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Triumph Sports Six Club

The Courier 392

FEBRUARY 2013



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.392 VOI 34. FEBRUARY 2013

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

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

Headquarters open 9am - 5pm Mon to Fri

GENERAL SECRETARY

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

CHAIRMAN

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

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

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

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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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CAPTION COMPETITION

SEE PAGE 6 FOR DETAILS!

AMAZING COVER

ARTWORK BY

CHRIS RYBKA

Contents

February 2013

Events Calendar	4
CoMment	5
News Review	6
Spitfire MkIV, 1500 Register	8
Specials Register 25 Years!	12
New Members	17
Herald 948/1200/1250 Register ..	20
Herald 13/60 Register	24
Big Saloon Register	28
Vitesse Register	32
Bond Equipe Register	36
Spitfire I, II, III Register	38
TR7/8 Register	44
TR4/4A Register	48
Club Shop News	55
Stag Register	56
Area Showtime - New Year Run ...	60
Brake System Check	64
Angie McGowan	68
TSSC CLASSIFIEDS	70
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

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

April 2013

**SUN 14 APRIL 2013
TSSC WESSEX AREA
NEW FOREST RUN
CONTACT TREVOR 01425 475376
www.triumphnewforestrun.co.uk**

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 10/11/12 MAY 2013
SOUTH OF ENGLAND MEET
CAMPING FROM FRIDAY EVE
SAT FUN SPORTS DAY
SUN TRIUMPH SHOW & BOND
EQUIPE BIRTHDAY PARTY
CONTACT MICKEY
07773 623807**

**FRI SAT SUN 17/18/19 MAY 2013
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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**

**FRI SAT SUN 31/1/2 MAY/JUNE 2013
TSSC NORTHANTS AREA
STANDARD & TRIUMPH RALLY
WICKSTEED PARK NORTHANTS
CONTACT DAVE
d.richardson13@sky.com**

June 2013

**FRI SAT 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**

**FRI SAT SUN 21/22/23 JUNE 2013
MIDSUMMER MADNESS
CAMPING WEEKEND
BRUCE ARMS WILTSHIRE
CONTACT GUY 01672 514241**

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**

CLASSIC CAR SHOWS (CLUB INVITED)

March 2013

**SUN 3 2013
INTERNATIONAL TRIUMPH SHOW &
SPARES DAY
STONELEIGH, NAC, WORKS.
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**

July 2013

**FRI SAT SUN 26/27/28 JULY 2013
BOND CAMPING WEEKEND
JOINT TSSC/BOND OWNERS CLUB EVENT
SYCAMORE FARM MACCLESFIELD
CONTACT GUY 01672 514241**

Sept 2013

**THURS FRI SAT SUN 26/27/28/29/ 2013
BOND OWNERS CLUB STAND
PISTONS & PROPS
SYWELL AERODROME NORTHANTS**

CoMment

BY PETER LEWIS

DIRECTOR - COUNCIL OF MANAGEMENT

I joined the CoM at last years AGM to see if any of my experience would help the club into the future, and put something back for the support I have received over the years, this was spurred on by being involved in a rule change debate some may remember. I bought my 1964 Vitesse 6 1600 in January 2003 and joined the TSSC in the February, somehow I got myself involved with the website and forum when the site failed in 2007 and have to admit I have written too many replies since then.

I became Area organiser for The Herts and Beds Area in 2009 and have with a small committee turned it into a good lively social group, and to add to that, the club awarded me TSSC member of the year 2010 for work behind the scenes, so we polished the tin cup for a year, that was a surprise!

My personal background, apart from being married to Jill with a son and daughter, Jessie the cat and more Parrots than I care to count, is from over 42 years of Truck manufacturing starting as an Apprentice with Commer Cars - later to have the rotating name board with Chrysler, Talbot, Karrier, Renault, over the door.

I managed a team who had to Audit every component, its manufacture, design, assembly process, through to testing and examining compliance of complete trucks, we had to understand everything from a screen washer jet to a piston ring, crownwheel to synchromesh, spot welds to screen sealing, there was also a spin off to test all warranty material, liaise with suppliers, run a petrol exhaust emission rolling road laboratory and smoke and noise test diesels thus giving a vast spread of detailed experience .

When the factory was closed in 1993 I managed the warranty component testing and claims payments for over 70 dealers, so the grey matter disc space has a load of guff stored up, which frequently gets dumped on the forum, hopefully to help members with problems.

As an Area (Herts & Beds) our main event is **The All Triumph Day at Duxford IWM**, this was started way back by Essex Area and this year will be its 20th birthday, and despite the financial constraints of the current year we still



managed to attract 260 Triumphs so it's still one of the Country's biggest collection of Triumph cars all in one place at one time!

I'm hoping to make this years Day even more interesting.

As a newbie , life on the CoM is a steady learning curve, there are some clever and radical ideas being discussed to move the club forward, it will not be left in the land of nod and carry on with heads in the sand, rest assured the hat to succeed is firmly on and the grasp of survival with a membership of around 5200 is No1 on any agenda. Hopefully there will be some clues presented at the AGM to be held April 28th in Lubenham village hall.

I do keep an eye on the TSSC website when it is problematic, the web team is very small just now and earlier attempts at a relaunch have not materialised, it's on going however, we realise it's not at its best but work behind the scenes continues, so long as you realise I am just a button pusher, I can tell you how to fix your carburettor but don't ask about how this I.T. stuff works!

I'm hopeful that we will have a cracking Spring and Summer and get our cars out and about, and get the smiles back on faces.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



Courier Cover Caption Competition

This months Courier Cover was designed and produced by Member **Chris Rybka** and he suggested it might make an excellent Cover Caption Competition.

So if you can come up with a suitable caption for this cover please e-mail Editor Bernard at: courier@tssc.org

If you can manage to raise a smile on his face the lucky winner will receive an enlarged blow up poster at A2 size to mount in your workshop/study.

Entries marked **Courier Caption Comp** to the above e-mail address no later than February 10th 2013 please (and keep them printable!)

Bernard Robinson
Courier Editor

A Herald for Heroes



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

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

We are looking for sponsors for the event that will be highly publicised, the name/s of our sponsor/s will be included in the signage on the Herald,

Urgent Appeal!

We will need plenty of spares etc., if you can help in any way for this very worthwhile cause, please give us a call or contact us via our website, Best regards

Simon Hodding

Event coordinator Herald for Heroes

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www.heraldforheroes.org

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MARCH - 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

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

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e-mail.

ford.derek@sky.com

Derek Ford



Valve Grinding Time

A belated Happy new year to everyone and apologies for the lack of content recently but its been a bit mad here and what with not getting the Spitfire out this year there's been nothing go wrong for me to write about.

So on with our engine rebuild, tonight as the temperature plummets to below zero I decided that I should go and start removing the valves from the cylinder

head. [Picture 1](#) shows what tools you will need for this job.



Pic. 1



Pic. 2

- 1 Valve spring compressor**
- 2 Grinding paste and stick**
- 3 Magnet**
- 4 Thin screwdriver**
- 5 A suitable tray preferably magnetic**
- 6 Vaseline.**

[Picture 2](#) shows how to locate the compressor tool to squeeze the valve springs. You may need to place a thick washer between the head of the valve and the underside of the tool to allow enough squeeze to be able to



Pic. 3

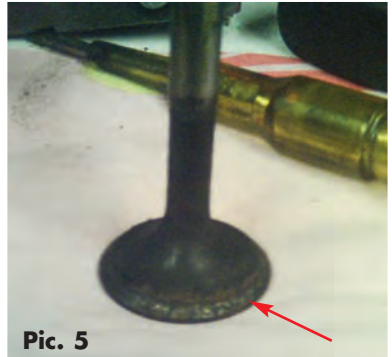
remove the two collets on the top of the valve. [Picture 3](#).



Pic. 4

The magnet is ideal to pull the two collets out and place them safely in the tray [Picture 4](#).

Removing the valve shows the poor



Pic. 5

state of the valve seat [Picture 5](#).

Really these could do with re cutting as this head has been lying around for a while but for demonstration purposes we will soldier on.

[Picture 6](#). shows the sucker tool stuck to the head of the valve and a smear of coarse paste applied to the seat.



Pic. 6

[Picture 7](#). shows the valve back in situ with the sucker stick ready to be moved in a to and fro



Pic. 7

motion, rubbing between the palms of your hands like a boy scout trying to start a fire.

Pic. 8



(if you see flames your doing this much too fast). You will feel the paste cutting in to the surfaces as you turn, when you no longer feel the grind apply more paste or move the paste that's on the valve head back to the cutting position.

This is a very long and arduous process so don't plan on doing all the valves in one go it will drive you potty. If you feel confident you can save time by putting a battery drill on the other end of the valve and moving the valve in and out while the drill turns on a very low speed, again you will feel the paste cutting in, replace the paste when the cutting ceases.

Picture 8. shows the valve and seat surfaces starting to clean up, these are still badly pitted and no where near gas tight but this is just to

demonstrate the process.

When you have done all 8 valves you can pop them all back in squeezing the springs with the compressor and smearing a little Vaseline on the collets to help them stick to the valves, don't use the magnet to put them back in as it will have a stronger grip than the Vaseline, use the little screwdriver. Be patient this can be a fiddly process, just be glad it's not a modern engine with deep seated valves (16 of them).

To test for gas tightness pour some paraffin or petrol into the chambers and watch, if it drips through any valves you haven't got it clean enough.

Both the seat and the valve should be completely clear of any pitting and have a shiny band to form a perfect match to each surface.

Remove ALL traces of grinding paste from the Head.

Finally once you're happy with your labours you need to remove **ALL** traces of grinding paste from the head, if your local garage will allow you, use their parts washer, if not use lots of rags and degreaser. Any paste left inside will cause havoc with the valve guides.

Any questions please Email me and next month I'll try to show you some gasflowing.

Cheers

Derek.



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Trevor Collett

'It can't be that long'

Did you know that my first Specials Register piece appeared in this venerated publication in February 1988. **That's 25 years ago; struth.**

Such anniversaries seem to inextricably draw one backwards; in my case as far back as I can go is 1959, when, at a very early age, in Kingston upon Thames, I was born. To be more precise, it was 14th May 1959, which happened to be precisely three weeks after the Herald was officially launched to the motoring press at the Royal Albert Hall.

An interesting little factoid, considering my later motoring affinities.

It was soon apparent that I had inherited the engineering gene – building things and mending things engaged my attention all through my childhood, and beyond. I remember my first restoration: I must have been around eleven; in the shed was a ladies, drop-handlebar racing bike that my mum had used before she married my dad to commute up to London. My legs were just long enough to reach the pedals, but not the ground, as I took it down the alleyways at the back of the house. It went like the clappers, compared with the small-wheeled bike that was officially mine at the time.

It did have a problem though; it had lost its ball bearings from the top race of the front forks. One day I was with one of my cousins and he had a bike with a bent frame that was being chucked out – I looked at the front forks...

With a bike spanner, a hammer and a drift the bearing race was removed.

I was really chuffed when it turned out it was indeed exactly the same size as the one in my mum's racer – forks reassembled with second-hand race and new ball bearings, we were good to really go – still couldn't reach the ground though.

At the age of 15 I was lucky enough to get my own, brand new, 5-speed racing bike, a Carlton Corsa, in orange. That machine was cleaned and oiled every two weeks, without fail, and over the next couple of years we covered a good number of miles, ranging from the Forest of Dean in the west to Cambridge in the east.

At the age of 17 something happened that would lead to a curtailment of my pedal cycling adventures – something that probably happened to most of you guys and girls when you were 17 – I started to learn to drive.

The first car I ever drove was a Datsun Sunny belonging my driving instructor; I remember he said he had chosen the Datsun for its ease of maintenance, he reckoned he could put in a new clutch in 30 minutes.

I passed my test just before my 18th birthday, in 1977 in my Dad's Vauxhall Victor estate, but as I was due to go to university in the autumn I didn't rush out to buy my own car. In the autumn of 1978 I found myself not being at university (I was clever enough to get a place at Oxford, but not quite clever enough to pass all the first year exams). The upside of this prima facie unhappy position was that I got myself a job, which meant I **NEEDED** a car.

I've told the story of how I acquired my first Herald before, but here it is again. The

common choice for a guy like me at that time would have been an Escort, or a Mini, but I had seen this really classy vehicle with a wonderful wooden dashboard, in my price range – it was called a Triumph Herald. You know what it's like when you're on the track of your first car, patience and common sense just don't come into it.

When there were no Heralds in the classifieds of the next edition of the local paper it was tan-

uniformly coated from sump to rocker cover. Dad's advice: leave well alone.

On to the next one – between us we could not find anything wrong with this one – in exchange for 325 promissory notes I became the owner of **RMG691F**, a royal blue Herald 1200 estate car. It is not uncommon for a special bond to develop between a boy and his first car – did that happen to me?

Well, over 33 years later, I am still the registered owner of RMG691F.

I do have a confession though; I'd owned this car barely six months before I went out and bought my second car. I suppose I have to tell you what model this one was, OK, it was an **MGBGT**. I know, I know. But this is where fate really took a hand – about another six months on I wrote the MG off in a major prang, near Nine Elms. We all know that



RMG 1984 Loch Lomond trip

tamount to a major catastrophe. Luckily, there were two in the following week. Against the odds, they were both estate versions – I hadn't thought about getting an estate, but on reflection, very short reflection, I thought, "Why not?" My dad had had a run of estate cars, it was the only way he could take me, my mum and my three younger sisters to Cornwall for hols.

And I could foresee advantages in having my own bit of extra interior space.

The first car we saw – Dad came along, playing the experienced tyre-kicker – it was a green 13/60. The engine was covered in oil; we all expect your average Herald engine to have an oily bottom, but this one was

God is not an MG man, he provided Moses with a Triumph to go forth in, and so it came to



Jackie with the MGB

pass that I too would be a Triumph man from that day on – RMG had been advertised for sale, but no one wanted it, so it was ready and

waiting for me to get back behind its steering wheel. Kismet?

You can imagine that with 33 years to draw from I could fill a good many pages on my adventures with RMG – but, come to think of it, what have you ever done to me, you probably don't deserve that. I'll just list a few milestones:

1981 – *we join TSSC.*

1982 – *the car got decorated with computer paper and tin cans for me to drive Jackie from our wedding reception.*

1984 – *Jackie and I drive the car from Surrey to Loch Lomond. We returned home two weeks later with an extra 2,000 miles on the clock.*

1986 – *I fitted carry cot restraints to the back seat.*

1988 – *the original 1147cc engine developed serious low oil pressure, so I replaced it with a 1296cc engine from a Spitfire.*

1995 – *with the rear body section determined to separate itself from the chassis I decide it's time to take RMG off the road.*

2010 – *dismantling completed, the body and chassis was shipped off to the skilful hands of **Darren Groves** at Milton Damerel Classics in Devon.*

As I write, the chassis is fully restored and rolling – I've been down there to see it - it looks fantastic. Darren has nearly finished metalling the main body tub – so it can be properly attached to the chassis again. The bulkhead, doors and roof need very little work; just the tailgate and bonnet to weld up, top quality paint job and then the body can be reassembled on to the chassis. Then we can ship it back chez nous and I can then refit all the bits that I've been restoring/collecting over the last two years.

By the time you read this RMG will back on the road... ...I don't think. As much as I'd love to get it finished,

I'm in no real hurry – I'm enjoying the project immensely.

As you've probably already surmised I could fill this whole month's Courier with words about on my cars, but I'll spare you that. I'll give you the potted summary of my other Triumphs:

It wasn't long after getting back to driving the estate after losing the MG that I decided I needed another Herald – a convertible. One day my best mate, who we'll call **Dave**, as that's his name, who was an officer in Her Majesty's Royal Naval, phoned me and said, *"There's a Herald convertible for sale in the Portsmouth local paper for £75"*. What did he expect me to say to that? He didn't expect me to say, *"Well, go and buy it"*.

Which is what I did say.

Ever-dependable Dad was roped in to go with me to collect the car – the trip back was something of an adventure, but we made it back to Surrey in one piece. One piece? The next weekend I got down to assessing my newly acquired cactus green 1200 convertible. The first clue to its condition manifested itself when I pumped up the trolley jack that was engaged under the end of one of the rear outriggers – rather than the car lifting off the ground the bearing cup of the jack appeared under the rear seat, inside the car. Hence my remark, "One piece?"

I did call round a professional welder to give me a quote to get the car road safe – I can't



JRR 240D 1200 Convertible at Bromley Pageant 1982

remember the number he came up with – but it wasn't a little one. While I was pondering what to do an advert appeared in my own local paper, "Triumph Herald battery for sale". It was only round the corner, so I went after it. The chap said that he had a few other Herald bits... round the back of his house there was a royal blue 1200 convertible, complete except for an engine. I think £20 changed hands, and you-know-who and I towed it round the corner to our house (I hope there's a statute of limitations on such things).

So it came to pass that I owned two Herald 1200 convertibles, both unroadworthy and both parked on communal land near my parents' house; a situation that the Residents Association were soon to take an interest in.

You can guess what's coming next: I whipped the engine out of the green one, dropped it into the blue one and hey presto one ready-to-MOT Herald convertible, and summer posing, for the use of.

We ran that convertible alongside the estate, both royal blue, for a few years, but unfortunately the dreaded tin worm had got a hold in the chassis of this car too, so I eventually broke it – passing on the body tub and hood to someone wanting to convert his saloon.

Soon after getting married in 1982 Jackie and I moved into our first house, which, luckily, came with a garage. Almost straight away I started planning the build of a Moss Malvern. You can see the donor 13/60 on the drive, with the two 1200s parked outside, and



The Heralds at our new house in 1983 - sorry Jackie!

Jackie with an air of resignation.

The Moss build progressed, the car earning its first MOT in July 1984.

In my 25 years tenure as Register Secretary I've have written a fair few words on the whys and hows of building VLC458G, most comprehensively in September 2009, commemorating



VLC in South Wales 1984

25 years since its completion.

In each of the years 1986 and 1988 Jackie and I were blessed with the arrival of a beautiful baby girl, which meant that my vocation to be a dad rather displaced my vocation to be a master mechanic. We did carry on with the Heralds for a while, but with

VLC and Jackie, Cley, Norfolk. 1984



Mrs Allen owned a lovely, lovely 13/60 convertible, in signal red – a car that she had bought new in May 1971, and called “Rosie” (you may have noticed, as much as I love cars, I don’t, overtly, anthropomorphise them). She loved that car and had not long previously spent a not inconsiderable sum on getting the body professionally restored. It must have been in reasonable nick before the work as it had won Best Herald at the TSSC South of England

four-up becoming the norm, four doors was becoming a necessity.

Can you guess what I went for? Not too difficult – a 2500TC Estate. Nice car, automatic and a full length sunroof. Bought for £320 pounds and sold a couple of years later for £325 (I was finding it a strain to keep three Triumphs properly maintained, so decided to go more modern).

With my experience I thought it worth putting my name forward in 1987 to the TSSC committee to take on the vacant post of Specials International Register Secretary, as we called it then.

And so it was so.

Just one more significant Triumph episode to tell you about. One day I got a phone call from a lady called **Phyllis Allen**, *“I’ve seen your name in the magazine; I’ve got some Triumph books that you might be interested in.”* Mrs Allen lived just a few miles away, so I went for a visit. The books turned out to be past editions of the Courier, but as we chatted an affinity developed very quickly. On the face of it we did not have a lot in common, she being a widowed lady around about 80 years old, but there was one powerful common factor – the Triumph Herald motor car.

Meet in 1986. Unfortunately, due to health reasons, she was now unable to drive. She owned another car, a convertible 3-series BMW, for which she had a chauffeur to take her out in, but she didn’t trust the chauffeur to drive her Herald.

Over the next few years I visited Mrs Allen fairly regularly, and every time took her out for a ride around the back lanes of north Surrey, in



Mrs Allen’s 13/60 and the girls.

her Herald. She passed away in 1994, and left the car to me in her will.

Great sadness of course, but great pride for me – I’ve looked after that car ever since, and plan to continue to do so – despite regular offers to take it off my hands – it’s that sort of car – to see it is to love it.

So, here I am 25 years and 255 articles later. How long can I keep it up?

Welcome to **NEW MEMBERS**

*Welcome to all these
 new members, who joined
 the Club in December 2012*



Julie Morgan	Avon	Joseph Couceiro	Pembrokeshire
Jonathan Wells	Cambs	Adrian Nixon	Staffs
James Wilbye	Cumbria	Jake Richardson	Stockton-on-Tees
Vanessa & Aaron Page	Devon	James Major	Surrey
Dennis May	Hants	Mark Adams	Surrey
Martin Kiddy	Herts	Tom Brown	Warks
Frederick Newman	Kent	John Rouse	Warks
Peter Talbot	Kent	Thomas Lewis	Warks
Nigel Ingram	Kent	Grahame Pulford	Worcs
Duncan Cochrane-Dyet	Kent	Paul Brigg	West Yorks
Mark Peberdy	Leics	Peter Wilgeroth	North Yorks
Peter Fulton	Manchester	Guido Windey	Belgium
Paul Gallagher	Gtr Manchester	David Mercer	Germany
Inderjit Hair	Middx	Tony Tankersley	USA
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*We hope you enjoy your
 Triumph and everything
 the Club has to offer*

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TR7

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STAG

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Recon Servo (exchange)	£148.00
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Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

TR6

Front L/H flitch panel 907097/576477	£120.00
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Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
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Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
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Top ball joint GSJ131	£10.00
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Brake disc 209327	£18.50
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Brake pads early/late type	£10.50
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Bonnet hinge tube L/H-R/H 91107/8.....	£55.00
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Rear wing front repair panel.....	£21.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
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Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£125.00
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Hard top rear screen seal 911040.....	£39.50
H/ top seal roof/ door glass 716183/4.....	£8.00
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Window regulator glazing channel.....	£65.00
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Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
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Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
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Clutch kit GCK160.....	£77.50
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Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
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Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
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Seat cover set, brown houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
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Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£950.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£85.00
R/H front overrider Mk I 710717.....	£42.50
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Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rototex GBS750.....	£15.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

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

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
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Dash veneer set 2000TC/2500TC - 730397.....	£65.00
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Gearbox (exchange).....	£295.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
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Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
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Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
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Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
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Oil filter 1300/1500 GFE119/150.....	£5.00
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Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50/3 rail.....	£285.00
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Lower steering column joint FAM1718.....	£22.50
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Anti-roll bar mount bracket 153669.....	£12.00
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Colin Lindsay

Bling? Moi?

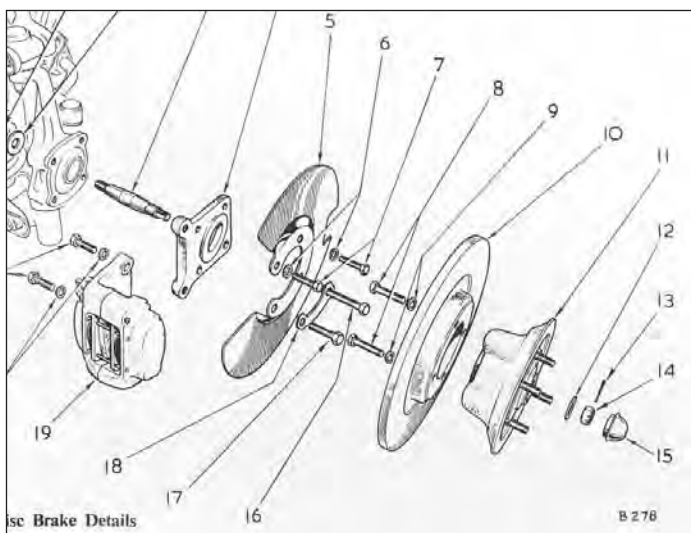
It may be for purely selfish reasons, but I'm always on the lookout for hard to find parts for my Heralds, and if I can't buy them, I'm always trying to find alternate sources. This includes having parts remade if possible, and so sometimes when the opportunity arises I'll certainly jump at the chance to have something remanufactured; the benefit being mutual to both myself and the manufacturer.

Unless of course it's my long-suffering father-in-law, who many times has milled or machined a replacement part for me with no greater reward than copious thanks and the promise to keep feeding his daughter.

I love sandblasting, it's one of my favourite activities for restoring rusty old parts, however sometimes it's just easier to buy new. I was blasting an old set of brake guards recently and looking at the blasted finish, which was admittedly good enough, I weighed up the effort of blasting, rustproofing and spraying against the expenditure of a new set.

The only problem was.... there aren't any available new.

You'll remember I featured these early disc brake shields a few months ago - part



number 5 in the exploded diagram - I can't as yet find a factory part number in any of my manuals. They were used for factory disc brake conversions,



where the drum brake setup was removed and replaced with a small bracket to take the calliper, a replacement disk brake hub, and the dust shields.



Shields have always been available in stainless steel for the later Herald or Spitfire versions - see photo for comparison, plus of course the GT6 / Vitesse version which are roughly similar, but not these. I know there were a lot of Heralds with the brake conversion, and indeed the brackets are still available (and look very nice in alloy too!) but this part seems to have disappeared into obscurity. Even suppliers who advertise full drum-to-brake conversion kits don't include these, and it's a surprising omission.

They do rust through or are frequently dented or bent after forty years, and spoil the look of a freshly restored front suspension. As luck

would have it, I found an eBay listing from an old friend who manufactures parts in stainless steel and this gave me the idea. **Tony Dunn** has made parts for me before, and I've certainly purchased more than a few blingy bits for all my cars in the past, so it was a logical step to make contact and ask if he'd be interested in turning out a few sets of these otherwise unobtainable items.



Tony was more than happy to give them a quick look, so off went my old set plus a few fittings and a few months later, back came this beautiful pair of dust shields in laser-cut mirror finish stainless steel.

No amount of blasting and painting would have got mine anywhere near as good looking. They are very close in appearance to the GT6 version however they cover more of the disc and have slightly different cutouts, so are not interchangeable. Tony is intending to manufacture these as required and at the moment has two sets on eBay, look for seller **adunn9** and if he doesn't have these listed, he'll quite happily take



orders for future sales.

I'm also trying something else out of the ordinary - for me, that is, as I'm a fan of all things original and tend to avoid alternative parts (unless they're shiny of course!) however the concept behind these adjustable top wishbones from **Canley Classics** was too obvious and too simple to ignore.

The camber on our front wheels is adjusted by inserting shims behind the lower wishbones; a bit of an old fashioned approach when you can simply turn a spanner and set the camber at the top balljoint. Of course this means different balljoints to the usual Herald type; these are a



can see I've already fitted my favourite yellow nylon suspension bushes.

As this Herald is intended for fun use i.e. not



just shows and dry days I'm intending to experiment with parts that make it more user friendly or reliable, and so a simple modification like this will make life much easier when Miss Lindsay starts to drive in a few years time.

It may never catch on with her, only time will tell if the lure of the modern Mini (her current must-have car!) is still there in 2015, but I'm hoping many years from now she'll look back and tell her friends:

"I learned to drive in

male threaded fitting from a modern vehicle (my Discovery uses similar ones) and they just extend or contract by adjusting two nuts.

These are powder coated in black and as you

a Triumph Herald"...

Don't forget Valentine's Day or you may be learning to live in a Triumph Herald!

Colin

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Derek Giles

IVR "Identity Parade?"

When you fill in an IVR form it asks for certain vehicle details. These include items from the V5 and those actually under the bonnet. If you require a reply, I check these details against my data base to see if it was previously recorded. If so I will be able to give you an insight to its earlier life! Bear in mind that not all previous owners/keepers wished to register their cars information, so there may not be anything I can tell you.

Something I can hopefully enlighten you on is how to identify what you tell me. I am talking here about the figures and numbers that identify the car via the V5 registration document and the ones actually on the car and believe me they do sometimes vary.

The commission plate (if you have one) is riveted to the nearside bulkhead ([photo 1](#)) and shows the number issued to the car on the production line and consists of a prefix (2 letters) vehicle number and a (2 or 4 letter) suffix. 'THIS NUMBER' runs numerically, no matter what model it is. The plate also carries a paint/trim code.

The body plate is screwed to the offside bulkhead ([photo 2](#)) and shows the body

Body Number

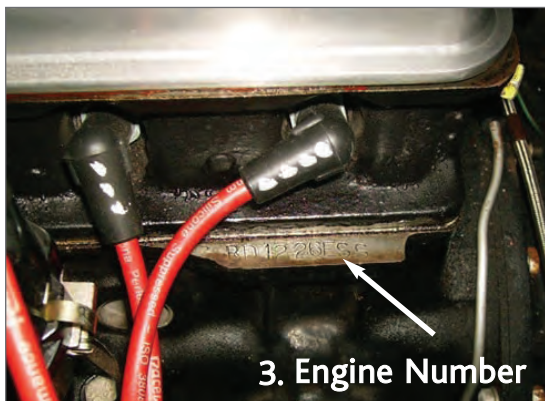


number and a (3 letter) suffix.

The third important number is on the engine adjacent to the rear spark plug ([photo 3](#)) this consists of a (2 letter) prefix a number and (1, 2 or 3 letters) suffix.

If we start with the commission (modern cars have a VIN) plate) the 13/60 should always start with GE (indicating a 13/60)!

The number shows approximately, when/where on the production line, the car started life. The suffix indicates the model.



3. Engine Number

So cars for home delivery the suffix would be as follows:

DL (Saloon).

CV (Convertible).

SC (Estate).

A factory sunroof adds **RS**.

So a commission number **GE 123456 DL RS** indicates a right hand drive saloon with factory fitted sunroof.

The body plate indicates number and type of body fitted as follows:

GET Saloon

EET Estate

RET Convertible

So body number 1000 RET indicates the thousandth convertible body.

The engine number is stamped on the block, and for a genuine 13/60 engine it will start with either **GE** or **GK**. (The latter engines have a recessed block and require a different head gasket) so worth making a note of! The number

indicates the production run and not where they were used on the line so consecutive cars could have hundreds of numbers in-between them!

The suffix letters used may seem a bit random and are mainly:

E: HE: HEA: and ESS. In there somewhere are High and Low compression, exchange, reconditioned and replacement units.

Don't forget also, that other engines will fit our cars and may well have been fitted retrospectively, so here are some of the

common 4 cylinder swaps!

GD 1147cc Herald 12/50.

FC 1147cc Spitfire. FD 1296cc Spitfire Mk3.

FH 1296cc Spitfire Mk4.

FM 1492CC Spitfire 1500.

DG 1300 Toledo. DH 1300 Dolomite.

YC 1500cc Dolomite. FP 1500cc Midget.

RD/RF 1300 FWD.

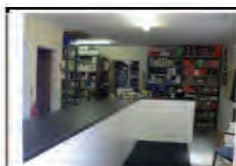
All these are similar in construction but always be careful if/when ordering spares.

Also remember human beings have stamped/written, painted over and transposed these numbers so ERRORS will occur from time to time. What you see may not QUITE BE what you think. I hope this has given you an insight to the identity of your car.

If you have sent in an IVR recently and asked for a reply (HQ only pass them onto me at intervals) I will send replies within the next month. Cheers for now,

Derek

4.



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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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BIG SALOON Register



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



Mark Blease

Three Years On

It's now three years since I took on the role of Register Secretary for the big saloons and estates, time that seems to have passed in the blink of an eye. What's more surprising is that we have owned Horatio, our 1972 Triumph 2000, for four years now, and have experienced joy and frustration in equal measure.

There have been some changes in that time, but what's hard to ignore is the increasing number of Big Sixes attending TSSC events around the country.

Although I don't have figures to hand, there seem to be more and more 2000s and 2500s in the club now, and they seem much more prevalent at shows than ever before. Rather than being treated as a cheap car to use when the weather is too bad to risk the Spitfire/Stag/TR/Vitesse, they are at last being seen as a classic Triumph in their own right, with many owners choosing a big six as their only example of the marque. It's great to see, and bodes well for the long term survival of the model.

Perhaps a reflection of the increasing demand, values are rising, particularly for cars in the rudest of health. Whilst it is still possible to pick up a usable car with MOT for



a few hundred pounds, most seem to change hands for in excess of £1000, with good examples achieving double that figure. Cars in excellent condition continue to gain in value, with figures exceeding £5000 not unheard of, particularly for the rarest PI models. Whilst few of us view our cars in stark financial terms (classic cars surely rank alongside one-armed bandits when it comes to shrewd investment decisions) at least the values are moving in the right direction.

I'm also thrilled to hear of people embarking on restorations of big saloons. Back in March and April last year I featured Christine, a 1977 2500S owned by Julie Hadfield, whose husband Adrian carried out a partial bodywork restoration including rebuilding the sills - not work for the faint hearted. The Triumph big saloon range boasts an extremely

BIG SALOON Register

complex body structure - the only contemporary cars that took Pressed Steel Fisher longer

been removed, so this is truly what's commonly referred to as a "nut and bolt" restoration.

So why is the Triumph Big Six finally becoming more sought after?

The simple answer is that they make a great classic car choice. A handsome (if not pretty) body shape, with a well constructed body shell that doesn't suffer too badly from rust compared to many of its contemporaries.

Add that lovely straight-six Triumph engine (superb in either capacity, see my article from December 2011 for a comparison)

and the supple independent suspension and you have a forty-odd year old car that is genuinely pleasant to drive or be driven in. Then there's the practicality - four doors, lots of space, a large boot and the ability to tow a caravan, a real boon if you like to attend TSSC weekend events and don't fancy the idea of sleeping under some nylon sheeting suspended on bendy sticks.

Next month I will be looking at how to hopefully keep your big Triumph on the road a little longer by rustproofing. Waxoyl has been around for many years and is still the preferred product of many classic car owners, but I have



to produce were the Jaguar Mk X/420G and the Rolls Royce Silver Shadow.

In February and May last year I featured Neil Spencer's Mk2 PI, with an update on progress last month. Neil is carrying out a very comprehensive restoration, having the bare body shell chemically dipped, a process which removes absolutely everything except clean, solid steel. It's a very brave move, involving not just the extra expense of the dipping process itself, but the extra hours of removing everything from the car and refitting it all afterwards. Neil is taking the opportunity to rebuild or refurbish each item that has

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decided to try an alternative product from Bilt Hamber, and I'll be looking at how to apply it and where to drill the necessary holes.

Fifty Years on

Don't forget that 2013 marks the 50th anniversary of the Triumph 2000, unveiled at the Earl's

Court Motor Show in 1963.

I'm hoping we can put on a spectacular display in Bingley Hall at the Stafford International this year, with as many different models from the 14-year production run as possible. Until next month!



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Dave Rumens

Bits and Pieces

Hello everybody, I am writing this in December over the Christmas break and we have had very heavy rain all over the UK for a number of days. So let's hope this means we will be having a dry spring and summer this year, particularly after last years events were badly affected by the wet weather. With that in mind if we do have a hot dry summer we will all want to get those Vitesse's out in the sun. However, 1600 owners may have a problem using their cars as they are having difficulty locating a part which appears to be unique to the early cars. I say appears to be unique as if my memory is right it was also used in the

Vanguard Six. But as this version of the Vanguard only had a short production run it doesn't really help. The Vanguard's replacement was the Triumph 2000 (50 this year) where the original Solex set-up used on the six cylinder engines was then replaced with later Stromberg arrangement so no luck there either. The part concerned is the air tube, Stanpart No. 132360, between the carburettors and the air cleaner, See [Picture 1](#). If anybody knows of a source or a substitute then please send the information to me and I will included it in this column.

I guess Christmas is a time to look back and over the break I took the time to dig into some of the old publications I have. [Picture 2](#) was taken in 1966. This shows the AA carrying out

a free tyre and light checks in this case on a 105E Ford Anglia and a 1600 Vitesse. Though the picture is in black & white which can give a somewhat dark impression the weather would appear to be dull and wet! To be fair it was taken in October and the check then was presumably getting ready for the coming winter



Picture 1.

Picture 2.

Automobile Association mechanics test the tyres and lights of two cars at one of the new free car-safety clinics which the AA has opened in various towns this autumn. This praiseworthy service is free to members and non-members alike. Any immediate repairs, to wiring and bulbs, which may be found to be necessary can be done but, not unnaturally, these will be charged.

months. At the back of the picture is an AA mobile office and these were a common sight parked up by the road side. I can remember one being stationed at Lamberhurst Quarter in Kent on the A21 for years. The radio aerial attached to the office is a VHF ground plane which allowed them to communicate with their control room and AA vehicles. No true mobile phones as we have now in those days, as a result organisation like the AA had to have their own mobile radio systems. Just to finish off this picture one final thought, both cars were registered in 1965 and I wonder if either is still around.

The next [picture, 3](#), is promoting the use of original Lucas replacement parts and was taken around April 1969. The car in the picture appears to be a Vitesse 2 Litre Mk2 which was introduced in October 1968 and as such should have still been within the manufacturer's warranty. So I am not to sure why anybody would have fitted non original Lucas parts and caused the depicted

breakdown which is the inference of the advertisement.

The interesting part to me of this picture is the optional fitment of a Powerstop servo unit as these were not that popular. As front disc brakes were a recent standard fitment and most drivers were used to the old set-up of non servo drum brakes they didn't see any great advantages of fitted a servo unit. The fitting of discs was in itself a major

improvement to braking at high speed over the drum set-up. Though admittedly you had

Some picnic

Baskets packed. Weather's perfect. Kids are raring to go. Great day.

It'd be too bad if you had to spend it in a service station. And an electrical breakdown can force you to do just that.

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Insist on nothing less than Lucas B90 Exchange Service. You never know how long a mere patch-up job will last... perhaps not even to the next service station.

Lucas Exchange Service—makes sense

**Picture 3.**

to use more effort on the brake pedal at slower speeds with front discs when compared with the drum brake arrangement. Maybe we all had bigger boots in those days and didn't notice it!

Picture 4 is an advertisement for SAH the company that specialised in after-market tuning equipment for Standards and also Triumphs. The performance claims look somewhat ambitious but were typical for the period for any after-market tuning company. I understand in recent years there have been a number of despairing comments to the quality of SAH products. Having bought and fitted SAH products in 1966/7, as far as I was concerned the quality and finish were good. Plus they did improve the overall performance of my cars.

See you all next month and **Keep Running On All Six**

Dave

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Picture 4.



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Guy Singleton

2013 - Lucky for Some?

Y

es, 2013, and I think by now you should all know the significance – The Equipe's 50th Anniversary. I can now also confirm the specific anniversary events which are broadly as per last month's article.

Sunday 12th May 2013 - Bond Equipe Birthday Party at the South of England meet at Leatherhead Leisure Centre, Guildford Road, Fetcham, Leatherhead, Surrey **KT22 9BL**

21st to 23rd June - Midsummer Madness camping weekend at The Bruce Arms, Easton Royal, Pewsey, Wiltshire **SN9 5LR**

26th to 28th July - Bond Camping Weekend with Clive and Andrea Steggall at Sycamore Farm, Soss Moss, Nether Alderley, Macclesfield, **SK10 4TU**. (This is a Joint TSSC/BOC event)

17th and 18th August - TSSC International at Stafford County Showground, Weston Rd, Stafford **ST18 0BD** – This is the big one, in that more people will be able to see our gorgeous Equipes at Stafford Showground

September 26th – 29th, Pistons and Props at Sywell Aerodrome, Northampton, **NN6 0BN** (BOC Club Stand)

Next some sad news, Peter Bradley's 2+2



was unfortunately involved in an accident. As you can see the bonnet was badly damaged. I have let him have my last spare one to help get the car back on the road and we hope to see it (hopefully with his Sharps Bond Trailer Tent) at some of the 2013 events.



The girl isn't the only neat package in the picture. The rubber-tired sandwich in which she forms the filling is in fact one of the neatest towaway tents we've seen (see pages 28-31). You start with a simple low-profile trailer, hinge up the top half and swing it right over till it rests on pegs at the back. Then just step inside. While you were swinging a tent frame complete with tent was erecting itself over the entire trailer floor area multiplied longways by two: 15 ft by 4 ft by 6 ft 8 in high, plenty of lying down room for you and never mind. At just under £100 from Sharps Commercial, Preston (the Bond three-wheeler people) this one is our idea of a caravan bargain. And just in time for summer ... oops, missed it! 1964, darleeng?

Purely by coincidence I had an email from Robin Bye who now lives in France with his 2+2 (and his wife!) who sent me a snippet from Small Car Magazine dated May 1963, showing the Bond Trailer Tent.

I have been asked by Bob Buckby (the Bond Owners Club

Equipe Secretary) to mention that there is a 1966 4S for sale. This belongs to a long-term BOC member who is ill. It has not been used



for a few years and I gather that the photos do flatter the car. If anyone is interested in restoring the car please contact me and I will put you in touch. I believe the car is in Surrey.

And finally, I received a lovely Christmas message from Carlos Moreira in Portugal (don't worry, I'll try not to mention Christmas again for another 10-11 months) with this picture of his 2+2.

Guy



SPITFIRE I - II - III Register



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



Suzie Singleton

The R.D.R.R.

While we're all still hibernating away, waiting for Spring and sunshine, I thought I'd give you a glimpse of what one Spitfire4 Driver in Denmark did last year to blow the cobwebs away.

The Round Denmark Reliability Run

By Richard Powney

manage the whole 36 hours, so I decided to do a Round Jylland Reliability Run - 1000 km in 24 hours and joined the event on Day 2, after the other teams had spent the evening and night travelling through Sjælland and Fyn. When they crossed the Storebælt bridge, I met them on the other side and drove north with them to the lunch stop in Grenå, where we all shook hands and scoffed hot dogs. As you can see above, we were two TR6s and three Spitfires, with some part-time company from a TR4 and a tired TR250 that followed the convoy from Middelfart.

This is the third time this event has been run - it is based on the UK equivalent, the Round Britain Reliability Run, where upwards of 50 Triumphs drive non-stop around the UK in 48 hours. The Round Denmark Reliability Run has struggled to attract more than 5 or 6 cars at any one time - of course there are fewer of these cars here than in the UK, but also I suspect that Danes take greater care of their vehicles and the thought of flogging them for 2000 km would cause



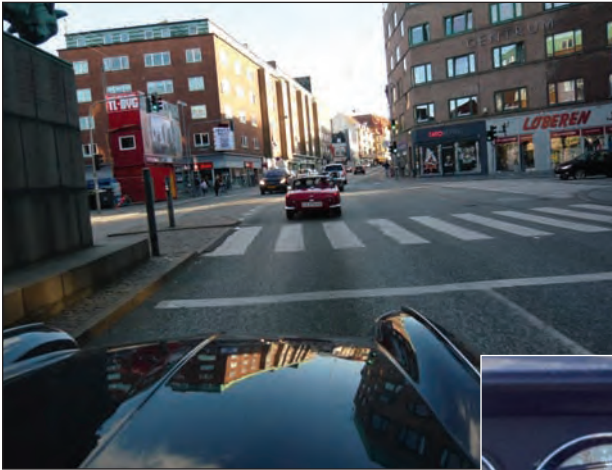
many owners to break out in a rash. This could be the last time this takes place as the organiser (Nikolaj Blomberg) is frustrated by the lack of interest.

Since I was driving on my own, I couldn't

Without a co-driver, I had to stay close to the other cars to avoid getting lost - thankfully the others seemed happy with the convoy strategy and with only 5 cars, we were able to stay together even through the centre of Ålborg,

SPITFIRE I - II - III Register

with the occasional wait by the leaders for the stragglers. On the country roads we spread out to suit the higher speeds but managed to stay in sight of each other and no-one was left behind. My Spitfire, at 47 years old, was the oldest car present and also had the smallest engine - 1147cc. The two Mk3 Spitfires were in very good condition with 1300cc engines and both TR6s had heavily modified 2500cc engines - one with a supercharger and the other being a race car. Thankfully they didn't disappear into the distance and leave us in their dust .. yet..



A quick stop to .. er. water the hedgerow and



then we were led up the final stretch north to Skagen, the tip of Jylland, by a Maserati

belonging to another club member. There is a lot of Denmark north of Århus and not a lot of people living in it. In stark contrast to the UK, we were able to set our own pace, cruising through open farmland and pine woods with no interference from other traffic. As we got nearer to Skagen the fields gave way to sand dunes and then we were at the ocean - time for an ice-cream and a quick look at the ships travelling towards the Baltic.

By this point we were running about an hour behind schedule - we were due to arrive at our hosts for dinner at 7pm, followed by a quick nap before setting off at 1 am for the night run down the west coast to Esbjerg. A plan was hatched to use the motorway for a stretch - "do you mind? We promise not to go over 110kmh" "err...I don't think I can go that fast" I replied ... to a cloud of dust..

So here we have the rev counter showing 4000rpm and the speedo showing something less than



110kph. I have solemnly promised the car I will never do it again but she found the extra power somewhere and we hammered down the motorway for an hour without anything exploding, catching fire or falling off.

And arrived at our host's house to find two more Triumphs waiting for us - one of them looking strangely familiar. "where did

you get this?" I asked the owner of the dark blue mk3 Spitfire. "It was imported about 5 years ago from the UK", came the answer, and then "Bloody thing has cost me a fortune - nothing worked properly, the doors don't line up - I've replaced just about everything". Well you can guess who imported it 5 years ago - when it was affectionately known as either "The Dog" or "The Moneypit". It had to be towed off the ferry with a forklift and when I drove it into the workshop with a sigh of relief, the front left suspension upright snapped in half. I swear the car is cursed - I was going to break it up and sell the parts but decided to try to sell it whole first - the buyer insisted on driving it home even though I offered to pay for it to be transported. It broke down 50m from the workshop and apparently the gearbox blew up before he got it home.

After a fabulous barbecue and much tyre-kicking and engine inspecting, all 9 of us settled down for a 4 hour nap in the loft. I was

dreadful racket coming from the back of the car - imagine a metal bucket full of spanners being vigorously shaken ..

Me : Holy crud, what's that noise?

Car : I've been making it for the last 4 months - you know what it is

Me : Well I didn't know it had got that bad - why didn't you say something

Car : I did, but you just put the top down so you can't hear it anymore

Me : What? I put the top down because you're a convertible - what's the point of having a convertible and driving around with the roof on?

Car : You monkeys are all the same, all fun and no maintenance - you only have yourself to blame. Now the roof is on you're going to have to listen to it for the next 6 hours, along with the buzzing coming from the gearbox - you didn't put enough oil in did you? and the really strange squeaking that comes from under the bonnet, but only occasionally - is it

the fan belt? Or maybe the engine breaking loose... ooooooh, scary stuff huh?

Me : I hate you

Sometime later, I shake myself out of a daze - and suddenly think about petrol - have I got enough? Running out of fuel is something I am sufficiently familiar with that I don't want to do it again.

Me : How am I supposed to tell if I have enough fuel when there's no light in the fuel gauge? All the other gauges work - what's wrong with this one?

Car : Listen monkey - if you want to know that things are going to work you have to check them before you drive off. I spoil you, I really do - did you check the wipers? No. Did you check the windscreen squirty thing? No you did not. But they all work don't they?

Me : Yes I apologise, now please will you light up the fuel gauge (fiddles under the dashboard, wiggling wires)

Car : Stop that it tickles!

Why don't you try tapping it?

Me : Oh yeah, that only works in the movies



out like a light - to be woken at half past midnight by "Wake up little Suzy" played at full volume - how we laughed...

And out to the cars to pack everything back in, take off the soft top and frame.. then put the soft top and frame back on as it has now started to rain and away we go into the dark on deserted roads.

There then followed a very strange period of my life - made up of one sided conversations no doubt influenced by the lack of sleep and copious amounts of red bull, for example :

Two minutes after starting off I notice the

SPITFIRE I - II - III Register

(taps glass, light comes on)

Car : Ta-da!

Me : I love you

Travelling across a completely black landscape at the absolute limit of speed the car will do, with two tiny red dots in front of me (the last of the TR6s which seem to have decided to make a break for it) and two dazzling white ones behind, the car suddenly starts to misfire and lose power..

Me : What are you doing?

Why are you slowing down?

Car : Well, duh : clearly something's wrong, Monkey Boy

Me : Ok but if we lose those lights in front we are truly lost - just tell me what it is please

Car : This is a one-sided conversation - you know I can't answer that

Me : Aaaaagh - OK it has to be electrics or fuel, right, so is it the distributor?

Worn points?

Failing condenser?

Car : Not telling

Me : Right, right, fuel, what if the plugs are choking up because the mixture's too rich. because..aaaagh I left the choke out, why didn't you tell me? (pushes choke in - car picks up power and insane race across the invisible landscape continues)

And then we're in Esbjerg and I'm still alive : I didn't hit a tree or a cow or drive into the sea, or get lost and the noises didn't get any worse and nothing broke. And wow - coffee tastes good, and look at the sunrise and it's stopped raining and isn't life great..

An hour later we drive onto the beach at



Rømø - we are all alone...in rear wheel drive



cars... on a sandy beach.. well of course we did doughnuts!

Then back along the causeway to the mainland, accompanied by flights of geese.



Car : Yay - give the monkey a banana!

Me : I hate you (eats banana)



Monkey and machine in perfect harmony - looking forward to breakfast ...

...at another club member's house in Broager.



powered Herald spotted on BBC Countryfile last year when John Craven did a piece on it and other electric cars built by John Lilly.

I was reminded of this when I saw the article on it in the February/March 2013 issue of Triumph World.

A very enjoyable meal in the company of fellow Triumph freaks - I got to practice my Danish and no-one laughed at me and then it was time to go home. I followed the convoy north to Kolding then turned left when the others turned right for Fyn and Sjælland. After much tooting of horns and waving, I was on my own for the last hour to Esbjerg.

And still the car didn't break down, nor did it rain. What a perfect end to the perfect adventure.

I can't wait to do it again.



With thanks to Richard for saving me from finding too many words of my own this month I think I just have room left to tag on one of my 'Triumphs on TV', albeit sneaking into Colin Lindsay's territory with this electrically

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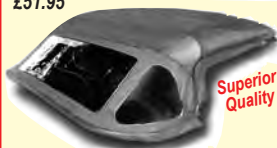


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TR7/8 Register



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Paul Lewis

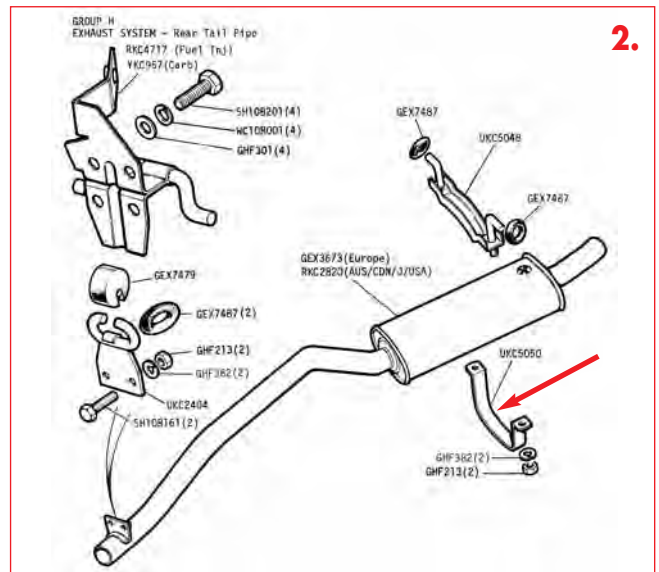


It's Exhausting!

I would just like to say a big thank you to the TSSC HQ for such a fantastic open day in December. It was also good to put faces to names of people that I have received emails and articles from.

Anyway for this month I thought I would start with my TR7 that's now in daily use for a year. I gave the car a service towards the end of the last year and under sealed underneath, I always like to do this by hand when I purchase a new car so I can check for any rust or holes that need attention. To my amazement the car is solid and has never been welded!!!! I knew the exhaust was blowing so thought that I would just take it into work and maybe only a small patch would be needed. Wrong! The rear silencer was like paper and when I took the bracket off it ended up as a pile of rust on the workshop floor.

When replacing exhausts is always tempting to buy the bit that is the worst and cross your fingers that the rest will last. It's really not cost effective as it's always difficult to separate the sections and I really did not want



to do the job 3 times. The choice you have with replacements is vast with original mild steel, stainless steel, large bore and so on. I checked the price of a mild steel system and found that the stainless is only a few pounds dearer with a lifetime guarantee. No brainier really. So I ordered the stainless system with the large bore silencer ([Picture 1](#)) and a fitting kit that should come with everything you need, Wrong!

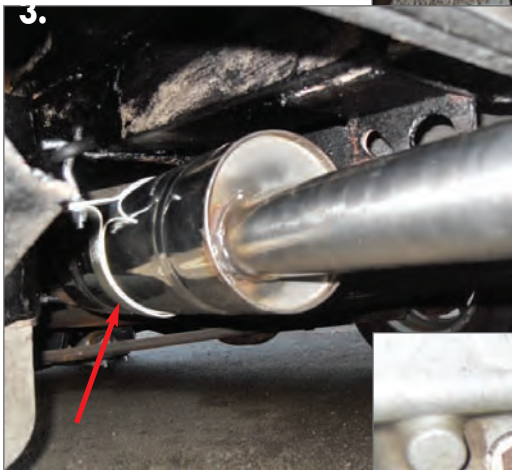
The exhaust was fine and fits perfectly, The fitting kit comes complete less a couple of nuts and washers (**GHF382** and **GHF213**) for the rear silencer bracket and is missing the cushioning bump rubber just after the centre section (**GEX7479**). The main fault with the kit is that the

motor. I knew that it was lazy at returning (you know when it sounds as though its sticking in when you release the key).

So starter off.



4.



3.

The TR7 repair manual says to complete this task from underneath, I agree that you have to go underneath to remove the lower mounting bolt that also is connected to the exhaust downpipe bracket but I find it easier to remove the exhaust manifold and bring the starter up via the top. ([Pictures 4&5](#)). You will also notice that there should

rear silencer bracket (**UKC5050**) is far too big, and I mean big. This needs to be cut down. I have informed the supplier of the error. ([Picture 2](#)).

[Picture 3](#) shows the bracket (**UKC5050**) after being cut down. The exhaust is working fine and looks really good.

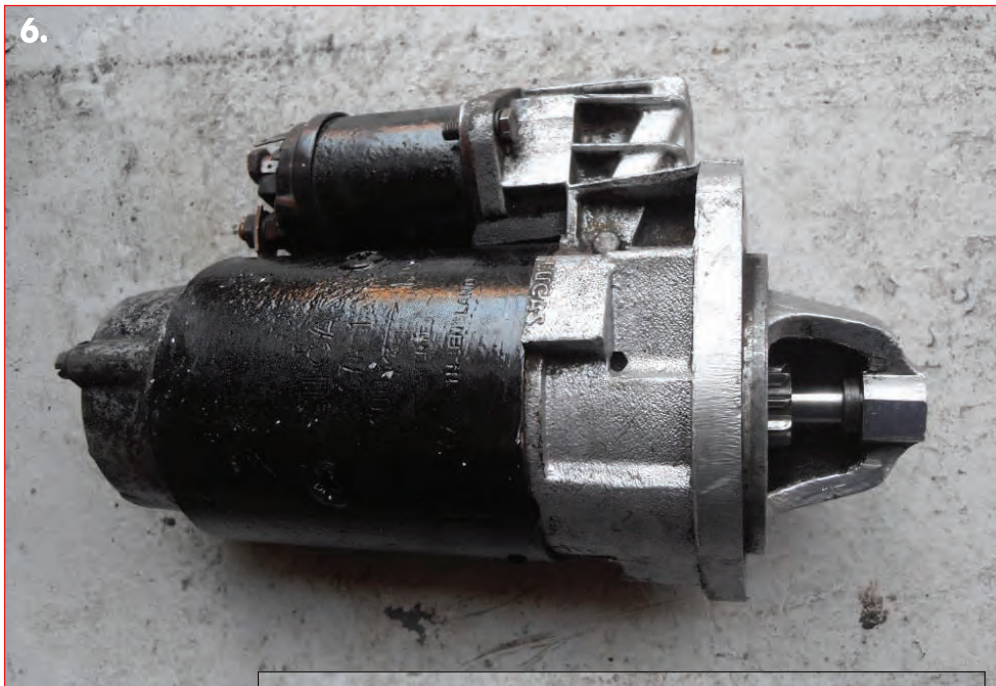
A week later I went to start the car in the morning and 'Clonk'. "Battery must be flat", I thought so I put it on charge overnight. The next day 'Clonk' again. Starter



5.

be a heat shield that clips onto the starter solenoid (how many of you are without one

6.



I wonder?).

With the exhaust manifold removed the job is simply disconnect the battery, the wiring to the starter and the 3 mounting bolts (2 accessible from the top the other from below) and then lift it out.

The problem with my starter was an accumulation of 30 years worth of dirt and rusty contacts. I stripped the starter down, this is very easy to do and checked and cleaned all the parts, especially the starter gear and shaft. (Picture 6).

When replacing the starter remember it should have a spacer (Picture 7).

The starter now works fine and does not stick. Although, I have found that when removing the exhaust manifold that 2 incorrect bolts have



7.

been used, the thread size is 3/8 UNE and not metric as someone had tried to fit. This will be rectified before I refit the manifold.

Well that's it for this month, please if you have any TR7/8 stories, don't hesitate to contact me.

Paul

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Bernard Littlewood



TR4A Engine Rebuild:

Final. Part 4

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

coarse paste and then a fine one, I only gave them a light lap as the valves are new, the exhaust seats are new and the inlet seats have been re cut.

To check if the valves were sealing I then fitted the double valve springs, retainers and collets (these I had placed on a magnet so that they became slightly magnetised and stayed in place on the valve stems while I removed the valve spring compressor, some people use grease, but as you cannot completely clean this off it can clog oil ways etc.)



03/11/2011

The next part to be bolted back on the engine was the crank shaft pulley.

I then gave the fuel pump and filter bowl a good clean out, fitted a new olive on the fuel inlet pipe and installed the pump.

I then gave the oil filter housing a good clean and fitted that along with the oil pressure gauge pipe.

I then lapped in the valves first using a



then with the cylinder head level, spark plugs screwed in and with the combustion chambers facing upwards I filled them with

paraffin, if this does not drain away in a couple of hours I will know that the valve seats are sealing, if it drains away on any of the chambers I will give the valves another lapping with fine paste.

4.5 hours

04/11/2011

There had been no seepage of the paraffin overnight so the next thing to do was to clean and install all 10 cylinder head studs of which there are six different lengths, I then gave the new copper head gasket a smear of Welseal on both sides and fitted the cylinder head, torquing it down to 105ftlb.

I then dismantled the water pump and gave it a good clean, as I had installed new bearings a few years ago I will probably re fit it even though I have a brand new spare as the old one has a grease nipple to allow periodic maintenance.

The next assembly to be stripped down was the rocker shaft, I have new rockers and a shaft which I will fit as both rockers and the shaft are badly worn.

2.5 hours

Top of the image below shows the new rocker shaft against the old one!



The water pump was then cleaned with thinners and painted, next the parts that I would be reusing from the rocker assembly were wire brushed and degreased.



07/11/2011

Today I assembled the rocker shaft using a new shaft and rockers. I then installed it and set the valve clearances. As easy as that? No, five of the eight new rockers had to have their bushes reamed as they would not fit onto the shaft. After I had managed to locate my adjustable reamers and find the correct one I held the reamer in my vice and adjusted it to its smallest setting, I then placed a rocker onto the reamer and adjusted the reamer until it just gripped the bush, with some lubricant I turned the rocker along the length of the reamers cutting flutes.

I did this with all of the five rockers then adjusted the reamer by 1/8 of a turn and repeated the process until they were a perfect fit on the shaft, a 1/2 hour job now having taken 2 1/2 (including the time taken to find the reamers that I had put in "a place where I wouldn't forget them" 15 years ago! pity the person who buys these and doesn't

have any reamers!



I then installed the distributor pedestal and distributor, oil filter, rocker cover and added a few litres of engine oil.

3 hours

08/11/2011

I filled the engine up with oil, fitted the water pump and as the distributor clamp had come adrift (losing my timing marks) I removed the electronic ignition and re installed a set of points and condenser as I find it easier to set the static timing with this set up. I then set the ignition timing and attached the rev counter cable.

Next a gallon of fuel was poured into the tank, and without the spark plugs in I cranked the engine over to ensure that I had oil pressure and that fuel was being pumped, there was oil pressure and the fuel was being pumped.

I then fitted the inlet and exhaust manifolds, water pump pulley, fan belt and connected all the water pipes to their relative unions.

Next to be fitted were the carburettors and linkages then I connected the fuel line to the carburettors.

I had to jack up the car on its front cross member to enable me to fit the front brace that connects the two front suspension tur-

rets. The radiator was then flushed and back flushed using a hose pipe.

All this took a fair amount of time as I cleaned up all the bolts and studs on a rotary wire brush mounted in my pedestal drill before I fitted them. I also had to touch up some of the parts with paint.

8 hours

09/11/2011

The radiator and all the hoses were fitted, then the thermostat housing and the electric fan thermocouple.

I filled the engine with 20/50 to the top mark on the dipstick and filled the radiator with a 50/50 mix of water and antifreeze and then topped up the carburettor dashpots with 3 in 1 oil.

Then with the battery connected I turned

attempted to start the engine, after about 8 revolutions the engine fired and died. With the choke out I tried again and the engine started and ran well. I let the engine warm up then turned it off and checked the engine oil and coolant levels, they were fine. Next was the re installation of the electronic ignition and the engine was restarted. With a strobe light on number one lead I attempted to set the timing to the manufacturer's specification, but it ran more happily at about 25BTDC, while trying a few different settings the engine started misfiring and when I pulled the leads off to find out which cylinder(s) were the cause it was 2 & 4. As I had fitted the old plugs (for running in the engine) I changed 2 & 4 for new plugs and the engine ran well. I set the timing at 20BTDC and will keep an eye on it as I run the engine in, if it reaches the 500 mile mark with all the seals and new parts intact I can give it a good tune up then.

All I have to do now is reconnect the gearbox to the prop shaft, make all the overdrive electrical connections, install the steering wheel column and interior and give it a try, but that's another story!

2.5 hours



ENGINE REBUILD FOOTNOTE

Below is an account of what happened after I had completed re assembling all the remaining components and the car was ready for the road.

After taking the car for a 30 mile run, the engine was still a bit lumpy.

I removed the spark plugs to find that it was running very rich.

I tried to adjust the jets on the carburettors but even with them adjusted right to their highest point I could not get the mixture right. I then removed the dashpots and removed the needles from the pistons, I had bought the carburettors as reconditioned units a year ago and was told that they were set up for a TR4A and to be honest they proved to be excellent before I had reconditioned the engine, but as I have said the engine was badly worn.

I removed the needles and found that they had been fitted so that they had been pushed fully home into the bore in the piston, as they were the needle type with the shoulder, I re inserted them until the shoulder was flush with the piston face and locked them in position hoping that this would be enough to allow me to lower the jets and still give me a range that would allow me to adjust to the correct mixture. I then replaced the piston assemblies and dashpots and wound the jets down until they were flush with the bridge and then another 1 3/4 turns. I started the engine and it sounded much smoother so I

took it for a 2 mile run then synchronised the carburetors using a Gunson balancer (I just cannot get it right by using a pipe to my ear, too many years playing drums have taken their toll).

I cleaned the spark plugs and then found that I could time the ignition to around 8 degrees BTDC and then just tweak it slightly until the engine tone sounded right (it's the only way that I have

ever managed to get my engines running well without pinking) I took the car for a 10 mile run, it went beautifully and when I checked the colour of all the spark plugs they were a lovely light brown.

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

Dear Bernard,

As you know I recently took delivery of a 1967 Triumph TR4A (one of the last 325 built). I spent some time "under the bonnet" trying to establish what make / model / type of various engine bits were. This was not as straight forward as I first thought since, due to lack of markings / name tags and conflicting information within my "source" references, I was often none the wiser. I think I now know how the White Rabbit & the Mad Hatter Felt at the Tea Party.

To give you an example – I was trying to establish if the Carburettors fitted were actually Stromberg Zenith 175 or SU HS6 (they both look the same to me!) because the following reference material were in conflict:

- 1. Standard Triumph Ltd – Owners handbook Triumph TR4A**
- 2. Standard Triumph Ltd – Triumph TR4 & TR4A Workshop Manual**
- 3. Haynes - Owners Workshop Manual**

4. How To Restore Your Triumph TR4 & TR4A by R.Williams.

The only clue I found was a cast number on the Float Chambers "AUC 1346". I also assume that the Air Intake Filters are washable gauze type.

Question 1: Have you any views – I attach photos to assist.

Question 2: With respect to Photo 2 - there is a short length of flexible pipe (with a jubilee clip at each end) from the carburettor manifold (right hand side of the left hand carburettor). This flexible, although attached by jubilee clip at the carburettor manifold, is plugged at the open end hence the second jubilee clip - It is not attached to anything at the plugged end. Have you any idea what this was originally used for?

Since I have ventured into the Technical Question area, I have a couple more that I would appreciate your views on:

Question 3: The Wood Veneer Dash Board needs to be replaced since the existing one would not survive a "make-over" due to the state of the veneer facing. I assume that ALL the instruments will need to be disconnected first since the existing veneered dash face does not appear to have a clearance around each dial for an easy lift-off (by undoing the visible 6 screws on the dash).

Question 4: I have an oil leak from the crank shaft radiator end. I assume that this is the original "labyrinth" type seal and not a more modern "Lip Seal" which would require the crank seal area to be machined. Can this existing (original type) seal be replaced (or adjusted) without having to revert to an "engine out" repair?

Question 5: I need to replace the existing convertible (fold down) hood with a new one which came with the car. Have you ever carried out this task? If so, any tips – perhaps the job is best left to a professional trimmer / body shop since it needs to look right when finished. Your thoughts would again be appreciated.

Meanwhile, back at "The Courier" ...

..... I have been following your "TR4A Engine Rebuild" with much interest. I have now printed your article out in A3 size

colour & put each page into an A3 plastic sleeve. These have been attached to the garage wall – more as a threat to my TR4A to keep the faith (or else!).

I did notice in the January 2013 issue of "The Courier" that you recommended that "Dave B" should buy a TR4A with an overdrive unit fitted. Since my car is fitted with an overdrive unit, it brings me neatly back to where I startedhow do I determine if it is an "A" or a "J" Type?

Answers on a Postcard to ...!!!!!!!

Regards

Graeme Morgan.

PS – I think I shall enlist on the Night School Course "PhD in Classic Cars Automobile Technology" with the Brain Surgery as an "Option".

Hi Graeme,

I'll do my best to help, but as you are finding out, most of these cars are so old that they have had many "modifications and upgrades" carried out on them over the years, but it does make owning a TR4/4A all the more interesting!

Q1, from the images you have SU HS6 carburettors fitted and if the filters are filled with gauze you can clean them out with paraffin or something similar.

Q2, the piece of pipe coming from the manifold should go into a crankcase breather valve and from that it should attach to the rocker cover (I can see a pipe coming from your rocker cover, but cannot see where it ends). If your car runs well without the breather I would not worry about it being absent, I tried to run my car without the breather when the diaphragm in my breather split a few years ago, but for some reason it would not run at all.

Q3, You will need to remove all the instruments and your wooden dash facia to re veneer it, whether you re veneer it yourself or send it to a specialist, I would check out the various prices as there seems to be a number of companies making very nice walnut veneered TR4 dashboard fascias, I bought one from e bay a few years ago from a chap in Germany who was converting his

car to LHD.

Q4, The oil leak from the crank shaft radiator end sounds as though it is coming from the timing chain cover oil seal which is a "modern" type lip seal, you can change this with the engine in place, but I would also replace the timing chain and tensioner at the same time, ensure that you fit a nice supply seal as some NOS seals have age hardened and may leak more than the old one!

Q5, Replacing the hood is not as hard as some people make out if you are handy with basic tools, I have replaced a few over the years and the best advice that I can give is to give yourself a good few hours and carry out the work in a very warm garage or outside on a hot day so that you do not end up with any creases in the new hood. If you can get a friend to help you so that you can stretch the

hood and clamp it in position while ensuring that everything is central you should achieve a first class job, but if you do have a professional in your area and don't want to risk ruining a new hood, it certainly wouldn't hurt to get a price.

Regarding the differences between A & J type overdrives, there should be a plate on the unit itself stating which type it is, if not visit www.odspares.com and you should find all the information you need.

I hope this helps, I am full of the flu at the moment and a bit "wooly headed" so I hope I have given you the answers you required. I have attached two images of my crank case breather in an attempt to make things clearer.

Cheers and a happy New Year, perhaps we will meet up at an event this year.

Bern



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by Garth Jupp

GT6 Drop Glasses

Good news, we have managed to get the price down to **£95 inc VAT** a pair for both



clear and tinted, I expect them to be ready mid to late February as there is a six week lead time on them. You can either pick them up from the Club Shop, the suppliers in Bromsgrove, or we can take them to Stoneleigh etc., alternatively we are able to ship them for **£18 inc. VAT** to normal UK mainland addresses. Please ask for quotes for Europe, NI, IOM, IOW, Scottish Islands and Highlands etc. If you are ordering two pairs then please add another **£4** to the shipping to allow for the bigger wooden crate. I have already been in contact with all those members that had already shown an interest, but if you have not had an email from the club shop in January and you want a pair then you were not on the list, please call the club shop to place your order as we won't be getting another batch made!

TD Fitchett Website

Although this was mentioned in the December Courier just before Christmas, I just wanted to take this opportunity to remind you that the site is up and running.



TD Fitchett have a vast supply of OE and hard to find parts, and as time goes on we will be adding to the current parts list on the site.

www.tdfitchett.co.uk

Please remember if you have a problem with the site then contact me at the Club Shop, if it is a question re the actual parts you are ordering then please call TD Fitchett directly.



TSSC Weekend Bag

We now have in stock a good quality soft bag, that is ideal for those weekends away and shows/camping weekends. It is grey and blue and has the TSSC logo printed on it. It has a rather natty idea, at one end it unzips and there is a waterproof pocket, so you can put muddy shoes/clothes in the end without them either making the car or your other items dirty. These are priced at **£19.95 inc. VAT** and P&P of 0.95Kg.

STAG Register



www.tssc.org.uk/stag

e-mail. benbroadbent@btinternet.com

Ben Broadbent

www.stagbytriumph.co.uk



A wonderfull and informative website

Hello, it's February already, the new show season is not far away, and the cars are beginning to reappear on the roads. Thanks to the people who have emailed me with ideas for articles for the coming months, there are

some interesting projects being undertaken, and I look forward to hearing how they are getting on. I've made a request for articles on the forum, but so far no one at all, has responded. Which shocked me, as there are some excellent and informative discussions taking place on the forum. So any ideas, any projects being undertaken? Surely, someone, somewhere has something to say?

I've had a few interesting emails over the months with requests for information about different aspect of the Stag and its history. For quick reference I have referred people to **Andy Simon's** website www.stagbytriumph.co.uk Andy has produced his brilliant website by collating the data and information from the official publications and sources, that has taken a great detail of time and effort. He specifically invites the web user to share his website. So this month I will summarise what can be found on Andy's Stag website. **The Pics here are for**

COUNTRY LIFE—FEBRUARY 13, 1975

A FEW WORDS OF TRIUMPH FROM BRITAIN'S LEADING MOTORISTS

Motoring journalists are probably Britain's most exacting drivers. Their job is to push a car to its limits, then see if its claimed qualities live up to reality. Often they don't.

So when the journalists have something good to say about a car it's well worth hearing.

Take Triumph. The journalists have written about dozens of models over the years. And Triumph emerge outstandingly: for economy, value for money, performance and you-name-it.

But don't take our word for it. Take the journalists'. Here are just two of their many examples.

Triumph Stag

"... smooth and peaceful progress, even at quite high cruising speeds. The light responsive steering, tight turning circle, smooth clutch, tractable engine and ergonomic switchgear also make it (2500TC) a particularly easy car to drive and live with."

Triumph Stag

"... For long distance driving, the Stag really scores with its good ride and excellent seating. The seats are well-shaped and adjustable (along with the steering column) to suit almost any size and shape of driver. The car's handling is good and its comfort and equipment excellent."

Triumph Cars that live up to their name

Reverend: Triumph British Leyland Ltd, Luton, Bedfordshire, LU1 1JY

TRIUMPH STAG SUPER PROFILE

TRIUMPH STAG

Sugar Profile

Author: James Taylor
ISBN: 0 85429 342 6
Publisher: Haynes Publishing Group
Published: 1983
Format: Hardback
Pages: 56

2.

Reference only - go on the site for Clarity. Andy starts with Adverts about the Stag from the UK and the USA (picture 1), this

is followed by a review of the books that are specific to, or mention the Stag ([picture 2](#)).

Year	Home Market			Export Market			Total		
	Man	Auto	Total	Man	Auto	Total	Man	Auto	Total
1970	358	342	700	30	10	40	388	352	740
1971	1,291	699	1,990	1,221	690	1,911	2,512	1,389	3,901
1972	2,015	1,490	3,505	432	567	999	2,447	2,057	4,504
1973	1,511	1,683	3,194	1,138	1,176	2,314	2,649	2,859	5,508
1974	1,327	1,279	2,606	405	431	836	1,732	1,710	3,442
1975	935	1,051	1,986	440	472	912	1,375	1,523	2,898
1976			2,466			644			3,110
1977	501	871	1,372	112	352	464	613	1,223	1,836
Total			17,819			8,120			25,939

3.

Description	Commission	Date
First line built car	LD3	13 March 1970
First second sanction car	LD1001	4 November 1971
Last first sanction car	LD3900	9 November 1971
First third-sanction car	LD20001	17 October 1972
Last second-sanction car	LD14158	10 November 1972
First fourth-sanction car	LD30001	14 September 1973
Last third-sanction car	LD25432	22 November 1973
First fifth-sanction car	LD40001	4 September 1975
Last fourth-sanction car	LD36714	18 September 1975
First build on Innsbruck line	LD42366	4 August 1976
Last car built	LD45722	24 June 1977

4.

Date	Soft Top	Hard Top	Soft & Hard Tops	Overdrive	Automatic Gearbox
29 June 1970	£1,995-88	£2,041-57	£2,093-79	£65-28	£104-45
4 October 1970	£2,156-46	£2,202-15	£2,254-38	£65-28	£104-45
27 October 1970	£2,156-46	£2,202-15	£2,254-38	£65-28	£104-45
11 January 1971	£2,156-46	£2,202-15	£2,254-38	£71-80	£104-45
3 May 1971	£2,273-96	£2,326-18	£2,384-93	£71-80	£104-45
15 July 1971	£2,273-96	£2,326-18	£2,384-93	£71-80	£104-45
26 August 1971	£2,176-88	£2,226-87	£2,283-12	£68-75	£100-00

5.

The next section provides details of the cars built for the home and the export markets and are listed by year and transmission type. ([picture 3](#)) The key production dates follow ([picture 4](#)), then the options that were available and the prices are provided. ([picture 5](#))

Paints and trims are then covered. In last months article we looked at what Andy and others had to say about these issues.

Andy then explains the meaning of the commission numbers. [Picture 6](#) shows an example of some of the aspects.

Prefix	Serial No.	Suffix	Meaning
LD			All non-federal Stags
LE			Federal Stags, used from early in availability
	1 - 3900		1970 pre-production & 1971 model year Mk 1 cars
	10001 - 14158		1972 model year Mk 1 cars
	20001 - 25432		1973 model year Mk 2 cars (25432 is officially the last car in this series but numbers after this are known)
	30001 - 36714		1974 & 1975 model year Mk 2 cars
	40001 - 45722		1976 & 1977 model year Mk 2 cars
		A	Borg-Warner Type 65 automatic gearbox fitted
		BW	Borg-Warner Type 35 automatic gearbox fitted
		K	KPH speedometer fitted to RHD car (i.e. Australia)
		KA	KPH speedometer & Borg-Warner Type 65 automatic gearbox fitted to RHD car
		KBW	KPH speedometer & Borg-Warner Type 35 automatic gearbox fitted to RHD car
		KD	KPH speedometer & overdrive gearbox fitted to RHD car

6.

For me the next section is of vital importance providing a list of links to other websites with information and support for Stag owners.

This page includes links to:

Stag and Triumph specific clubs. Stag Websites. Stags for sale. Suppliers of service, repairs and restoration. Suppliers of Stag

STAG SPECIFIC PARTS		
ANG Triumph	BosScreen	Classic Car Supplies
Tony Hart	Jigsaw	Justriumph
LDpart	MacGregor British Car Parts	Monarch Stags
Moss	James Paddock	Rimmer Bros
Robsport International	SOC Spares	Stagweber
Triumphstagsshop	EJ Ward	Westlake
Chris Witor		

7.

specific parts. ([picture 7](#)) Suppliers of general parts, accessories and tools. Miscellaneous links. Museums in the UK and abroad.

A comprehensive list of magazine articles in then provided from 1970 through to 1992. [Picture 8](#) shows some examples from 1970. This is followed by a list and pictures of the various model miniatures of the Stag that have been produced over the years. ([picture 9](#)).

1970		
Date	Magazine	Article Title
11 Jun 1970	Autocar	Triumph Stag Vee-8 power and a sporting image & Driving the vee-eight Stag
13 Jun 1970	Motor	A Triumph Called Stag
30 Jul 1970	Autocar	Autotest: Triumph Stag
19 Sep 1970	Motor	Motor Test No 42/70: Triumph Stag
22 Oct 1970	Autosport	Attractive 2 plus 2 with V8 Engine
Oct 1970	Motor Sport	The Stag - At Last

8.



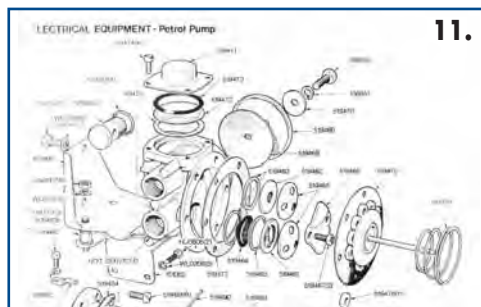
9.

Andy then provides a section that details his own Stag. We covered Andy's wonderful Stag in detail back in 2011. [\(picture 10\)](#) The article



10.

provided by Andy is a detailed account of the restoration of his Stag. May I recommend you read it.



11.

Do you need a part, but don't have access to

a parts manual? Well, Andy provides a comprehensive guide to the parts manuals and each page can be viewed. [\(picture 11\)](#)



12.

Andy's next section deals with the publications about the Stag. As the club archivist I have found this section very useful, for cross-referencing what has been published and what is not available in the archive. [\(picture 12\)](#)

The pen-ultimate section then provides

details of the production sites of the Stag. [\(picture 13\)](#)

There is nothing left at the Speke factory nowadays apart from the use of Triumph



13.

names for the new roads on the industrial estate that has arisen, such as Vitesse Road, Dolomite Avenue and Mayflower Avenue.

The final section is of great interest as it provides a comprehensive guide to the specifications of the Stag.

I've looked at Andy's website over the months and always find what I'm looking for and much more. It is a wonderful website, and Andy must have spent many hours researching and preparing the webpages.

Andy's first comments are that this website is to share. So again it's a great big thank you to Andy for his hard work, time and effort for providing such a useful and necessary tool to assist Stag owners. Please support Andy's effort by using the site. Thanks again Andy.

That's all for now.

Keep those V8's purring

Ben

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pip1272frank@homecall.co.uk

Pip Flegel



New Year Run 2013

By Colin Wright

The New Year Run certainly dusted the cobwebs off the festive celebrations. Thirty-six classics and three modern cars arrived at the starting point in Ripley.

The majority decorated with **PURPLE** tinsel, baubles and balloons. One was even decorated with Cadbury's chocolates in purple wrappers.

We had almost a full range of Triumphs on the run including Heralds, Vitesse, GT6, Dolomites, 2000s, a TR6, Acclaims and Stags (two which had been re-sprayed purple especially for the day). There were also some splendid examples of other marques which included an Opel Kadett, a Vauxhall Victor, a Lancia Fulvia, an Austin A55, an Austin A40 and an immaculate Volvo P1800.



Volvo

After a quick drivers briefing and a random group photograph they all set off on the run...with the exception of one. Michael and

Paula's latest edition to their fleet a rather nice 2500pi which refused to start due to a faulty inhibitor switch on the auto box. Julie Hadfield used her organisational skills (bullying) and



quickly shoved the Coyle's into other cars and the beautifully decorated car was abandoned.



Fulvia

After phoning the Sunday lunch numbers through to the restaurant Roger and I decided to drive straight to the halfway stopping point. As we set off we noticed a purple Stag retracing its steps and heading off on the run

for a second time. It was Richard, Pat and Sam



The Purple Gang

from Peterborough who had got lost less than 1 mile into the run. Ironically, when I gave Richard the direction sheets he said "I am glad it's the directions with the drawings of the junctions on. They are idiot proof."

The first stage included roads and lanes in the southern section of the Peak District passing Carsington Reservoir and driving through Bakewell and the Chatsworth Estate. The day unfortunately was very misty which meant that the beautiful countryside was hidden from view but at least it remained dry.



Carl just Hates Purple!

halfway stop) there was just time for a quick coffee before the cars started to arrive. Roger



Misty Start



On arrival at the Village Outlet in Rowsley (the

went into a panic as Julie was last seen disappearing into the clothes shops and he sped off in search of her fearing the worst...

... she might have spent some money.

Bang on time the cars arrived thick and fast. With the cars parked the drivers and passengers

alike dashed to the loos and then relaxed with a hot drink.

There was plenty of time to look around the shops and the most popular seemed to be the sweet shop.

One or two queried if there was an error on the direction sheets but after analysing it was discovered that it was navigator/driver error ...apologies accepted from Mike M & Julie H.

At 1pm everyone was encouraged to start the second stage of the run with the promise of Sunday lunch. Well, there is always one that lags behind and this year it was Steve 'Bond' Brent who lost track of the time watching the world go by whilst drinking his tea.

The second stage headed towards Chesterfield up a steep hill with a hairpin bend to work up the appetite before turning south at



Elegant Headgear

The club kindly gave us sole use the function room so all 56 diners tucked into excellent Sunday lunch together. There was a choice of Beef, Pork, Turkey, Gammon and even Lamb plus heaps of veg. I had to have a slice of everything.

For those who were not stuffed to bursting there were enormous portions of puddings and real ale to wash it all down.



Arkwright Village and running parallel to the M1.

With everyone safely away, Roger and I went directly to the finish point, The Hilcote Country



Sunday Lunch - Lovely!

Club, but this time were just beaten there by the front runners.



Where did you get that Hat?

We had only planned to give two awards but we just had to give recognition to those who had suffered and make them suffer even more with impromptu prizes. Michael Coyle (first to



Name that Classic!

Area Showtime



Michael, Colin, and Richard

breakdown) and Richard East for most impressive alternative route (got lost more than once) were presented with purple tokens of our appreciation.

You may have worked out by now that the theme for this year's run was **PURPLE**. Roger and I were amazed at the response. Almost everyone wore something purple or had decorated their car in purple.

Some had even made their own silly hats adorned with Christmas crackers and other decorations.

We thought that we would have a great diffi-

cult in selecting a winner for the best dressed...then appeared Carl Hutchinson. A man who hates the colour purple. Carl was dressed from top to toe in purple. He had made his own purple hat with purple baubles hanging from the rim. He wore a purple fluffy scarf and purple fluffy gloves...He looked like purple Ronnie (Vimto).

Picking the best decorated car was not so easy and having taken everything into consideration including the fact that the sparkly purple interior had certainly vastly improved a Triumph Acclaim, we awarded this prize to West Midland's AO Roger Haywood.

Roger and Carl were summoned to the front



Best Decorated Car

and presented with their prizes:

A purple sponge, a purple tooth brush, a purple bath puff, a purple bar of chocolate, a can of purple drink, a purple bag of sweets, a Christmas pudding in a purple basin...this went on and on until their arms were full of purple goodies.

The event was officially concluded with a raffle which included a few purple prizes for good measure.

All the prizes, the fuel used planning the route, the printing of run sheets, meal tickets and windscreen stickers were all kindly donated. Roger and I would like to thank those contributors and all those that attended the event for their generosity in helping us raise **£228** for our chosen charity '**Ben's Den**'.

Thank you so much.



Carl, Roger and Prizes

See you all again in 2014...



Paul Richardson©

Check your Classic Braking System



Complete mechanical checks and full services etc. on classic cars usually take place over the winter period when cars are laid up or only taken out for runs when weather permits. And some members of the club might have obtained another Triumph or changed models. This brings me to the subject of giving classic cars a thorough check over and what I consider the most import check to be made – on the brake system, especially if another classic Triumph has been acquired. *I should stress here that brake systems should be checked by a fully experienced professional mechanic.*

Although brake systems etc are checked annually and professionally through the MOT test, brake pads and shoes obviously wear consistently and the hydraulic system can develop faults. The most important check to be made is the fluid level in the master cylinder reservoir and it should be checked regularly (every week end if the car is used for daily motoring), and especially before a long trip or touring holiday. If the fluid level in the master cylinder reservoir has suddenly dropped below the marker a full brake inspection should be carried out immediately, because this might indicate a leaking master cylinder or wheel cylinder seal etc. An easy check on master cylinder seals can be made by gently pulling back the dust seal on the rear of the master



After prolonged lay up, your classic may need a complete Brake Check and Overhaul

cylinder. If brake fluid is noticed (or has dripped down from behind the dust seal and dissolved paint on the pedal box top) the master cylinder must be replaced before the car is driven again. This problem also indicates that a complete inspection of wheel cylinders for fluid leaks should also be made.

Regarding brake systems in general, through normal and sensible motoring we all tend to drive carefully, especially in classic cars for obvious reasons, and braking early and gently in traffic puts little stress on brakes. Thus, many thousands of miles can be endured by brake systems, or several years in the case of classic cars that only do relatively low mileage,

Check your Braking System



New Master Cylinder being topped up

before routine servicing is carried out. This can sometimes lead to brake problems if a full

VISUAL inspection of brake internals is not carried out, at least annually, especially on cars with drum brakes.

In general road use, faults developing with brakes are generally easy to identify and include front brakes starting to pull to one side due to worn pads or shoes or 'lazy operation' due to brake dust/detritus partially jamming the pad back plates in their retaining channels in the calliper, which restricts the normally free operation of the pads. The pads should be removed regularly and the calliper channels thoroughly cleaned out, otherwise if one or other of the pads becomes slightly restricted in either of its retaining channels, (usually the lower one where dust is more easily trapped) uneven wear on one side of the disk and pad will also result. This will lead to replacement of the disk if the problem is not rectified promptly. In the case of drum brakes this problem can be due to brake dust completely fouling the drum and internals.

One of the most dangerous problems with brakes concerns 'free play' suddenly develop-

a new master cylinder had to be fitted.

The more I think about tips on brake system

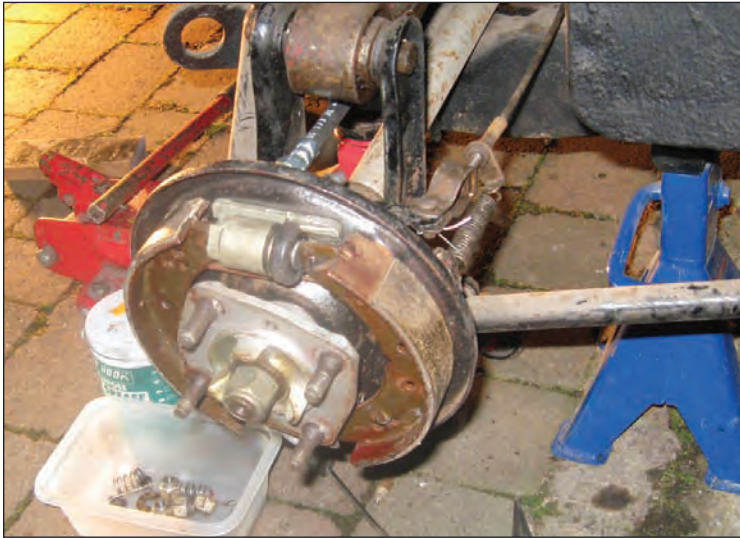


New Caliper, Pads, Pins & Disc fitted

checks, the more I remember possible problems developing, and a major one is due to lack of full visual inspections especially with drum brakes where drums should be removed so a thorough inspection of shoes and all drum internals can be made. After all the brake dust has been blown out, the shoe linings can be inspected for wear, which should be equal on both linings. If not, a wheel cylinder piston

might be partially sized and the cylinder/s should be replaced. The shoes should be removed and the return springs inspected for wear (the return springs can often denature and sometimes snap at their fixing points on the shoes and jam brakes). If there is any doubt about brake shoe condition fit new ones and with the old shoes removed the brake back plates can be cleaned out thoroughly and the

(which are moulded to the shoe) suddenly becoming detached from the shoes and jamming the respective brake drum which causes one of the rear brakes to suddenly lock on etc. – potentially extremely dangerous for obvious reasons. I think its worth mentioning here that this is one of the brake problems experienced by A.A. engineers on call outs whereby cars with one of the rear brakes



Brake Drum internals and Handbrake Cables checked

brake adjustment mechanism checked out and lubricated. The brake drums themselves should be free from scoring on the working face which also reminds me that slight vibration developing when brakes are applied is due to either a drum or disk having become warped which will have to be renewed.

Rear drum brakes can develop serious problems if the handbrake mechanism develops faults. One of the most common is not always apparent, and concerns the handbrake cables or mechanical links becoming slightly seized. Thus, when the handbrake lever is released the system does not release the brakes fully at first - until the return springs within the system slowly overcome any partial seizure developing. This problem causes the rear brakes to seriously overheat periodically. The worst scenario in this instance, as the problem develops, can lead to the linings

jammed on solid have to be transported to garages for major brake repairs.

If there is any doubt about handbrake cables, or their effective lubrication (some are sealed units) they should be replaced with new ones. A simple check on the handbrake system is to jack the rear of the car up, apply the handbrake, and check if both wheels are locked. Then release the handbrake and make sure both wheels rotate freely. If not, a complete check on the hand brake system is needed including all the pivot lever points and the adjustment mechanism. In fact this is an ideal opportunity, and a warning, that the brake system needs a thorough check over.

I think its always an 'investment' for classic car owners with no mechanical experience to have the brake system on their car checked by their local garage, preferably a classic car specialist, as this will lead to other important observations. Firstly with a four poster ramp available a professional mechanic can make a full and easy inspection of the underside of the car and brake pipe condition for corrosion. There are also other advantages because during brake inspections the professional mechanic, by nature and training, will take a good look at everything else while the car's up on a ramp because your safety depends on his judgement

Check your Braking System

and recommendations. This includes inspecting the condition of steering and suspension ball joints, road springs, shock absorbers, exhaust



New Brake Shoes should be fitted

system and the general condition of the chassis for rust or cracks.

Professional mechanics, by their very nature, realise that safety is paramount particularly on brake systems and their working colleagues are also present to assist with some checks that can't be done alone.

I checked with a local garage owner who specialises in classic car restorations and servicing. He informed me that one of the problems his staff has experienced with new customers who've acquired new classic cars is that brake drums on their cars have not recently been removed for a detailed inspection of shoes etc, and shoes have often been found to be down to the metal in some instances causing replacement of brake shoes - and drums.

As for those embarking on major or 'ground up' restorations on classic Triumphs the fact that many enthusiasts have no mechanical experience, makes the challenge of completing a ground up restoration on a Triumph all the more exciting and rewarding- especially if it's been a life long ambition. BUT to take on a full restoration, with no mechanical training, can lead to major problems - if advice on the project is not taken. At worst, unforeseen problems that could have been avoided can lead to enthusiasts giving up restorations after

months or sometimes years of dedication and hard work – *don't let that happen take advice from experienced fellow club members.*

The main attribute the pure novice does have is bags of drive and enthusiasm, but lack of experience can lead to expensive mistakes. One of the most common is the removal of that seriously rusted bolt by putting a tube on the end of the spanner for more leverage – only to have the bolt together with a major chunk of rusted retaining structure break away – more expense. Advice should always be taken on problems that come to light with badly rusted structural members. As far as rusted nuts and bolts are concerned, thorough soakings with a release agent like WD40 well before work begins on major restorations often pays dividends both in time and expense – as well as relieving frustration.

I think a quote I remember reading by a Rolls Royce craftsman aptly summed taking on a bit too much without help sometimes when he noticed a young apprentice in the experimental department struggling enthusiastically with a job that was a little beyond his skills at the time and he said. *"The trouble with you lad is your full of the over-confidence of in-experience."* – and we've all been there.



New/Recon Brake Caliper

ANGIE MCGOWAN

ALWAYS IN OUR THOUGHTS

It is with great sadness that I inform members of the sudden and unexpected death of Angie McGowan. Angie died on Christmas Eve in Plymouth Hospital from a brain aneurism.

Many longer term members, particularly Concours entrants, will remember Angie and her husband Andy's Concours winning GT6s and in later years their TRs.

Having won several coveted Triumph awards they turned their attention to the Autoglym International Concours and swept the board again.

Angie, with Andy's help, then turned her attention to manage the TSSC International Weekend Concours and completely reorganised it, making it the most prestigious Triumph Concours event. Angie's legacy lives on today; the TSSC Concours is still the most prestigious of any in the Triumph calendar.

She had a very great love for her Triumphs and the people she met through them, I was lucky enough to be one of them and, like her many friends, will miss her.

Our thoughts, at this time, go out to Andy and the rest of Angie's family.

Mike Crews

Angie McGowan, a long time member of the TSSC and friend passed away on Xmas eve, our thoughts are with Andy and the family at this sad time. Angie with her husband Andy were long term and active members of the TSSC and as many of you know, Angie was 'Concours Organiser' at our Family International at Stafford for many years.

In fact it was Angie that gave me and Frank



the confidence to put our Spitfire 'Milly' into concours competitions, taking me under her wing, giving me tips and hints on getting the best out of our Spitfire.

I know Angie was instrumental in giving her enthusiasm, experience and friendship to a lot of members in the TSSC and she will be deeply missed. R.I.P Angie gone, but never forgotten!!

Pip Flegel, Frank Spencer

Angie McGowan
International Concours Organiser.

It was with great sadness and shock that I learnt of Angies passing over Christmas. Angie along with Andy and myself worked closely together on Angie's Stafford Concours reports for many years. Together, Angie and I shared many laughs and equal frustrations over promoting the TSSC Concours in the Courier.

We met up at many other Classic Shows where Angie was Competing with either 'Custard' her favourite Yellow GT6 or 'Eric' the Vermillion GT6 Wonder (now on display here at HQ) and Finally, Angie and Andy's amazing TR, and what amazed me at these times was that



although these cars were totally faultless, Angie still felt they could be better!

At the same time she would be encouraging all-comers to enter and beat her cars! She was so enthusiastic and dedicated but above all, more than willing to share her knowledge and expertise, rare these days.

I think of Angie and Andy (to whom I offer

sense of humour greatly, as will I know, many, many TSSC Club Members. Her Cars will stand testament to her in my mind, as one of the greatest Triumph Enthusiasts I have ever had the Honour to call 'Friend'.

Keep Shining Angie.

Bernard Robinson



my heartfelt condolences) every time I pass 'Eric' here at HQ and a shared thought floods back and a wry smile crosses my face. I will miss Angie's infectious enthusiasm and

Angie with 'Custard' - South of France

Photos supplied by **Martin Cox**

TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



Spitfire



MK IV 1974. Signal Red, new hood & seat covers, recon gearbox, carbs & callipers. Good condition, MOT April, Tax November. £3,200. David (Aldershot) 01252 694530.



1500 Green. Just had full engine rebuild, MOT September, 4 new tyres, job forces reluctant sale, good condition and good runner call for pics. £2,000. Tim (Scunthorpe) 07908 035628.

MKIV Sept 1972. Cinnabar Red. A1+ condition. Hard and Soft Tops. Stainless Steel Exhaust. Electronic ignition. MOT Aug 13. £3,500. Mike (Shrewsbury) 01743 362352.

MKIV 1971. Replacement 1500 engine, Type 9 5 speed gearbox conversion, new interior, MOT till August 13, Tax exempt. £2,500. Stephen (Bridgwater) 07769 350120.

SPITFIRE M Reg. Unfinished project. New floors, sills, 2 bonnets, choice of engines 1300 & 1500. £150 of paint. Phil (Sutton Coldfield) 0121 3511771

MKIV Selling my 1973 MKIV. Fully restored (photos available). Many new parts. New Hood, Minilite wheels, Michelin tyres. Registration no valued at £750. Club valuation £5,000. Contact for details. Price: £3,000. Peter (Bristol) 07792 711140.

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1966 Mk1 Green. Great condition. 4 Speed Gearbox (No O/D) Unleaded Engine, Kenlowe Fan, Minilites. At this time No MOT, but passed last year no problems No Rust or rot. £6,000. Matthew (Maidstone, Kent) 07584 044319.

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TR7

TR7 V8. 1981. Currently Sorned. Very good condition. Professional Build. Black Convertible. C/W Hard top. Compomotive alloys. Very good driver. £2,950.Ian (Huntingdon) 01487 812838.

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HERALD/VITESSE WANTED. Herald 1200, 13/60 or even Vitesse wanted, in good condition with reasonable MOT fair price paid for right car. J Krolick (West Sussex) 07810 104193.

WANTED Complete Vitesse Saloon donor car as mine has been destroyed in a fire. Good price paid for right car complete with bonnet. Brian (Surrey) 01306 888382.

LOVING HOME available for Mk1 or Mk2 GT6. Upto £6,000 available for a Mk1 or Mk2. Would prefer Runner but anything considered. Private purchase. Midlands based but willing to travel. Aidan. eMail: aidantupper@tiscali.co.uk



DESPERATELY SEARCHING for my old Spitfire SJB 979M, 1974 MkIV. Last seen mid 80's. yellow, roller. Reward for any information. PLEASE TEL Paul (Cirencester) 07500 451412 or e-mail: theradiojock@googlemail.com ANYTIME.

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VITESSE MKII Steering Wheel wooden for sale £20. Power (Lancashire) 01704 534474.

HERALDCOUPÉ steel hard top in great condition with glass window and original chrome surround, needs roof to body rubbers. Open to sensible offers! David (Petworth) 01798 342660.

FREE COURIERS. Jan 2000 to Aug 2008 + pre 2000 oddments. Free to good home. Located in Somerset. Call Dave (Somerset) 01460 240679.

VITESSE 1600 gearbox with bell housing but no gear lever. Approx 60k miles in working order. £20. Roy (Newbury Berks) 01635 38228.

TR2/3/4 engine block complete with main caps and set of used liners plus FO8 seals. Please call for more detail. Offers. Roy (Newbury Berks) 01635 38228.

FREE HERALD BOOTLID. To a good home, early Triumph Herald bootlid, good mounting point for bootstay! complete with stiffener. Need it gone asap! David (Petworth, W.Sussex) 01798 342660

ASHLEY HARD TOP with fuel filler/parcel shelf to fit mk1, 2 & 3 Spitfire. c/w fuel filler/parcelshelf. Good usable condition would benefit a light reverb/respray to finish. £450 Please e mail for further pictures. Joe (Leicester) eMail: joenorwood44@yahoo.co.uk

CLUTCH KIT Spitfire/Dolomite 1500. 3 piece clutch kit by EBC came with my 1850 Dolomite when I bought it so no use to me. Still in sealed wrapping £25. James (Bristol) 01179 603477.

GT6/VITESSE Workshop Manual. Factory Workshop manual for the GT6/Vitesse. £20. David (Poole) 07973 684019

DOLomite SPRINT WHEELS. Set of 5 Sprint

wheels need a little work. Will go to tip otherwise. Offers. James (Bristol) 01179 603477.

MIKE PAPWORTH

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LOCKING STEERING COLUMN- Herald/GT6/Spitfire. Upper steering column 155621:- shroud, shaft (locking type), upper mount and horn ring. £30 Also Steering lock and key, switch shroud torque bracket £35. Lindsay. 01409 253737.

DOLomite SPRINT ENGINE - running. One of last 2ltr engines produced. Known history. Believed less than 5,000 miles. Complete with carbs, manifolds, distributor, starter, alternator. Can be heard running. £1,600. Steve White 01455 285776.

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PARTS WANTED

URGENT PLEASE READ. Herald for Heroes Charity Trip From Suffolk To Istanbul On The 21st Of April, **NEEDED:** Two Wheels With Tyres, Tappets, Push Rods, Valves (Both Sets), Head Gasket Set, Gearbox Tunnel And Anything Else You Think We May Need! If You Can Help With These Items For Free Or Very Cheap **PLEASE** Get In Touch ASAP! Rev Simon Hodding (Ipswich) 01473 623096

GT6/SPITFIRE steel 1/4 panels. Anyone have a pair of steel front quarter panels for a Spitfire /GT6? lights etc no matter. Ian (Hetton-le-Hole) 07816 411787.

DOLOMITE 1300 1974 Cylinder Head. Spitfire Petrol Tank. Rodney (Lancs) 01282 606770.

GT6 MkIII/Vitesse Mk2 Engine Needed. I need a running 2.0 straight 6 engine Can collect from either Portsmouth area or Gloucestershire. Simon (Portsmouth /Gloucester) 07769 206028.

1500 Spit Weber manifold. Looking for a weber manifold for my 1500 Spit. I can live with either a twin or single carb set up. Matthew (Ashford) 07834 638805.

GAUGE BRACKET. Does anybody have a bracket arm that fixes the tach/speedo (large gauges) to the dashboard on a MK 3 Spitfire. Simon. Please eMail: shawley@evolufes.co.uk

GT6 rear window demister switch. Looking for a spare switch for the rear demister in my GT6 Mk2. Any ideas? John (Leeds) 07815 874786.

SPITFIRE OR DOLOMITE engine and gearbox in good condition wanted with ancillaries. In reasonable travelling from North Wales. Colin (North Wales) 01766 762629.

GT6 RADIUS ARM wanted. I need a radius arm for a Rotoflex GT6. Doesn't need to be pristine - just serviceable. Thanks. Dave.

eMail: dave@southernhydropower.co.uk

BOLT ON Wire Wheels/Hubs. Need two, hubs only would do as will be rebuilt. Jim. (Harlow) 07891 333415.

SPITFIRE MKIII soft top frame I am looking (very hard) for a 1969 Spitfire MKIII soft top frame. Any condition considered. Thanks. David Walsh. 07930 806371.

SPITFIRE rear bumper brackets. Need a pair of Mk3 Spitfire (Mk2 GT6) bumper mounting irons that bolt on inside the boot. Only need driver's side. Thanks. Dave. eMail: dave@southernhydropower.co.uk

WANTED, pair of Stromberg 150 CD carbs preferably with linkage and preferable the bottom adjusting type. Its for a MK 2 Vitesse 2 Ltr. Tim (Gloucester) 07973 837713.

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TSSC REGALIA MAGAZINE BACK ISSUES
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MAGAZINE COPY DATE

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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,
Northern Ireland. BT62 2DU.

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

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

SPITFIRE Mk I/II/III

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

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SPITFIRE Mk IV/ 1500

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

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

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

TR7/TR8

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

Tel: 07766 101615 e-mail: paul.lewis_1966@hotmail.co.uk

AMPHICAR

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

Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARY

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

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

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chrisbaker_7@hotmail.com

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

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

INTERNATIONAL WEEKEND EVENT MANAGERS

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

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

INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor,
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AREA LIAISON OFFICERS

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February 2013

Contents

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



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 Conistون Old Man. Then onto Wrynose Pass and the Little Langdale Valley. Finally travelling along the shores of Conistون 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 tsscumbria.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.



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
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YOU ARE MEETING
WITHOUT TSSC
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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
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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 07787 795899	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
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	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 7.30pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- WITTON GILBERT off A691 Durham to Consett Rd DH7 6TQ	1st Sun. 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	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
WEST YORKS	Victor Thompson: 01302 850740	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 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
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 - IPSWELL NN6 0BB	2nd Tues. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0121 552 0550 Bill Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM May to Sept W. Mids Police Social Club BIRMINGHAM	1st Tues. 7.30pm. 3rd Tues 7.30pm
WORCESTER	Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Sam Evans: 07772 787020	The Plough Inn, Gresford	1st Tues. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Plough Inn at St Asaph The Park Golf Club, COEDKERNEW - NEWPORT	3rd Wed 8pm. 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 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	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. RG27 9EH	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	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
		The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
AVON	June Wrighton: 01454 327059	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. 8pm
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON TK12 6EZ	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	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Emmestraat 206862 GT - OOSTERBEEK.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd., Kelston - AUCKLAND.	
PORTUGAL	Carlos Camacho: 00 351 962721862	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWEDEN	Odd Hedberg: 00 46 173 17131	president@tssc-norway.org www.tssc-norway.org	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Rua Dionisio S Matias 5G - 2270 Paco das Arcos	
	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.	



ALO REPORT ANDOVER INC SWINDON . . . AVON

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



It is with the saddest of news that I start my Area Liaison Officers report this month.

Angie McGowan a long time member of the TSSC and friend passed away on Xmas eve, our thoughts are with Andy and the family at this sad time. Angie with her husband Andy were long term and active members of

the TSSC and as many of you know Angie was 'Concours Organiser' at our Family International at Stafford.

In fact it was Angie that gave me and Frank the confidence to put our Spitfire Milly into concours competitions taking me under her wing giving me tips and hints on getting the best out of our Spitfire.

I know Angie was instrumental in giving her enthusiasm, experience and friendship to a lot of members in the TSSC and she will be deeply missed.

R.I.P Angie gone, but never forgotten!!

The AGM and A/O Seminar will be held on the **28th April 2013** Please can you get any questions, ideas and opinions to me no later than **Sunday 14th April** so I may include them on the agenda?

Can Area Organisers please send a list of member's Triumphs in their area to Angie Hill at H/Q who will forward them onto the 'Showcar Register' (Chris Gunby) if they would like to register their Triumphs. This has been very beneficial to some of our members in the Manchester Area who have had their Triumphs used in Coronation Street and other shows; it also informs the Register Secretaries what cars are out there????

Area Draw Congratulations to **East Berks £50, Thames £25, Northants £10**. Please get in touch with Angie at H/Q to claim your Club Shop Vouchers.

Area Registrations are still slowly trickling in thanks guys it is very much appreciated but there is still a long way to go. Remember you are not insured without it and I am waiting with baited breath to update the Area directory. (Don't forget you will also get Free your First Area Organiser's polo shirt) Wow surely that makes it worth it!!!!

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

Have a great 2013

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Meetings Cover Swindon/North Wilts area

Another year over, a new one's just begun ...

Think I've heard those words somewhere before. Anyway, we finished 2012 off in good style with 18 of us sitting down to our Christmas Dinner at The Plough, Grately. Lovely to

have both long-standing area members as well as some who have found us more recently.

Our usual Naff Raffle provided the usual smiles, laughs and puzzlement in some cases, with gifts ranging from a Mistletoe hat won by Hazel through Car books won by both Kelly and Bob, a bucket and car cleaning kit - gracefully accepted by Ann, although we suspect it may have been promptly passed on to Robin!

We thought it better that Ernie didn't model the Christmas boxer shorts he won but Maureen needed a brief introduction to the handwarmers she got as she'd never seen them before - but we're sure she's pleased she has them now.

The following week we went along to The Bruce Arms. It being so close to Christmas we weren't sure if anyone was going to join us and, at first, it looked as though we were right but then Burbage Bob did come along. It was also quiet enough for a change for Pete, the Landlord, to spend some time chatting to us.

On New Year's Day we got the Bond Equipe Convertible out of hibernation and went along to The Bruce Arms. Again we weren't sure how many other cars/people would be there but we were pleased to spot a car we didn't recognise, a rather nice early TR6, and even more pleased when it turned out to be Southampton Bob's new toy - a Christmas present to himself. This was Bob's first visit to The Bruce Arms but now that he's found it in daylight we hope he'll make the trip a bit more often.

For a change it was a dry day, even with some clear blue sky for a time. Geoff Clark joined us for the first time from Warminster in his Spitfire as did Bill Reed together with his partner Sharon and his brother Jon and Naomi from Malmesbury. A lovely day for a ride out.

Bill's 2000 is still being repaired but he hopes to bring it out to play before too long, in its place he and Sharon came in their Moggy Minor Traveller.

So, a Spitfire, a TR6, the Bond Equipe convertible and Bill's Moggy, along with Pete's vintage Bentley, made for rather a nice lineup in the car park, and proved a bit of a talking point among other pub visitors that day.

Our next meetings will be:

The Plough, Grately, Andover SP11 8JR, Thursday 14th

February - Bring your other half along for a romantic evening talking about cars!!

The Bruce Arms, nr Pewsey, Marlborough SN9 5LR, Wednesday 20th February

Guy & Suzie

AVON

Tel. 01454 327059

Happy new year to you all and apologies to anyone who turned up for January's meeting and found the Cross Hands in darkness as I did! It is apparently having the refit that was due last year. Anyway, I have put a plan B in place and we will be meeting at the Wishing well pub (used to be Codrington) until further notice. It is on the A46 and if you come off the M4 towards Stroud and take the first left it is just down the road on the right hand side. I have spoken to them today and they are happy for us to try it and if it works out ok we may stay there.

I can still take names for Coleford until 8 February and I am waiting for an application form for Bristol classic car show so cannot confirm yet if that is going ahead.

So the meeting on 4 February will be at the Wishing well pub and I will attempt to put information on the forum to keep

BERKS EAST . . . BUCKS SOUTH



TSSC AREA NEWS

people updated (new challenge for me!)

That's all for now to meet the deadline and let's hope this is not a sign of the year to come – not officially AO yet either!

Jane

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstsssc/index.htm

e-mail: mark@serapeum.co.uk

Hi again All, here's the news from East Berks over the last month or so. We had our Xmas dinner at Sweeney Todd's pie shop, and very good pies they were too. Chicken, broccoli and stilton - my favourite! David and Nicky Elliot, John P, me and my other half Sam, and Jeff and his lady wife were all in attendance, wearing our Xmas cracker hats and looking silly. In case any of you haven't been to Sweeney's, there are no menus on the tables, instead there's a nice lady who comes round and rattles off a great long list of pies to you off the top of her head. My favourite trick is to wait until she's finished and then ask her to repeat, but that doesn't usually go down very well. Not as well as the pies do that is! I'm making myself feel hungry as I write - when I say they're the best pies in the country it's no exaggeration. Also that night, we had the raffle that we were going to have at the December meeting. Up for grabs were a set of miniature screwdrivers (wool!), a tube of grease (gasp!), a head-torch (gosh!), and, among other fantastic prizes (funded by yours-truly this time, although in future I think we may turn this back into a regular fund-raising type thing for the club area) there was a set of ratchet-screwdriver type attachment things which David won. Everybody was "suitably impressed" anyway.

At the meal, we chatted about the **Isle of Wight trip which is Friday 3rd - Monday 6th May**. Ferries permitting, I'll be there. Despite the horrendous ferry prices, there's a way of getting a discount I'm told, so if you're remotely interested let me know and I'll try to find out for you when I do my investigations. Apparently there's a wedding on the same weekend, so caravan places are going fast. The weekend basically involves camping at Appuldercome campsite (in Wroxhall on the island), or staying in one of the many large caravans on the same site, and then having a convoy each morning to a place of interest (e.g. Blackgang Chine, the dinosaur museum, Calbourne water mill, Robin Hill adventure park and the steam train museum having been some of the day trips we've had in the past), and then having the afternoon to yourselves to explore the island, before meeting back at the campsite for barbecue / beer at the bar and pub quiz / live music. The convoys are usually quite spectacular, with 60-70 Triumphs all in a line not unusual. In my opinion, no other Triumph event comes close for a family weekend - it's a different kind of event than the excellent South of England Meet and Stafford shows which are based on a single site. Thoroughly recommended.

Before that, there's **Stoneleigh Triumph spares day on Sunday 3 March** - probably the best show of the year for spares / autojumble, so don't miss it if you're currently rebuilding a car. Speaking of which, Bob Car-olgees (the brown Spitfire) is going on holiday at JY Classics very soon, for a "bit of love", as my MOT tester lady said he needed last year. He's going to get a new rear wing, along with various other little repairs and a respray. Yes, in brown! I went up last Saturday to see John, and a workable plan was hatched. John was looking much better than when I last saw him on new year's morning, still covered in fake tan and with the

biggest hangover in the world. Chuckle.

I also saw a very nice mk1 GT6 there which he was doing some work on for a customer. I've mostly stripped Bob down now, ready to go off, so it shouldn't be long before he's looking far more respectable than many of you will be used to him looking. Bless.

At the January meeting, Colin and David came along. Despite the weather, Colin turned up in his Magenta mkIV Spit, which looks better every time I see it. I've promised him a couple of spare tins of magenta spray paint which I've had for years (having nearly decided to spray my GT6 that colour years ago but relenting and choosing the original Wedgewood blue at the last minute), in exchange for an oil filter. Very glad to hear that Colin's little one is home and all better too, after being very poorly just before Xmas, poor lass. I also spoke to Trevor on the phone, and was glad to hear how he's been getting on - hope to see you again soon Trevor! David said he had MOT'd his Herald the other day, with no problems - another car that keeps getting better every time I see it. I can't wait until the weather improves so we can get those cars out again. It looks like snow, as I write, but that'll pass eventually and then I'll be looking to get Dog (the spit) out of his hiding place and sort out his gremlins. I put new carb needles and springs in just before winter, but didn't have a chance to tune him properly and he's still not going as well as he was when I took him to the Isle of Wight the year before, that was before the stuck valve. Which reminds me, I have been given a mystery item found in the sump of a Spitfire by Johnny Spitfire - prize for the person who identifies it (naturally, I got it straight away... my anorak is hung up over there...). At least I've now finally managed to get the V5 updated with Bob's new engine details, after one year, two attempts by post and finally resorting to going down the local DVLA office in Theale. The DVLA's local offices are now being closed, which seems barmy as I seriously doubt I'd ever have got it sorted otherwise. I was also saying that come spring, I need to do something with the GT6 cos I just don't use it enough. Maybe fitting PI would rekindle some interest.. Hmmm... Stoneleigh here I come!

Right then, hope to see you all next time - the next meeting will be on **Tuesday the 12th February, from 8pm at the Shire Horse** - on the A4 just outside Maidenhead towards Reading. All are welcome, members or non-members alike - new members will even get a free pint on me.

Mark

BUCKS SOUTH

Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Hi, and a belated 'Happy New Year'! I apologise for missing the Jan issue. December was a mix of being signed off work with a chest virus and injured back and the more enjoyable social side meant I missed the deadline.

One of the social occasions was the South Bucks Christmas meal at The Crown in Penn on December 15th. Thanks to all that came and made for rather enjoyable evening, being with Dan and Susan, Robin, Simon and Tracy, Paul and Liz, Robin, myself and Kate. It was a good meal and good value, but there was some time between courses! We all had a good evening though. 19th Dec was the last club meeting of the year, and we happened to come across the busiest night of



BUCKS SOUTH CANTERBURY . . . CHESHIRE

TSSC AREA NEWS

Bucks South Continues

the year at the very small pub that's The Squirrel in Penn Street! Dan kindly gave me lift as my b'day is close to the meet so allows me to start the alcohol consumption early! Paul and Liz, Ken, Phil with Dan and myself managed to find a small area to squeeze in and have a beer or two and enjoy the Christmas buzz in the pub!

Onto the New Year, and Dan and I attended the Classic car meet at Brooklands on Jan 1st. To park on site, you need to turn up in either a pre-1973 car or something modern which is outstanding. This rule seems very dependent on the marshal you come across, as there were many non-special modern cars allowed in! My 2000 is still having running issues, and Dan's Stag is having some time off for good behaviour and staying in the garage for the winter. So, in Dan's fleet, he has a 1972 Land Rover. It didn't look too out of place as we managed to find a parking place just across from some of Brooklands own recovery vehicles! Huge collection of cars, both pre 1973 and a few modern classics including a Lamborghini Aventador! I have a real soft spot for these now as I bore everybody with the story of how I ended up driving one! I'll save it for another issue! Over £230,000, 217 mph, 0-60 in 2.7 seconds, 700 bhp. Ohh, how I want one to own!! There was a great amount of Triumphs on display too which was great to see, and even more so with many sporting TSSC member badges.

Dates for your diary. **Tuesday 12th Feb Ace classic night** from 6.00pm to close. **Wednesday 20th Feb Club night at The Squirell, Penn Street** from 7pm. Please do feel more than welcome to come along. Take care,

Carl

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

Well, there we go: 2012 over and done with and we survived! You will be pleased to know that I have resisted the impulse to use this column as an excuse for an in depth and detailed review of the club year. Instead I shall confine my comments to a review of last Thursday's meeting, which was as usual a most convivial affair.

I must apologise for the absence of a report last month. This was entirely my fault and was due to a Misunderstanding over holidays. Never mind, no harm done. And so to the meeting.

Not many classics to be seen at "The Duke". This was not surprising considering that Kent, like the rest of the country, has been essentially under water for the last month. I know that Tim W arrived in his GT6. Well done Tim!

I spent most of the meeting gathering volunteers for our "steering committee". Getting us all together for meetings was proving difficult because of the lack of a suitable venue in "The Duke". There seemed to be general agreement over the last couple of months that a group of club volunteers could form a small group to sort out website, events diary and other day to day stuff that didn't really need a full club meeting. The idea is to meet for 20 minutes at the start of each meet and then to join everyone else to relay what was discussed. That way no one need feel left out. Importantly,

anyone who wants to join us for the meetings is welcome to do so: it's not a secret society! The names of the volunteers is not relevant here: club members will have been e mailed with a list long before this appears but if I have missed anyone out let me know.

As I write I am looking forward to our club Christmas dinner at the Clifton Hotel next Saturday. This somewhat bizarre annual event is always good fun and gives us all a chance to let our hair down a bit. Those of us who have any left, that is.

Dianne S has been busy gathering information regarding 2013 shows and events and we shall as usual come up with a list of "Club events" for member's comments and approval.

Del raised the thorny issue of our club gazebo, which although in pristine condition is too big to fit in anyone's car! It was agreed that it should be sold and a more modern and compact (when folded) replacement found. Dianne offered to look into the purchase leaving Del free to concentrate on the selling.

Steve informed me that the club finances are extremely healthy. Perhaps members would bring their collective brain power to bear on the problem of what to do with them.

In the past we have made charity donations and I would be in favour of that again but you, dear members, must let me know.

On a personal note, the 948 Herald is now taxed and runs along nicely but still needs some bits and bobs doing. In common with all the old cars, lack of use does them no good at all.

So here's looking forward to a good event year: just a bit drier than 2012 would be appreciated! Regards,

Phil R

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

For once we had a dry evening and a Triumph or two (maybe that was three?) were spotted in the car park at the C&P. We even had 'our' room to ourselves, as the rest of the world hadn't descended on the pub as it seemed to do on the run up to Christmas. Even Heap the Vitesse was coaxed into life, having displayed a serious attack of refusal to start before Christmas after being outside for 2 1/2 months (under a cover, of course).

One project that is in progress at present appears to be the Herald Estate in Crewe, and some fetching photos were displayed of the chassis (rolling) on what looked suspiciously like a garden path, with a plank holding the steering column in mid air and a red football sock (I think that's what it was) wrapped round the offside side outrigger, obviously to help identify which side was which. The yellow Spitfire that lives in Romiley is expecting to have its other rear driveshaft assembly removed and refettled shortly too.

There was discussion of the techniques of painting a car, and Richard did attempt to read my memory about paint to thinners ratios, and so on, which is not a good idea with a memory like mine. However I discover that some notes were made at the time Hark was painted, giving useful tips on the ways to get a bad finish on the car.

It was also nice to see Derek and son Chris this time round. I'm not sure how many people spotted Derek's arrival, but it's definitely not a Triumph and I think it's red and long and low.... We also look forward to seeing Chris' black Vitesse saloon, though Chris did admit that he has yet to pass his

CORNWALL . . . COVENTRY



TSSC AREA NEWS

driving test – this has been booked!

While Totally Triumph's web site still indicates the place is currently closed, and there is no advert in the Courier, there has been more recent contact indicating Chris (the new owner) is still there and working on Triumphs. How business is attracted at present is a mystery, though.

The only event currently in the calendar is the **Stoneleigh Triumph bash on Sunday 3 March**. As there are no parking charges there will be no need to park at Canley and let the train take the car park charge, but worries have been expressed that at the next NEC show hordes of people will park at Canley, filling the car park and suggesting to the station manager that he/she should charge for parking and put up the train fare from Canley to the NEC.

And a parting thought – if the car isn't accelerating as fast as you'd like, select a lower gear and press the right hand pedal as far as it will go into the carpet, and maintain the position until the tachometer needles reaches the red point. Ensure the engine is warmed up before doing this, and change the oil at least once every ten years.

Our next meeting is on **Thursday 7th February at the Cock and Pheasant**.

Henry

CORNWALL

Tel. 01872 573763

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

What a great time we had at our Dinner Dance! It was a great way to kick the season off. We met in the Old Coastguard Inn on the harbour front at Padstow for lunch and then had a wander around the town. Isn't it amazing how different the men's shopping is from the women's! Late afternoon we checked in at The Metropole Hotel and sat down to revive our spirits for the evening. Around 7pm we all met in the bar, suited and booted (Graham had a clean 'T' shirt on) and sat down for a very nice meal and disco. We danced late into the night, eventually retiring to bed well after the disco had packed up; there were a few bleary eyes at breakfast the following morning. All in all everyone enjoyed it and there is already talk of going back there again next (this) year.

The meeting was the Thursday before the Dinner Dance and, unsurprisingly, was very quiet. Adam, the Landlord, eventually got rid of his diners in front of the fire and stoked it back up for us; what a gent.

By the time you read this we will have had lunch and done some bowling, so next month I'll tell you how it went. Also Team Forever 21 will have been out on their first trial of the year, provided the course is not too flooded.

Unfortunately I must finish on a very sad note.

One of our local Members, **Angie McGowan**, passed away on Christmas Eve. Angie and her husband Andy were very keen Concours entrants, and by keen I mean serious competitions like the Autoglym International, which they have been past winners in with their GT6 and later TRs. Angie was also responsible for the current format of our own International Concours, which is still the best in the Triumph calendar. I am proud to say that they are both friends of mine too, so our thoughts must be with Andy and the rest of the family at this very sad time.

Up and coming events;

February

Thursday 8th Meeting at the Hawkins Arms,

Zelah; 8pm onwards
Sunday 25th Tregony Scalectrix Grands Prix
– let me know if you want to come.

March
Thursday 8th Meeting at the Hawkins Arms,
Zelah; 8pm onwards
Saturday 30th Lands End Trial – Dinner at the
Driftwood Spars, St Agnes
– let me know if you want to come.

I hope that you have all now recovered from your Christmas and New Year celebrations and we look forward to seeing some of you out and about.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

A Happy New Year to you all, we hope you all had a good Christmas.

Since our last meeting we have had a few outings. On the 8th of December 7 of us in 5 cars met up at the Elms in Lutterworth and travelled in convoy to the open day at the TSSC headquarters in Lubenham where we spent a couple of pleasant hours meeting members we haven't seen for a while and also others we hadn't met before, once again we were made very welcome by all the staff and COM members that were there and enjoyed the excellent refreshments that were available, congrats to all at the TSSC for all your efforts.

The Heart of England Meet at the Griff on Sunday the 9th December was a bit of a cold and miserable day, even so about 20 vehicles turned out, with 3 of them being Triumphs, a group of 10 of us retired into the bar in the warm to spend a nice hour having a chat and sampling the beverages, a pleasant way to spend a Sunday lunch time.

Sunday 16th was our December Dalos Day run which was devised by ourselves. 11 of us in 6 cars met at the Elms in Lutterworth most of us in our silly festive hats, to embark



upon a drive through 3 counties, Leicestershire, Northamptonshire and Warwickshire, a bit of a long run which took us 2 hours, but well worth it, the scenery was great,



Coventry Continues



some of the roads we went down needed 4x4's but the "Smiffy Spitty", Paul & Joan's Spitfire, Steve & Sharon's Herald Coupe, Pete & Ann's E type, Roger's Viva HB and Ann & Maurice's Audi coped quite admirably with the terrain although at the end they all needed a good steam clean. The sun was shining throughout the run (it always shines on our Dalos Day) so we were able to have the hoods down, on part of the run the road went through the middle of a farm yard where we were nearly able to get a Goose or Duck for Christmas dinner, however Joan did manage to to snatch a photo of the ones that got away. We finished up at the Two Boats in Long Itchington for lunch which was very enjoyable and plentiful. Another great day in great cars and great company. Can't wait till the next one.

Our monthly meeting at the Bull & Butcher, Corley Moor was changed to the Wednesday as a one off being the Tuesday was New Years Day. A good turnout of 14 and yes we were able to go in the "Smiffy Spitty" with the roof down, we must be mad.

We have received paperwork for the **Stilton Run on Sunday April the 21st**, the **Bidford on Avon Vintage Gathering on May 18th and 19th** and all of the Transtar events, we will let you know later which ones we intend to go to.

Here's looking forward to an eventful 2013. Take care

Phil Lyn

Forth Coming Events :-

Tuesday 5th February Our monthly meeting at the Bull & Butcher, Corley Moor 7.30pm
Sunday 10th February HoE meet at the Griff.

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

December's meeting, Sunday 30th, was at the Water Mill near Staveley. 14 Members attended which included two new faces, Bert and Joyce. Bert has been a member of the TSSC in the past and rejoined last year. They live in Windermere. After lunch a few of us visited Hayes hoping for some bargains. There could not have been many as the ladies did not buy very much. I met Adam Case at Hayes. He is a new member and lives at Haverigg.

Looking through the new area list I have of members, we have done well last year in recruiting 8 new members to the Cumbria area. Hope to see some of you throughout the year. It is timely to mention that in the area there are now 8 members who have been members for 25 years or more. Three of those have the same surname (Evans) and I don't think

that they are any relation to each other. They have also been the longest members. In brackets is the year they joined. Eddie Evans (77), Nigel Evans (80), Phil Evans (83). The others are Nigel Wylie (85), Jim Miller (85), Dean Marshall (88), George Shannan (88) and Alan Noble (88). Congratulations.

Forthcoming Events: **February meeting, Sunday 24th 12 noon at Santon Bridge Inn.**

Fell Run March 24th. The advert is in the back of January's Courier. If your classic is not on the road please feel free to enter in anything you have. No bicycles please! If you are coming please let me know and I will make the required arrangements. Safe motoring

Roy

DERWENT VALLEY Tel. 01623 487323
www.derwentvalley-tssc.org.uk
e-mail: roger@derwentvalley-tssc.org.uk

Twelve Derwent Valley regulars joined up with others from Notts and Hallamshire to party on down at the second TSSC Dinner Dance on 8th December 2012. Several took the opportunity to visit the club HQ at Lubenham before going to the hotel and by all accounts enjoyed their visit.

Angie and I arrived at the hotel just after 3pm and checked into our room...an executive double. It was enormous with two King size beds and I had to ask myself why? A few minutes later I received a call from Kim and Paul. "Come and look at our room" requested Paul. It was just down the corridor so we were there within a couple of minutes, in which time Paul had stripped off his clothes, put on his complimentary robe and slippers, poured himself a stiff drink and



sat in the Captain's chair behind the Mahogany desk. He looked like the Lord of the Manor collecting his quarterly ground rents. So I tugged my forelock out of respect, stood on the rug in front of the desk and waited to be dismissed.

News of another room travelled fast. It was Richard and Anna's room which had a Jacuzzi corner bath and mirrors on the ceiling above the bed. This must have been the most visited room in the hotel with everyone trying out the bed (several at a time) and smiling at the ceiling.

Later, we all met in Carl and Lisa's room for pre-dinner drinks (Vimka) and then walked down to the function room together. The atmosphere was already buzzing and it was great to see Angie and Bernard from HQ joining us for the evening. The meal was good and portions had increased since last year. The dance floor never emptied all night. Everyone was having a ball and before you knew it the evening was over.

Into 2013 and the New Year Run certainly dusted the cobwebs off the festive celebrations - read all about in the **Area Showtime** section of this Courier

At the January monthly meeting there was a lot of chit-chat and catching up with all that happened over the last month. I did manage to get a word in edgeways just to mention a

DEVON



TSSC AREA NEWS

few of the events we have to look forward to in 2013. Check out the Derwent Valley website for more information.

Angie had prepared a quiz. It was a stinker and what was even funnier was that she could not even pronounce half of the answers. I was gob smacked when, even after only a little cheating, two teams tied with a score of 10/20. After the tie-breaker Roger and Julie were declared the winners.

Well done guys.

Whilst this was going on Angie had brought a bag full of nibbles and dips to munch on at the meeting. The 'Harvey Nichols' tomato salsa was delicious and caused major disruption to the quiz.

Stuart has agreed to produce one of his infamous quizzes for the **February** meeting.

You cannot miss this treat, so make sure you drop everything you have planned and attend this meeting.

Dates for your diary:

5th February ~ Derwent Valley's Monthly Meeting.
Smalley Common Ex-Serviceman's Club from 7:30pm
[DE7 6FY]. All Welcome.

3rd March ~ Triumph Spares Day at NAC Stoneleigh.
More details here soon. Admission £8 in advance
or £12 on the door.

5th March ~ Derwent Valley's Monthly Meeting.
Smalley Common Ex-Serviceman's Club from 7:30pm
[DE7 6FY]. All Welcome.

Keep those wheels turning...

Colin.

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

We thought the vile weather which continued for December's Club Night at the Star, coupled with it being pretty close to the festivities, may have dampened the enthusiasm of members to come along. Not so! Although Dan was the only one braving the elements with his trusty Herald Estate, we had a good turnout, with Graham & Wendy travelling from Dousland and Colin from Bridgwater. Marc told us of his GT6 woes – clutch failure on the way to work which necessitated the services of a rescue organisation – at least the patrol attending appreciated the throaty GT6 engine!

We firmed up a few dates for the year, and agreed that more of our runs this year would travel towards mid and North Devon as we feel our members up there have been a little neglected last year! So, **February's run on the 3rd will start at the Lords Meadow Leisure Centre at Crediton** – meeting there for 10.30am prompt please. Maurice tells us that the run will finish for lunch at Tedburn so, if you are a member from around that area and have not joined us for a run before, why not make February the time to do it? If you would like to come along, ring us at least a week beforehand on 01548 821348 so that we can advise the pub of numbers. Steve who runs our North Devon sub group tells me that, as their February meeting would have fallen on Valentines Day, they have decided to resume operations in **March** when the pubs should be a little quieter. There is also the small matter of the family addition which is imminent.

On **3rd March**, after meeting at the **House of Marbles, Bovey Tracey**, we will finish our run in West Devon at the Burrator Inn– see the Courier or our emails for details. We have decided that there will be no Club run at the beginning of April, as there is so much on after that, including **Drive it Day on the 21st**. We will be going to the **Big Sheep attraction at Abbotsham near Bideford**, check out their website

to see what is expect – www.thebigsheep.co.uk – but the main thing is there is plenty of parking for us, and a lot of under cover attractions just in case ----.

The **Club's AGM** up in Leicestershire will be the following weekend and of course at the beginning of **May** we will be invading the **Isle of Wight** again. A great weekend this – if you want to join us on the trip, contact www.triumph-iw.co.uk for camping details or Cherry at the site at Appuldurcombe. The big **STAR 90** gathering of Standards and Triumphs is from **Friday 17 – Sunday 19 May** up in the Midlands, a fair way to go but it promises to be a huge event in the calendar and well worth the trip.

We welcomed 2013 with a big gathering (32) at the Smugglers Inn at Dawlish. There were 13 Triumphs out and a few moderns. We came with egg on our faces though, my family owned from new 13/60 'Jassy' broke down on the way back from the local garage an hour before we were due to meet Tom & Alistair to drive to Dawlish together. After deciding it was the rotor arm, we found to our chagrin that we did not have one handy. Well, there was one, but John found it was a Delco one, rather than the Lucas one needed. A lesson learned, and an order due to Garth at HQ for red rotor arms. Our knight in shining armour was Allan, despite he and Jackie organising the day, they made time to travel an extra 40 miles out of their way with a rotor arm to sort us out – good friends indeed and what the Club is about. Taking her home as we realised we could not make it to the pub in time, we picked up – yes you guessed it – the MX5, and made the journey to the pub at slightly more than the legal limit. Anyway, back to the pub – we were of course the last there, and after suitable apologies and red faces, we enjoyed the meal. We welcomed new members, Ian and Margaret from Budleigh at their first event. They have a 1500 Spit which, in a change from the usual pattern, Ian has reclaimed from their son who had lost interest in it, and we look forward to seeing it out with us soon.

After lunch, we set off to drive along the coast, via the villages of Stokeinteignhead and Coombinteignhead to Newton Abbot. From there, along the lanes to Bickley Mill and on to our destination, Fermoys Garden Centre, where coffee was necessary before some of us were seen eyeing up Christmas decorations for next year. A big thank you to Allan & Jackie for organising a great day.

Our events list for 2013 is now available from us, and Rob has very kindly updated the **Devon website**, www.northcotts.clara.net/tssc/devon with all the dates and events we are planning this year, so do check it out. We have also put it on the TSSC Messageboard Devon blog, but the formatting was beyond me, and I see that I have incorrectly put our Christmas meal for this year down as October when it is in fact scheduled for the **23rd November**. 2013 is now well and truly here and we are hoping that the weather will be kinder to us this year.

We are pleased to see so many new members joining the Club in the past twelve months, and look forward to welcoming those of you we have not yet managed to meet.

Finally, birthdays in February see young Gabriel celebrating his first birthday, whilst Uncle Dan attains the ripe old age of 25 – and congratulations too to Sarah Treleaven on passing her driving test before Christmas.

DEVON DIARY

Sunday 3 February Meet for 10.30am Lords Meadow Leisure Centre, Crediton

Wednesday 20 February Club Night at the Star Inn



DEVON . . . ESSEX GLOUCESTER . . . HALLAMSHIRE

TSSC AREA NEWS

Devon Continues

Liverton TQ12 6EZ

Sunday 3 March Meet 10am for 10.30 start at the House of Marbles, Bovey Tracey

Sae & John

ESSEX

Tel. 01375 672072

www.sites.google.com/site/tsscsexarea/

A short report this month as I have been unwell. I missed the club Christmas dinner as I was not well and had Janet (wife) and Jack (grand son) in hospital. But they were all out for Christmas and are now on the road to recovery. I have more excuses for not getting the work done on my car than a defence lawyer. By the time you read this the work should have started (that has committed me) I should be taking the engine and gearbox out of Ian's Spit, he has an overdrive gearbox to fit and he wants to tart up the engine bay. Congratulations to Jed, he has just bought a 2.5 TC hope to see it soon when Kirk has finished the welding
Out and about



Southend on sea breakfast run - we had 4 Triumphs and two plastic cars parked on the sea front for breakfast. Chris & Barbara in their nice red Stag, Ray & Lesley in their Herald, Brian & Jean in Lightning, Janet & I in the Spit plus Toby with his Mum and Dad and last but not least Ian & Cheryl as Rosie would not come out to play, she threw her fuel pump out of the pram. We all had a nice brekkie and all the girls had a cuddle of Toby (the baby) we left the café in the arches at 11:00 and all went our separate ways

Up and coming

February

3RD Run to Tip Tree jam factory for a cream tea
17TH Club Day Halfway House

March

2ND/3RD Coventry museum and
Stoneleigh all Triumph day
17TH Club Day Halfway House

30TH Onion Truiling at Jannaway house

A big welcome to Neil Beaumont, Chris Sleap, Steven Cox welcome to the world of Triumph, hope to see you at club meets some time.

Birthdays - a big Happy Birthday to Fiona on the 12th February and Alice Neville on the 27th February.

Stop Press some have us have booked for the **TSSC camping weekend on the Isle of Wight**. Fulfilling a promise we made to our selves a number of years ago. We are staying at the camp site for 3 nights and then 4 further nights in a local hotel. If anyone else is interested you need to get your skates on as places are limited.

Allan

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/glooucester

Well with January being rather thin on the ground regarding events, this month's news is probably not going to take too long to read.

The December meeting was well attended and the food laid on went down a treat, Paul turned up dressed in a sort of Santa outfit and if any child found one like that in the house on Christmas eve the years of therapy would cost a small fortune, but he tried.

Having enjoyed the holiday the Cotswold classic car clubs New Years day meeting at the Frogmill was fantastic, even the organisers were caught out by the number of cars that turned out, having had so much wet weather a sunny day was bound to bring people out and they came in droves. It must have been sunny even Richard came out in his Vitesse.

Vicky kindly hosted the coffee morning and bacon rolls followed by home made biscuits was very much enjoyed.

That covers the "winter" stuff but as the year unravels there's much more yet to see and do so pop along to a meeting and say hello, we'd love to see you and most of all don't feel you have to have your car on the road, a visit can sometimes help with info or spares.

See you soon.

Andy

Events.

Sunday Feb 3rd coffee morning at Barry's

Sat Feb 9th Area dinner at The Swan, Coombe hill.

Mon Feb 18th Area meeting at The Swan.

Fri-Sun Feb 22nd-24th Race Retro at Stoneleigh park

Sun Feb 24th Sunday lunch run.

HALLAMSHIRE

Tel 07837 110325

or 07809 655388

e-mail: ade@adrianhadfield.wanadoo.co.uk

Hi all. Just a quick mention about the TSSC Xmas dinner dance, had a great time and catch up with new and old friends fantastic disco. Can't wait to do it again this year.

The next event we went on was the Derwent Valley New Year Run, there was a great turn out with 37 classics a lot of members dressed up in purple and also decorating their cars with purple tinsel, ribbon and baubles, Carl pulled out all the stops, all his clothes were purple even a hat with baubles hanging from, he also had tinsel around his waist, he did get best dressed and ended up with a load of goodies.

We went on a 70 mile run through the beautiful countryside of Derbyshire it was a big shame we couldn't see it due to the fog, that was so thick in places, stopping off half way round for a tea stop.

The Sunday lunch was fantastic with plenty of food for all. There was the usual raffle with plenty of prizes to be won.

That's all for this month hope this year will see plenty of sun for those camping weekends and events, loads of fun on them all.

Adrian & Julie

x

IMPORTANT NOTE

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

HERTS & BEDS WEST KENT . . . LEICS & RUTLAND



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

TSSC AREA NEWS

LEICS & RUTLAND Tel. 07530 307371

Hope you are all recovering from the festive spirit. Hic ! There will be a program of area supported events as soon as we get our heads together in the meantime here are the dates of our Area noggin and natter evenings, all are welcome, you don't have to be a member to pop along or have a car, just having an interest is all we ask, it's always the **Fourth Monday each month at the Three Moorhens PH Hitchin** located right on the A602 Stevenage road roundabout, plenty of secure parking for your classic in the separate parking area, entry from end of main car park, we normally take over the rear end of the restaurant, it's always the fourth Monday (not the last) of the month.

Any alternative meeting venues will be on the forum message board under "Local Area " HERTS AND BEDS for up to date changes.

Here are the meeting dates for the
Three Moorhens PH Hitchin SG4 9AJ

February 25th March 25th

April 22nd May 27th bank hol June 24th

July 22nd + Best area car award

August 26th bank hol

September 15th Duxford all Triumph Day

September 23rd October 28th

November 25th our local AGM December 23rd

That's all folks

Peter

NOTE to ALL:

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

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

Firstly some of you may have seen Steve's blog elsewhere (web-site, messageboard, local areas) that the proposed move to meeting on the first Tuesday of the month will not now take place. The idea for the move was that it would be easier to circulate info each month if we met after the Courier arrived. But it seems we all have such full lives that a move messes things up for too many people. So **January 29th, February 26th and March 26th** it is.

The Christmas dinner was held on the 11th January attended by eleven of us Anne, Colin and Ros, David and Janet, David and Linda, Rob and Helen and Wen and myself. We had a welcome visit from Chris and Sue, Midge owners who came along with Rob and Helen. Welcome to them.

And a similar welcome to Andrew Russell, new to the club, who brings a Herald 13-60 convertible to the area.

It's time to put the first dates of the year into your diaries - which are **Stoneleigh on 3rd March and Drive It Day on 21st April**. But I would ask that those that are able to do so, chip in to help with the organisation of our visits, the first being Where do we go on D-I-D ? Brenzett Aeronautical Museum has been mentioned.

Good news too, that Steve has agreed to stay on as nominal AO (so we are insured). Let's hope he survived the onslaught of a Kimodo dragon recently, and sorry to say that I'll be off sampling the delights on New Zealand and Malaysia while getting to see two grandsons who are growing up too fast. That's all from me until the end of March meeting !

Del

Even with a number of members unable to be with us this year, the transformed skittle alley at the Red Lion, Huncote was full, ready for our annual area Christmas Dinner on Saturday 15th December. Once again the food was superb and the company excellent. After the dinner the area awards were presented. John Edwards retained the Gotcha Trophy for his fancy dress at Stafford. Andrew Burford retained the Car of the Year Trophy for his numerous awards at car shows. (Although not presented to him on the night as he could not find it amongst the numerous trophy cabinets). Club Car Trophy to Mick Masters for his many attendances at car events throughout the year. The Golden Spark Plug award went this year to Nobie Muschialli for her heroic deeds at the Peak Run and finally the Club Member Trophy was to go to.....when the members present interrupted and unanimously announced that it should go to me, for putting up with all of them for the last twelve years as area organiser.

The quiz this year had to have an Olympic theme and to the gold medal winners a bottle, to the silver medal winners a confectionery box and to the bronze medal winners, a sprout. Not just any old spout, an Aldi sprout.

Three nights later most of us were back at the Red Lion for the postponed AGM and film show. This year I presented the accounts and area events for 2012 summary by PowerPoint as we had the screen ready for the film show of the Laon trip. I had already indicated that I wished to step down as Area Organiser and Neil Spencer accepted the vacancy.

So as they say, its goodnight from me and its.....

Dave

.....and it's hello from, Neil.

I have stepped in to the very large shoes of Dave Smith who has now semi stood down as AO. I say semi as Dave has agreed to stay as guide, mentor and assistant for another year to help guide me through the job.

On behalf of all the Leicester & Rutland gang we thank Dave for all his leadership, incredible patience and great fun that we have all had for the very long time that he has been our AO.

Dave is a very hard act to follow but I will do my best.

On Sunday 30 Dec a few of us went to the Donington Classic Car show and autojumble.

I took the TR6 though I intended to take the Stag but when I jumped in to start it the gear lever broke off in my hand!!!! Well it is a Stag.

Chris took his GT6 with John as co-pilot and John Edwards brought along his new aquisition, a Spitfire 1500. Totally original and unrestored with around 36000 miles.

Just about run-in.

Andrew Burford joined us in his Ford Galaxie tin top convertible and as usual he won a prize.

Car of the show was an unbelievable mk1 1600 Capri. You had to see it to believe it!

Sunday 6th January saw some of us at the Derwent Valley New Year Run.

Our instructions were to decorate car in Purple, so Wendy and I took the Stag, in Magenta so job done. Our contingent was also Steve & Pat in GT6, Chris & Erica in GT6, Mike, Dave & Rosemary in Mike's Dolly, and Andrew & Corrin in a modern. 37 classics mainly Triumphs and 2 moderns was a brilliant turn out for the time of year.

Leics & Rutland Continues

A very nice carvery dinner and a raffle (we won 3 prizes) completed the day out and a good time was had by all. Thanks to the Derwent Valley dynamic duo Colin & Roger for a great day out.

We will have been to Melton Mowbray on Tuesday 22nd Jan to make our own pork pies by the time this issue is out. Much nicer than nipping in to Tesco to buy one. They are too round anyway, ours come out every shape but round!

Our next area meeting at the **Red Lion in Huncote is on Tuesday 5th Feb.** We will be having a quizz organised by Andrew & Corrin so bring your brains with you.

Happy new year to everyone.

Neil

M25 EAST

Tel.07938 526324

e-mail: herald1360@virginmedia.com

www.tsscm25east.webs.com

Quite a few things to report on this month. Firstly our Area Christmas Dinner at The Willows. It couldn't have gone better, the pub laid on an excellent dinner. When we arrived the tables were set with Xmas crackers, party poppers, hooters, decorations and balloons. The balloons were especially funny because

once you blew them up, you let them go and they flew round the room making peculiar noises. L.I.am thought they were great, I think he collected them all up at the end to take home,



lucky Andy and Celia ha ha. I think everyone agreed that the food was good and also good service, no one was kept waiting for anything. The 'Piece de Resistance' was saved for after dinner, a lovely Christmas Cake made by Lesley. It looked fantastic and it tasted lovely too. Thanks on behalf of everyone Lesley for all the hard work in making it! I must also say thanks to 'Mrs A.O.' for organising and sorting everything out for the Xmas Dinner - Ta Dear !!

We have now taken delivery of our embroidered badges and they are selling fast, I will be hawking them at meetings n stuff over the next few months. Malc had a good idea in getting a calendar made, he brought it along to the Xmas dinner to show us. It's great because all the pictures are of us lot at various shows throughout the year. Hopefully by the time you read this loads of you will have bought one.

A big thanks to Dave who has done some brilliant engineering work in making some special Triumph tools. They're exact copies of the originals and will be very handy for us all to use.

A week later saw us meeting up again for the Monthly Meet. A quiet one this month with it being so close to Christmas but still a few of us turned out - Myself, Donna and Lucy, Malcolm and Lesley, Graeme and Pauline, Brian and Jean and last but not least Dave. Malc brought along

all the calendars that he had made. They will look very good adorning various walls over the coming year (keep an eye out for the tasty bits of crumpet on the July page). Brian showed us his yearly planner that is covered with stickers and different coloured stars, this is so he remembers what shows he's going to. At least someone is going to know what's going on ha ha. A few of the gang were left in a bit of shock as it was time to pay for clubstands and quiznights. It does mount up but it's money well spent aint it !! ha ha. I also managed to flog another couple of badges, so, the kitty's starting to build up quite nicely now.

The very last event of the year was the trip to the annual Autojumble at The Whitewebbs Museum in Enfield. 9 of us turned out but alas, no Triumphs, well it was cold and damp ha ha. It seemed to us that there were more stalls this year and we all managed to get some bits and bobs before heading off to the garden centres for the bargain Xmas decorations n stuff ready for next year. It was then straight over to



The Plough for lunch and a couple of beers. So, that was 2012 done and dusted.

Wonder what 2013 will have in store for us. Lots of sunshine please !!

Don't forget you can find details of all our upcoming and past events on our Face book page and our Website.

That's all for this month. All the best.

John

February Events
Interclub Quiznight - Saturday 9th
Monthly Meeting - Sunday 24th

MANCHESTER

Tel. 01524 791607

www.tssc-manchester.org.uk

It is with the saddest of news that I start our first area news of 2013.

We share our thoughts and sympathies with Janet and Pete who lost their granddaughter Louise aged 6 to cancer in December.

Louise was a very special and brave little girl with a very special Nan & Pops.

Louise touched the hearts of a lot of members throughout the T.SSC

Thank You to everyone throughout the TSSC who offered messages of support and friendship to Janet and Pete and indeed the Manchester Area members for helping to raise funds to help Louise get her wish to meet her favourite princesses at Disneyland Paris.

RIP our little princess, gone but not forgotten.

Well it looks like Frank and I will be A/Os for another year but I must admit you all make our job a lot easier because we have a fantastic area who all contributes in one way or another. Don't forget the postponed run 'The Peovor Run'

NEWBURY . . . NORTH EAST



TSSC AREA NEWS

is now scheduled for the **27th May**.

The **AGM will be 28th April** this year please if you have any questions or opinions can you let us know by the **14th April 2013**.

If anyone requires any information or wants to put their names down for any of the following events and are unable to come to a meeting please get in touch all our contact details are in the Courier.

Peover Run (May) Oulton Park, Tatton Park.

Don't forget to use the many services our own Manchester Area members have to offer.

Bowden Cakes, Kerry's Handmade Cards, Magic Detail (special spit & polish), Shinerama (all car cleaning products), Cheshire BM (all cars Inc. Classics MOT,s services, repairs etc.)

Grove Heating (installations service & repairs) Pete & Janet have a range of personalised T Shirts and mugs available with original artwork of your own car.

Bentham Geoconsulting (anything geophysical???)

Our January Area Meeting was very intimate as members were ill or busy catching up with work after the festive season but it was still a good and productive meeting.

We are looking at maybe holding the area **BBQ at Wyreside Fisheries in Dolphinholme around weekend 21st July** or alternatively **September**, we value your opinion so please get in touch if you can think of other alternatives.

As Event City has become so popular we have a stand for 8 cars, we have a full stand with 3 Triumphs in reserve so we will not be decorating our stand in Le Mancs style but we will I know have a fantastic stand.

We thanked Pete & Janet for organising the Xmas Doo I think we all had a great night.

Anybody who would like to attend **Tatton Park weekend**

1/2nd June please get in touch in the usual way

Dates to remember throughout the year

April 6/7th Event City, April 21st National Drive it Day,

May 17/19th STAR 90,

May 27th Peover The Edge Run,

June 1/2nd Tatton Park,

June 23rd Derwent Valley,

July 20/21st Area BBQ or September TBA.

August 16/18th Stafford International.

The Manchester Area Holiday weekend dates will be announced shortly. All The Best for 2013.

February Area Meeting will be The First Tuesday, February 5th, Barton Aerodrome, 8ish as usual.

Pip n Frank

NEWBURY

Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

Although we are well into the New Year now I have to report on the Christmas meal as it was after the December deadline. It turned out to be ok in the end but at 5.30p.m. on the evening I thought it wasn't going to happen as the pub phoned to say they had water in the electrics and had to close. The thought of those marvellous hat creations and the lucky dip presents, as well as the fact that we were going to have our AGM got Dave and I racking our brains as to what we could do. Eventually after ringing round a few places we found a venue that could accommodate our number at such short notice and were able to provide bar food, along with a

choice of roast turkey or beef. And we were on our own in their conservatory!!

It was a good evening in the end – no point in re-scheduling as we were all psyched up for that night.

Because I am writing this obviously no one else volunteered to be AO. However I did give 7 year's notice that unless anyone takes over the reins in the meantime, I would be resigning when I had done 20 years!!! Our attendance has been on the up recently, especially since we moved to the Berkshire Arms and we have had new members join us there. Josie and Malcolm got the best attendance award for 2012, with Roy being the runner-up.

At our meeting on **13th February** we will be having a naff raffle. Wrap up something you really don't like or want, or you just think it's naff and then you can choose someone else's naff item! Usually good for a laugh and some people have been known to get something they really like or have been searching for!!

I have scoured the post-Christmas reduction shelves and have found some good chocolate bargains for future raffles which will please a quite a lot of people! Sell-by date for most is April/May, so there will be lots as prizes in the next couple of months.

Haven't had any details yet, but the first local show of the season is usually the **Spring Vehicle meet at Wyke Down on Easter Monday** so watch out for that.

Don't forget **Stoneleigh on 3rd March** for all your Triumph bits and pieces. Tickets are available in advance on-line at a cheaper rate than on the day and you don't have to queue for so long.

Meetings

13th and 27th February at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.

Events

**13th February Naff Raffle at Area Meeting
3rd March Triumph Show and Spares Day at Stoneleigh.**

Keep 'em flying

Mary and Dave R.

NORTH EAST

Tel. 07917 738091

e-mail: northeast@tssc.org.uk

<http://tssc-northeast.blogspot.com/>

Hi all. Well the mild weather and lack of salt had club cars out in force in January, lots of people in the pub when I got there. Not too serious a meeting either, not a lot happens at this time of year. Thanks to Geoff for volunteering to take over the money duty at the curry night seeing as I had to drop out.

I'd also like to thank everyone who offered to help out Ian Faulds recently with moving a GT6 bonnet around the North East, he asked hopefully and was overwhelmed by the response from our area members, most of whom haven't even met him. So, on his behalf, a great big thank you.

I should have the calendars for those who have ordered them ready for collection at the **February meeting**, else you can get them in March, the first month is March so you'll only miss 2 days if you don't get it till then.

Little bit of car news. Mine is off temporarily to let me re-organise (tidy) my garage properly. It's keeping the Fish fleet company for a bit. Hopefully they won't suck all the reliability out of her!



NORTH EAST . . . NORTHANTS NORTHERN IRELAND . . . NOTTINGHAM

TSSC AREA NEWS

North East Continues

Chris's Dolomite is progressing slowly, few minor issues to sort but it's coming together. Deryck is having a gearbox overhaul with assistance from Geoff and Bill. James left his Spit covered up with a tarp due to loss of garage and he's now got an 'interesting' interior, gone a touch mouldy! Andy is still hoping to get the TR7 mentioned recently. Kevan is on the lookout for a decent MkIV Spit to keep his GT6 company, a car which should have a proper insurance value soon. Definitely worth making sure you all have this. One locals relative had a classic Mini Cooper stolen during the night, completely stripped and the perfect shell and rollcage found crushed in a scrapyard within a day. There's a low cost (£30ish) tracker available at the moment using a pay-as-you-go SIM card which some of the lads are going to trial for a bit and report back.

Coming up we have the **April Drive-it-day Treasure Hunt** being organised by Chris Fish, start details to be published in later Courier.

Brian Armstrong is hunting out details for the **Silverstone Classic weekend** and there's quite a bit of interest in that one.

Sun 11th and 25th August look like good dates for going to **Holy Island** this year. Decision to follow later.

That's all I've got for now, All the best

Mark

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

Happy New Year from All at Northants Area.

As we all look forward to the upcoming new season (hopefully a good one) one date for your dairies is the **Northants weekend at Wicksteed. Friday 31st May, Saturday 1st June and Sunday 2nd June.**

A quick reminder for all those that can't do a full weekend of fun and games, the **Sunday is our rally day**, you can come along just for the day and display your car with all the others and have a relaxing day with a picnic, and park rides, voting will go on during the Sunday line up for the best in car in category and car of the show, which we like to put in our yearly calendar. Trophy presentation and raffle draw then finishes of the day.

Hope we see a lot of you there.

Dave and Angie

NORTHERN IRELAND
Tel. 028 9029 2722
e-mail: northernireland@tssc.org.uk

There was a surprisingly good turnout for the January meeting given it was so early in the New Year including Gary Morrison, Bill Ashe and Steven Kernohan who have not been seen at meetings for a while. Apologies were received from Mark Raine, Douglas Hogg, Alan French, Laurence Cochrane, Michael Kernahan and Brian Sprule who all had to be elsewhere on the night.

Paul handed out the last of the free 2013 Northern Ireland

Area calendars. These are in full colour, feature a variety of local cars and are very impressive. The calendars include details of all the events planned for 2013. However there is still room for some extra events and we are looking for new ideas especially for events that involve families.

Nortel Social Club was very quiet and so we were able to hold a pleasant and informal meeting in the main bar area rather than use the small committee room which is also available. The main topic of discussion was the **Area dinner which will be held on the 23 February in the Strangford Arms Hotel**. The venue has been booked and details of the banqueting menu has been sent out to everyone who has indicated that they are going. Numbers are looking very good and we should have over 40 people going. If you have not done so already, please let us know what you want to order. At the dinner we will be announcing the Member of the Year award, Coupe Des Dames (for female club members, partners or family) and the new Motor Sport awards. Please let us know who you want to nominate for each of these awards.

There was also some discussion about the May bank holiday weekend run which traditionally is somewhere in the south of Ireland. John Gill suggested west Cork, another suggestion was Wexford.

Any other suggestions will be welcome.

In response to requests for more technical type events Paul sent out an invite by email to local members to a session on rebuilding SU carburettors. Five members replied expressing an interest and by the time you read this report this very hands on event should have taken place.

It was agreed that at the **February meeting** will include have a display of model vehicles (Triumph and others). So feel free to come along and bring your cherished Dinkies or whatever. The last time we held this Douglas brought along a selection from his impressive truck collection.

Last but not least the easiest way to ensure we keep you up to date on what is going locally is by email. If you have not received an email from Paul recently then we do not have your email address – however a quick email from you to us will soon have you on our mailing list.

Regards

Jacqui & Paul

NOTTINGHAM Tel. 07971 017012
www.notts-tssc.org.uk Twitter @notts_tssc

Well as the meeting was due to be on New Year's Eve we opted to meet on the eve after Boxing Day. Sadly, the evening saw no triumphs, 3 AO's a webmaster and two spouses! Still, a great evening was had by all. We were able to have a cosy chat about our cars, events on non triumph related stories!

As you may have seen in the TR7 articles, Paul has been featuring John's car with a write up by John and myself. We had a small set back when on the final hurdle with work needed to both floor pans. Despite numerous checks, suddenly holes appeared and before we knew it, we had cut about a foot square from the passenger side. Completion of welding was held till the new year. No rush, but hopefully we hope to have the car on the road come April.

Sybil is still performing reliably and I've fitted a spare hard top for a short while as I just could not be bothered to remove the boot lid again and mess with the fuel pipe to refit the Sebring top. This later hardtop is still in need of new window rubbers and some work on the bottom seals. Maybe 2013 will see it refitted after a refurbishment.

Nigel and Claire have been on the hunt for a new door skin

PETERBOROUGH SCOTLAND CENTRAL WEST



TSSC AREA NEWS

for son Matthews Spitfire. Sadly, "Sally's" prompt return to the road has not gone as quickly as expected as when it came to rubbing down for the painting the door was found to be less than desirable and was disposed of. A good new inner frame was found, hence the need for a new skin. The down side being that all the retailers were closed over the Christmas period, just when you want to head to the garage!!! Hopefully all will be complete when your reading this article? A few of us mad people turned out for Derwent valleys New Year Run with a total of 38 classics and 2 moderns. At least 5 classics came from other manufacturers including Volvo,



Lancia and BMW. I had to resort to the Focus as last time I checked, Spitfires don't legally seat 3 people! One car never made it out the car park from Sainsburys where we gath-



ered, where Michael's PI refused to start. Seconds later I hear that one of the front starters got lost after claiming the directions were idiot proof. Sadly, not Richard proof!

Paul Lewis sadly had issues with his TR7 after changing his gearbox the day before. Thankfully, the issue that caused him to return home was not related. The day was good if not foggy for most of the ride out spoiling the view in some beautiful Derbyshire roads. Well done Derwent Valley!

Date for the diary is **Stoneleigh Spares day - Sunday 3rd March** 10am

Andy

PETERBOROUGH

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

Hello Boys and Girls. If for some reason you did not receive last month's Courier, both Paul and myself would like to wish you a very Healthy and Successful 2013.

What a first club night of the year - snow - with more to come sayeth weather man. Thank you for a good turn-out (in double figures) on a very poor night and we hope that you all got home safely. There were several apologies, ie from Andrew whose Freelander had blown its head gasket when he really could use 4 wheel drive - wasn't the Porsche 4 wheel drive Andrew? For those of you unable to make the meeting you all missed the 'Colins Underground Quiz' - Paul did really well with virtually a full house.

Since the Christmas meal and meeting both Paul and myself have been in very close contact on the phone and have been doing a lot of home and ground work.

We did not totally appreciate the feeling against the current meeting place, its ownership and/or barstaff. We have as reported done some ground work and hopefully all members who regularly attend will have been contacted with regards to a meeting extraordinaire at a different venue to discuss different regular venues. This will not be a change for change's sake but a positive need to move venue. Our regular attendances seem to have plateaued or started to reduce - we would like to see that reversed with your help - as stated at the November AGM.

The FBHVC is promoting the **National drive It Day on Sunday the 21st of April** this year. Topless or fixed head - let's make the most of this day - meeting up with like minded car owners - waving and being friendly! Colin has put together a list of events that some of us will be attending and Gary is going to try to get this on our website.

The news on my GT6 is the bonnet has re-appeared today for the remainder of the work to be completed on it before she goes off with the car to the paint shop. Anybody any good at popping in head linings?

I think I can forget about this year's Drive It Day! Sav's TR6 languishes in a body shop as well. Here's hoping that we can both get some action this year.

As this will be going to press before the results of that extraordinary meeting are known, we will be meeting at the **Bertie Arms at Uffington, Nr Stamford, PE9 4SZ on Monday the 11th of March** at around 8.00pm. But please keep your eyes peeled for an announcement for a change in venue on the website and in the **March** edition of the Courier.

Paul and myself look forward to seeing you soon.

Regards

Doug

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

This is a ghost report (no I haven't run away, yet...), as we have not had our monthly meeting, it was put back a week due to holidays. I have been out over the holidays in the Spitfire, top down as the temperature was in double figures (warmer than some of the summer). Lots of cars about too, out blowing the cobwebs away. Some 80's cars out too (when did you last see a Manta or even a Sierra).

This is usually a slack time but I am at present compiling a calendar for the Area, more next month. The AGM (miss it, miss out) brought up the subject of alternative or new events. Well, you wanted something different so read on. I have the opportunity to run a small **Scotland Central and West Area Camping Get Together**, this has been asked about a lot, and I have had talks with a suitable venue. This would be at **Mugdock Country Park**, just outside Milngavie. We will have the Park and facilities made available, along with a small theatre for films etc (steady now) Tents and caravans welcome on grassed area (limited numbers). Café, toilets and bar. Country Park is dog and child friendly, lots for all the family. The only proviso is that the cars put on a static display on the Sunday afternoon, for the public as a Park Event. A lot has still to be worked out, date, **July possibly??**

Scot Cent West Continues

Open from Friday eve, away Sunday eve. Anyone fancy a weekend away before Stafford to try out new tents, vans, sheds. Or just a good get together for all Area members. You can come for the weekend or an afternoon, meet us see the cars and what we do. Now for the small print. Public Park. Best behaviour (as always) as this could lead to other things (at least an annual event if we get it right). I will need some volunteers, stewards over the weekend (who said they were Assistant Org!! at the AGM !!). More once I work it out. We already have a fair idea of shows based on last year but need the final dates, and new ones?

Some of us are going to the **SECC in Glasgow for the Caravan and Camping Show** for a look round and lunch etc. (No, I'm sticking to my £3 Sale tent) well until it starts raining.

I am informed that the Monte Vitesse of Douglas Anderson is complete and being tested. More once I have seen it up close. Reports on our activities next month.

Area Dinner and, Monte Carlo Historique Start in Glasgow. Not much more until SVVF Yearbook is out.

Drive it Day is Sunday 21st April looking for a destination; I have 2 ideas so far. Any other ideas, come to the meetings and discuss everything and anything. We will help with technical advice and anything that can be done at a meeting (please pick a dry one).

That's all for this short report.

We have some dates for 2013.

Caravan and Camping Show SECC, Glasgow

9th February, morning (Seriously)

Triumph Spares Day Stoneleigh is 3rd March.

Drive it Day is Sunday 21st April

Scotland Central and West Area Camping Get Together - to be arranged-July??

NEXT MEETING will be on the 6th February 2013.

Back to normal.

If you wish to contact me please remember I have an answer machine at home. There will also be a slight change to the running of Area stands at shows.

Having an area camping do might be the incentive I need to get one of my Vitesse's out. And we will get to see the caravans too.

The reports will return to normal next month. I am expecting a deluge of show information in the next few weeks. I will forward when I can and formalise dates. Why not come and join in the Area events?

Triumph On

Gregor G.

SOUTHERN

Tel. 01252 722432

<http://triumphsouthn.zum.com>

Hi all, once again our intrepid leader has put quill to parchment to report on the Elsted Inn New Years Day classic car meet.

By the time you read this Christmas and New Year will be long gone. I would like to wish everyone a successful New Year and say a few words about last and this year.

Firstly I would like to thank you all for your continued support to me and the club throughout the year. Meetings have been well attended, as has the raffles. Long may this con-

tinue? If any one of you would like to take on the job of AO, please don't be shy, come forward and we will support you. With the team we have, the job is a doddle, you just take the flack.

On to 2013. David in the Spitfire and myself in the PI went to the New Year's Day meet in Elsted, West Sussex. A lovely sunny day – what a start to the season. There were some lovely vintage cars on show. It was lovely to see Wendy out and about with her daughter and grandson. Other club mem-



bers with their cars were Paul and Carol in their TR5, Peter in his immaculate topaz Stag and Gil in his Stag.

6th January saw Barb, myself, Val and David heading to Windsor to join the Thames Christmas bash. Thanks to Mickey and Julie for organising a fantastic lunch.

See you soon

Mike

I was out in the Vitesse (top down) on Boxing Day morning; the venue was the classic car and bike meeting at Romsey. This is the first time I have attended this event and was pleasantly surprised on the number of vehicles and the organisation of this event. There were a large amount of American and custom cars along with the usual Brits. Triumph owners put up a good showing with nearly twenty cars present that included our own Robin Stead with his red Spitfire.

There were a lot of motor bikes there as well, a range of all ages and of course there were a lot of Harley's. There were a couple of burger vans there for food and drinks but the queues were quite long although there was a cafe open and Neros and Costa coffee were open in the high street.

All in all a very worthwhile trip especially as the Vitesse had not been run for some weeks.

I did have plans to go to Elsted on New Year's Day but Jackie and I had visitors until the very early hours and I was probably still over the limit.

I waited till the afternoon and as the day was so nice I took the Vitesse out for a little jolly up the A3.

I ended up at Fernhurst and stopped in to see Wendy for an hour then headed home via Midhurst and Petersfield, a cracking run out but did get a bit chilly on the way home. Thanks for the tea Wendy.

Two shows were posted on the Vitesse screen at Romsey, **1st, Spring Vehicle show @ Wyke down, Andover on Easter Monday and the Awbridge village show in May.**

Up and coming events

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

March 3rd Goodwood breakfast club TBC

March 5th Regular meet The Seven stars GU32 3PG

March 10th Mothers day

NORTH STAFFS

March 17th Sunday lunch meet, The Hen and Chicken, Upper Froyle, Alton. GU34 4JH

April 1st (Easter Monday) Spring Vehicle Meet. : Wyke Down Touring Caravan Park and Pub, Picket Piece, Andover, SP11 6LX (TSSC Club Stand)

April 2nd Regular meet, seven stars pub GU32 3PG.

April 7th Goodwood Breakfast Club TBC

That's all for this month, if you have details of any show or events please let me know so I can post them in the news. Take care

Mark

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

Happy New Year again, I know by the time you read this Christmas and the New Year will be a distant memory but it's current as I write so please bear with me.

A Christmas Tale - So here it is "Merry Christmas"

It was Christmas Eve and all was well, the work was done, gifts all wrapped and cards all sent, so time to indulge one's self. Ah why not get your own gift which you are bound to like. In this internet age the choice is great and anything is possible if the funds are in place, so a search is made and a gift is found on E-bay.

It's a Triumph Stag needing a home for Christmas, it's just a shell but all is good, as much work as been done.

No power unit, gearbox or tyre's are with the car, so another quick search finds some possible solutions. This is all looking to make a quicker restoration project than my Vitesse so I'm in a good mood. The auction is due to finish after lunch so a bid is left at £1k above the current price, it's then off to pick up she who must be obeyed, not wishing to upset her before Christmas nothing is said about the potential new member of the family. On returning home the computer is fired up and with some confidence I logged on to E-bay to check that my new toy had been secured. So was my Christmas going to be a merry one?

After checking the results I'm gutted to find the winning bid was £50 more than mine. "Bah!-humbug!"

This left me somewhat deflated for the rest of Christmas Eve, but after a few drinks I'm looking forward to Christmas Day. The big day arrives and before lunch I'm looking forward to a gift from my daughter who gets me great gifts. She and her partner arrive and gifts are exchanged, I'm chuffed as I get three to open, the first is a mug emblazoned with celebrating 50 years of the ----- "MG B" "Bah!-humbug!"

The second gift a model of a small car. An MG B "Bah! humbug!"

So to the last gift which is much more of a mystery, on opening some fancy embroidery looks more promising its a car rug celebrating the 50th anniversary of the -----MG- Bloody B "BAH!- HUMBUG!!!!!"

After lunch I need some fresh air, so I drive to the church with a wreath and stroll round the church yard.

I return to the car only to find that I'm stuck as the electric hand break won't release, whats wrong with a "lever" to operate the brakes. "Bah! Humbug!"

After disconnecting the battery and trying some tricks that I'd been told, along with waking the dead each time I reconnect the battery as the alarm sounds, its not going to release so I give up. I phone her indoors to let her know why I've been so long and to get her to pick me up, only to be told I have the only key to the other car with me. "Bah!-humbug!"

TSSC AREA NEWS



Not wanting to spoil other peoples Christmas afternoon I start to walk the 3 miles home, not too bad and a bit of exercise would work off the lunch, what I hadn't counted on was the rain. I arrived home in the dark and soaking wet.

"Bah! humbug!"

After tea I returned to the car having left the battery disconnected as this usually resets the memory and can clear fault codes. After waking the dead again with the alarm on reconnecting the battery, the "E break" still would not move, the car was left again. "Bah!-humbug!"

Boxing day arrives and I return to try again, with the rain starting again I get nice and wet and have to give up and return home again. With garages being closed I didn't see any point in calling the breakdown service.

Home being the only place I could have the car recovered too, which would mean having to pay should I need have it taken to a garage after the holiday. "Bah!-humbug!"

The following day I returned again (walking the 3 miles mostly in the pouring rain which started just after setting out Bah!) and attempt to remove the brake caliper to release the pads, only to find I only had a socket the correct size but was impossible to get on as it required a spanner.

I managed to loosen the lever arm that the cable from the park break motor operates, thus releasing the park break pads, but would the electronics let me drive the car?

Yes! after 3 days the car is back home, when it stops raining I might try investigating the problem.

Merry Christmas "BAH! HUMBUG!"

At least the areas Christmas meal was enjoyed by all and the food turned out to be very good. Also on New Years Day we had some welcome sunshine for our drive out, which gave the opportunity to indulge in a longer and more interesting route to our lunch venue.

The route was guided by Ian & Karen in their Dolomite who managed to find some interesting roads with a brief stop at a reservoir for a photo shoot. On arrival at the pub we were



amazed at the number of cars in the large car park with very few parking spots available.

On entering the pub things didn't look good for getting a meal as we had not booked a table, due to not knowing numbers who would be sober enough to drive after the new years celebrations. (just joking)

Janet saved the day and managed to blag a nice big table in the dining room so we could all sit

together, giving a pleasant relaxing atmosphere for us to enjoy our meal, ending a good start to 2013.

Next meeting January 30th or 27th February if the Courier arrives to late for the first meeting of the New Year.

On the agenda planning events for coming year so bring your lists and diary.

That's all folks happy motoring

Dave



SUFFOLK THAMES . . . NORTH WALES

TSSC AREA NEWS

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

This is part-time Pete signing back on as scribe for these notes. Cannot let Colin have it too easy so my absences are a way of making him have a turn at the notes, just to keep his hand in, of course.

This also was a quiet evening, change of date and poor weather probably contributed (or after effects of the recent celebrations?). The car changes recently acquired by Colin and Russell (Russell bought Chris's, Colin bought Russell's) has not been without some challenges. Russell's ex-Chris GT6 began misbehaving with a misfire diagnosed to the coil. A Lucas Gold Coil has been fitted and that looks promising. Colin's ex-Russell Spitfire, bought knowing it was sickly, was found to have a broken spring in two places, at the top and at the bottom!

eBay is a compulsive pastime for anyone with an interest in classic cars. Most of us have an occasional look and think "what if". Chris has an occasional look and mentioned a TR2 for £5.5k that needs a complete rebuild. The advert mentioned that the car would be eligible for the Mille Miglia. Thoughts about what would that be like to enter, just need very deep pockets to even think about going in for something like that. As a consolation to Chris, Colin has volunteered Chris for the 10 countries run later this year.

Lindsay at last feels he has passed a milestone, as not only is his Vitesse now in the bodyshop but work has actually started. New front floors have been welded in but with the discovery of some rot at the bottom of the offside A post.

A repair panel is to be let in to the underside where it fixes to the chassis.

Entry applications are now being invited to the **Ipswich to Felixstowe run on Sunday 5th May**. Several members have been quick off the mark and got their applications in already. Must get my cheque off.

The next meeting is **5th February** followed by the **5th March and 2nd April**. So, see you at the **Sorrel Horse, Barham on 5th February** at 8:00pm.

Peter

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Welcome all. Sadly we missed the New Year's meeting at Brooklands, Julie was working and I was ill. But we are still heading for a very hectic 2013 show season.

SEM is now looming up very quickly and we have to be getting our ideas for Saturday moving.

My Vitesse is still in the workshop and I am missing it badly as there is lots I can be doing to it.

Going back to last year's Tilford show I reported that David H & Mike G had worked on restoring a tracked tractor, when in fact it was David & Mike H that had done a very fine job on working on that tractor. Sorry Mike H

SOCIAL EVENINGS AT THE FOX & CASTLE

6th DECEMBER I am by myself tonight as Julie was still working. But to keep me on my best behaviour I had George B, John C, Chris C, Martin F, Graeme C, Mike G, David H,

Bob & John P. No Triumphs here tonight and work on them has slowed down with Mike G having a new radiator fitted to his Stag, Chris C's Mk4 Spitfire refuses to start and is under investigation, John P's TR7 had problems with a loss of hydraulic fluid from his clutch system.

We held a raffle and those lucky few were:- Graeme won a bottle of wine, George won car towel, John C won set of screwdrivers and Bob won a box of Ferrero Rocher.

20TH DECEMBER Julie is with me tonight to keep me from playing up and on this festive evening we have the wonderful company of George B, Tony H, John C, Martin F and John P. We have two Triumph's outside this evening Tony's TR8 coupe and John's TR7 convertible.

Work on our Triumph's has been:- John P has revealed his hydraulic system on his TR7's clutch. Tony's sorted out the hot running on his TR8. Julie's raffle winners were:- John C won a bottle of wine, John P won the Rain Away, I won box of Hero chocs, Tony won box of Roses chocs and Martin won box of biscuits and tray of Ferrero Rocher

Our next meetings at the **FOX & CASTLE** are from 8 pm in **February on 14th & 28th and in March on the 14th & 28th**. Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events are:-

March

3rd Triumph show & Spares day Stoneleigh

Mickey & Julie

NORTH WALES

Tel. 07772 787020

www.wrexhamgandtriumph.co.uk

email: northwales.tssc@gmail.co.uk

Hello all by the time you read this we will be well into the new year the shows and runs are still slow but we can start to look forward to the things to come.

The many shows and runs we enjoy through the year, there are many shows we enjoy through the year and there are some new events to look forward to including the big show for **Standard and Triumph in May**.

This is going to be held in Coventry area, the event is being called **Star 90**. Also in **May** there is the option of **Spa Classic** trip to the race track. If this event has the same atmosphere as the Le Mans Classic, events should be enjoyable.

Again this year I am personally looking forward to **Stafford** which is always a lot of fun and hopefully this year for the second time, the **Coventry Festival of Motoring** as last year.

There will be the usual busy schedule of local shows and runs and as many will have seen every year, we have a year to get together with **Wirral, Cheshire and Liverpool Areas**, along with ourselves. I am hopeful that this will continue and I am determined to keep this a major part of the Calendar every year and keep a good link with the local areas.

I was unable to report about the Christmas party as I would have missed the deadline for the Courier, so just a small segment to say that the Christmas party was a success, a lot of fun and always a nice end to the year.

On another note our newly revamped website for the combined club is now up and running.

Thanks to Sam Jerrett for putting his time and effort into getting it sorted. www.wrexhamgandtriumph.co.uk if anyone wants to check us out and see who we are and what we do.

Safe motoring

Sam

S. WALES AREA TRIP TO HQ DECEMBER 8th 2012

Seven members met up at the AQ's house in Pontrennau, (Rob, Pete, Stephen, Anthony, Gareth "Action Man" Dyer, Jack and Bern) at 7:20am and departed in Gareth "Action Man's" people carrier to the next rendezvous point at Magor services on the M4 where we were joined by Mike "The Bass" & Sandra.

We took the shortest/fastest Sat Nav route to HQ with a stop on the way at Hopwood services on the M42 for a coffee/tea break then continued on our way to HQ. On arriving at the well sign posted modern cars car park we found that a Ford with Jaguar badges had parked right across the entrance, "no problem says I, we'll bump the back end out so that we can get by". But I had forgotten in who's company I was in. "No need to do that" said Gareth "Action Man" Dyer as he opened the back of his people carrier and started assembling his home made mobile car hoist. In less than five minutes he had attached braces to the Ford's wheels, fitted lifting chains and hoisted the Ford into the air, he then swivelled the hoist and gently positioned the Ford in a safe and legal parking position, the man's a marvel!

We then took the very short walk to the HQ buildings where we were encouraged to partake of the beer and jacket potato's with various fillings that were on offer. Feeling refreshed we went to see Bernard who was manning the "end of line" bargain stall where amongst the many items Rob was able to purchase cut price Triumph items for our 2013 Christmas raffle. We then went to partake of the beer and jacket potato's with various fillings that were on offer. Feeling refreshed we had a look at the cars that were parked in the outside courtyard then went to partake of the beer and jacket potato's with various fillings that were on offer. Feeling refreshed we had a good look around the museum then went back to



the bar area to partake of the beer and jacket potato's with various fillings that were on offer. Here we met up with Paul Griffiths and his wife Bab's who were staying with relatives nearby, we had a good chat with them, then decided to partake of the beer and jacket potato's with various fillings that were on offer. Then we all took the long (by then) walk to the Club Shop, where Jack bought a lovely Dickies jacket with the Club badge on for an absolute bargain price, I bought a cap and some badges then we went back to the bar area to partake of the beer and jacket potato's with various fillings that were on offer. After another look around the bargain stall and a chat with Bernard we returned to the bar area to partake of the beer and jacket potato's with various fillings that were on offer and decided to make our way back to Wales. We all agreed that the service provided by Trudi, Angie and

the rest of the HQ team had been first class and we couldn't have received a warmer welcome, they even gave us a cheer as we departed (or were they just cheering!).

We had a good clear run home and arrived safely back in Cardiff early evening, everyone of agreeing that it had been a great day out with a great group of people, and I'll say it again, "what we lacked in numbers, we more than made up for in quality".

TSSC S. WALES LAST RUN OF 2012 TO BRECON TOWN



Mike "the cake" with his mate Chris turned up at my house at 9:30am in his Spitfire along with "rock steady" Eddie in his Herald saloon (now officially his car as his son, "the cake's" father had given it to him for Christmas). With myself, Jack, daughter Emma and her friend Gemma in Jack's Toledo we drove the 10 miles to the first rendezvous point where Paul Griffiths was waiting for us in his 2 litre Vitesse (Paul's first area run in the Vitesse). We were soon joined by Mike "the bass" and Sandra, then Gareth "action man" Dyer, Stephen and Mal in Gareth's Herald convertible and last but not least area super hero Paul "Johnny Breakfast" Price with his daughter Arianne. At the allotted time we drove along the A470 in the pre arranged sunshine (sorry, but I could only arrange it for up to 3pm) to the second rendezvous just past the Storey Arms where Gwyn, Tim and Babs were waiting in their Dolomite.

We decided to omit the planned stop at Llangorse lake as the weather had been extremely bad over the last few weeks and the fields and surrounding roads were likely to be flood-



ed and we drove into Brecon Town (with Jack making a noise like a brake light as the Toledo's brake light switch had packed up). After a stroll around the town we visited a fish and chip cafe, then took a stroll along the canal, Mike "the cake" stopped off at Aldi's and bought himself a cake the shape and size which I can only describe as that of a wall mounted cuckoo clock (that boy sure loves his cakes) after which Mike "the Bass" and Paul said they would return home by a different route as it was easier to get to their homes via that route (it would have been many miles out of the way for some and as it was now 2pm we only had an hour left of decent weather), so we said our goodbyes and "happy New Year's" and started on the journey home. We then noticed that Eddie had decided to "escort" Mike & Paul along their chosen route for



SOUTH WALES WESSEX . . . WEST MIDLANDS

TSSC AREA NEWS

South Wales Continues

a few miles so we pulled in to a layby and just as myself and Mike "the cake" were about to turn around and try to catch him up, along he came. We then had a good run through the Brecon Beacons with their snow capped peaks and right on time the rain came down. Tim was the first to turn off for home, then PJBP, then Gareth "action man" Dyer. I turned off the M4 at junction 30 with Mike "the cake" in his Spitfire and Eddie in his Herald following me until we came to the roundabout where we went our separate ways.

With eight cars, seven of which were Triumph's and 18 members turning up it was a great day out with a great bunch of people. I should write "what we lacked in quality, we more than made for in numbers", but I won't as some people who don't know me that well may think I actually meant it! What I will say is a big thank you to those who turned up and if we can continue throughout 2013 the way we ended 2012 what a TRIUMPHANT year we'll have.

Bernard

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

2013 has got off to good start with Janis, Richard, Jerry, Neil and myself getting up early on New Year's Day to go along to the gathering of classic cars at Brooklands.

Fortunately for us the weather took a turn for the better and it remained sunny and dry for the whole day, albeit a little on the chilly side. For those of you who have never gone along to the Brooklands museum it is well worth a trip. It is situated at one corner of the original track and includes part of the famous banking, which I might add is deceptively steep, ok I should give Richard and Janis credit for making it to the top and back down again - although this did include an element of sliding down on posteriors! There are also the original sheds which house the museum exhibits. In addition to motor racing, the site was also famous for its contribution to the development of aviation and there are a number of exhibits including the Wellington Bomber which was discovered at the bottom of Loch Ness and has been partly restored. Also there is a Concorde of which you can go aboard. Needless to say there are plenty of items to see. Also nearby there is the Mercedes experience in which you are able to get up close to some very expensive vehicles - a good opportunity to dream. In all we had a very good day out with only one "sticky bit", when Neil took it upon himself to praise Janis's driving! Let's just say, and this gives Neil the benefit of the doubt, it did not quite come out right. Either way the rest of us kept very quiet!

The next scheduled event is the annual **Triumph Show and Spares Day at Stoneleigh** which, for 2013 is scheduled for **Sunday 3rd of March**. As in previous years, in order to avoid queuing on the day, we can obtain advance tickets. These are also usually slightly cheaper than paying on the day. If you would like to go and this is of interest to you please let me know.

As previously advised, 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 with a halfway halt at Copythorne Parish Hall. The start will be from the usual place - Avon Heath Country Park around 10am. If you would like more details see our website www.triumphnewforestrun.co.uk. Alternatively, come along to our meetings.

That's about it for now, hope to see as many of you as possible at our normal monthly meetings which are held on the **last Thursday of each month at the Three Legged Cross at Three Legged Cross**.

Trevor

WEST MIDLANDS Tel. 07969 024999

Well the first meeting of the New Year has been and gone and what a good meeting it was considering the outdoor temperatures and the early dark nights. 37 hardy souls and two minnie members attended the meeting, quite a few showing off Christmas presents in the form of things to wear, and I am sure some of the conversation was directed at what families had done over the Christmas and New Year period. Our raffle went well apart from myself forgetting a couple of brilliant raffle prizes I bought on the new Year run, you have just got to put it down to age. Look on the bright side at least I remembered to come to the meeting.

Our congratulations are sent to the Derwent Valley Area in particular to Colin and Roger for once again organising the very popular and successful New Year Run. I believe this year 37 Triumph cars took part in the rally with a number of 'Euro' boxes trudging along as well. It was just a pity that the foggy weather descended on the area, so that although the route was varied and took us through some interesting parts of Derbyshire, for the major part of the route it was only possible to see the sides of the road. However everyone enjoyed it, finishing off the route with a carvery and a tot to warm me up. Thanks again Derwent you always provide the best possible way to welcome in the New Year with our cars and passengers.

At our next monthly meeting on Tuesday 5th February, Ken has organised a quiz night. There will be major prizes for 1st, 2nd and 3rd so organise yourselves into teams of 6, and prepare a suitable name for the team. Following the quiz we will draw the raffle while the marks for the quiz are totted up and the winners decided. I promise to try and remember to bring along those raffle prizes I bought in Derbyshire.

We now have a very health bank balance and two members, Chris Allen and Terry Murray are signatories as well as myself as the area organiser on the account. This means that at any time cheques can be sent out but they must now be signed by two of the three signatories, a safety check for your money. If a cheque has to be issued to one of the three signatories, then it must be signed by the other two.

Thanks Chris and Terry for their assistance in setting this procedure up.

Next year it's my 75th Birthday and I have been your area organiser for quite a number of years. I took over when the last area organiser decided to give up the post suddenly, I stepped in for what I thought would be a short period of time until a new area organiser was appointed. At two of our last meetings I have asked if there is anyone who would be willing to assist me for this year as my deputy with a view to eventually taking over the post. Too date I have had no one volunteer. We have a very well attended area and I get the general feeling that it is a happy area. I would like it to continue and it can only do so if there are people in the group willing to take on responsibility be it large or small.

WIRRAL WORCESTER . . . WEST YORKS

I do not intend to give up my involvement with the West Midlands Area by asking for someone to assist as an area organiser, I just honestly believe that I need to pass on some of the responsibility to someone else. When you get to 75 you have to realise that time is short and I intend to make the best of any time left to me, and this may mean travelling abroad and being out of the area for long periods, for example I have a daughter and two granddaughters in Australia, if I visit them it will not be just for 2 weeks. So once again my appeal is - Is there anyone in the West Midlands Area would assist me in the post of Area Organiser. Please give it some thought. See you next month, Regards

Roger

the forgetful Dodger

WIRRAL

Tel. 0151 339 4150

Hi. Very little to talk about this month, the first monthly meeting of the year was well attended with fourteen of us in attendance. This was a bit surprising as the meeting was on New Years Day, and the Cottage loaf was only open until 9pm, however, the complimentary plate of hot mince pies was very much appreciated.

There will be a planning meeting sometime soon, the date of which will probably be decided at this months meeting, so we should be able to start putting dates on the calendar for various shows and events for the coming year. That's about it for now, hopefully I'll see you all at the monthly meeting.

Take care.

Andy

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Hi Folks. As I didn't put a write up in last month I guess I'd better say Happy New Year to you all this month! If you didn't make it to the January meeting and would like a calendar please can you let me know ASAP as I have a couple left and I can post one to you whilst it's still useful.

I have managed to finalise a couple more dates that didn't make it on there, so **March 16th** is the **Area Dinner** and by now I'm hoping you've all had a copy of the menu, if you haven't let me know and I'll send a mail out to you with it on. Another date to pen in is the **Shelsley Breakfast Club meet on April 7th**, we will sort the final arrangements out regarding times and routes at the next meeting but I think it might be nice to show the Morgans a thing or two!

A few hardy members have been using their cars to go out and about and New Years Day was a perfect example of this. The day itself was fabulous, a bright blue sky and a strange yellow UFO made an appearance that gave off loads of light and a surprising amount of warmth. I ventured off to the Shelsley Brunch Club, I guess calling it a Breakfast Club for the morning after the night before may have been a touch optimistic! The usual slap up breakfast was available and then fortunately there was a fairly steep hill just on the doorstep ready for you to walk off the bacon. Other members went across to The Frogmill, just outside Cheltenham, to join in with the popular New Years Day meet there. Reports from the day say that it was as well supported as ever and well worth the run out. I think that's it for now so hopefully see you at **The Pear** for the next meet.

Cheers

Vicky



TSSC AREA NEWS

WEST YORKS

Tel. 01535 634239

www.tssc.org.uk/westyorks

Thanks to everyone who came along to January's meeting and a Happy New Year to everyone else. Its funny how things come full circle, it's a little while since I had to write an Area News for the Courier, but here I am again! Thanks to Martin and Alan for their efforts last year and I'll do my best to carry on their good work.

Although we haven't any specific plans at the moment for the coming year, we had an excellent discussion at the meeting with lots of ideas so please watch this space for things coming up. Importantly we want to finalise things for the **Dales Run/Weekend**, I do need volunteers to help both in terms of ideas and practical help, so please let me know if you'd like to be involved and I'll let you know as soon as plans are finalised. Hopefully we'll have more information at the February meeting, when I hope to see more of you then.

Thank you to Bob Waddington for doing the quiz at the January meeting. Vivien and I won again (second month running) if we keep this up we might be banned from taking part. There will be a **feely bag competition for February** but we won't have a repeat of the free raffle. Yes you have read correctly, the raffle was free as a thank you to members who come to meetings every month.

We did agree that the charity for this year's fundraising will be MacMillan Cancer Support.

All the best,

Victor.

WESSEX

AREA PRESENTS



NEW FOREST RUN

Sunday 14th April 2013

Supporting the FBHVC 'Drive It Day'

A Convoy Run of about 60 miles winding its way through the New Forest and surrounding countryside with a half way halt.

At the finish the cars will be on display to the public

Run Open to all
Triumph Owners and Enthusiasts

For further details/ entry form contact

Trevor on:
01425 475376

Or Visit www.triumphnewforestrun.co.uk

SOUTH OF ENGLAND MEET

11TH & 12TH MAY 2013

Sat 11th

**Fun Sports Day
Non Auto Gymkhana
Autojumble & Stalls**

Sunday 12th

**Triumph Car Show
& Concours**

Autojumble & Stalls

**Camping from
Friday 10th afternoon**

£5.00 Per Night

Entry - Pay on the Gate

£5.00 Per Person

FREE Entry for children under 16.

FREE Autojumble pitches.

FREE Concours - All Triumph cars

**TSSC Club Shop
Insurance Valuations**

Location:

**Leatherhead Leisure
Centre, Guildford
Road, Leatherhead,
Surrey, KT22 9BL**



**Bond Equipe & Triumph 2000
50th Anniversary Displays**

**For more information contact Mickey Hazell
Telephone. 07773 623807**

E-mail: chippymickey@yahoo.co.uk

T S S C
NORTHANTS AREA
2013
STANDARD & TRIUMPH
RALLY

**"FUN AND GAMES IN THE GREAT
OUTDOORS"**

SUNDAY RALLY
&
CAMPING WEEKEND

WICKSTEED PARK

ALL ASSES TO BE SHOWN AT GATE !!! ??
" A JOLLY GOOD TIME !!"

31ST MAY/1/2 JUNE 2013

DAY ENTRANCE £6.00

CAMPING £15.00 PER PITCH PER NIGHT

BBQ £4.00 PER PERSON

ANGIE'S CHILLI NIGHT £2.50 PER PERSON

MORE DETAILS ON OUR WEB SITE :-

WWW.TSSC-NORTHANTS.ORG

OR TO BOOK CONTACT

D.RICHARDSON13@SKY.COM





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