May**. Full details of the weekend are published elsewhere in the courier and we hope to be attending. More on this in due course.

Beforehand, on **Sunday 14th April**, we are holding our annual **New Forest Run**. We have already started planning the route and arranging the halfway Halt and Finish venues. This year's run will end up at Sammy Millers Motorcycle Museum which, hopefully, will prove to be a popular choice. We are also in the throws of re-designing our Rally Plaques, the existing design having done us proud for a good few years (no doubt somebody will know just how many?).

Roger has been hard at work at the PC, and has come up with what promises to be a worthy replacement. 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 now, so here's looking forward to 2013! 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

Hello everyone, here I am back again in print in January as promised although the left hand does not seem to be making a great deal of progress.

To prove that I read my "Courier" I note that copy has to be in by 6th December which is a pity as our meeting is on the 4th December, hence no news of what took place at that meeting. To continue, they say "Brevity is the soul of wit" in which case this looks like being one of my wittiest reports ever, as there is no doubt it will be brief.

Just to add to Andy's remarks on our run which took place as long ago as the 30th October, Bettine and I were participants and the leafy lanes of Cheshire which were nice and dry when David Leadbetter and Heather carried out the dummy run to map out the route had turned into a quagmire by the day of our run.

I think all the cattle in Cheshire had been herded along the same route on very wet lanes which made for a good mix to be hosed off our cars on Monday. Dave, our esteemed leader, who had just returned from visiting his daughter in Canada was in a Eurobox as the windscreens wipers on his T R had become somewhat temperamental.

I understand the bookings for our **New Year Dinner on Saturday 12th January** are coming in quite well. Final payments no later than the **January** meeting please, which is in fact **Tuesday 1st January**, earlier is possible to Dave.

That's about all this month folks, A HAPPY NEW YEAR to all our readers and I wish you "TRIUMPHANT MOTORING" in 2013.

Cheers

Ray

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard, Ed.**

IMPORTANT NOTE

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

Derwent Valley TSSC

NEW YEAR RUN 2013

Sunday 6th January



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



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

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

Sunday Lunch will be available on the run.

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

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

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



Booking form for the Peak Run 2013 and Peak Run Camping Weekend

- Friday 21st June — a warm welcome at the Peak Gateway campsite.
- Saturday 22nd June we explore Derbyshire by Scatter Rally.
- Saturday night is the usual Party Night at the campsite.
- Sunday 23rd June is the day of the 25th Peak Run — a 80 mile drive through the breath-taking Derbyshire Peak District.
- Camping available from Thursday 20th until Monday 24th June* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name

Address

.....

..... Postcode

Phone Nos.Email

Four packages available—please select the one that suits you :

Package	Rate	Tick Below
The Sunday Peak Run ONLY on Sunday 24th June 2012	£9.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£15.00 per car	<input type="checkbox"/>
The Peak Run Weekend including one night Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights Camping *	£37.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to

Derwent Valley Area TSSC to:

Peak Run 2013, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:

For more information visit:
www.derwentvalley-tssc.org.uk

Kim and Paul Dale—01335 345784 or
 Roger Buck—07970 619149 or Colin Wright—01773 531580



Spring Fell Run Challenge

SUNDAY MARCH 24TH 2013

Starting from Grizebeck Petrol Station (A5092) at 10.45 am we will travel through the splendid scenery of the Duddon Valley to Ulpha then onto Seathwaite. From there we will follow the Duddon River to the foot of Hardknott Pass and ascend the Pass from the East side, descending into the picturesque Eskdale Valley. Lunch at the Boot Inn, Boot. After lunch having travelled over Birker Fell the challenging ascent of Hardknott Pass from the west awaits with its magnificent views of Scar Fell and Conistoun Old Man. Then onto Wrynose Pass and the Little Langdale Valley. Finally travelling along the shores of Conistoun Water, arriving back at Grizebeck around 4pm.

Some of the route has been changed from previous years.

Entry is £5 per car and will be limited to 30 cars. Closing date for entry 14th March. A lunch menu will be emailed to all entrants prior to the Run in order for lunches to be available on arrival at the

Boot Inn. Entrants to pay for their own lunch. Please make cheques payable to
TSSC Cumbria and send to R W Ross, 28 Duddon Drive,
Barrow-in-Furness LA14 3TW. Include your email address or a SAE for confirmation.

For Further information contact Roy:

Tel: 01229 474077. Email: roy.anne@tiscali.co.uk

or visit our website tssccumbria.co.uk

This event is not for the faint hearted!

Euro Boxes are welcome if driven by club members but they enter at their own risk.