

THE
TRIUMPH
SPORTS SIX
CLUB

The Club For
ALL
Triumph
Enthusiasts

www.tssc.org.uk
01858 434424



*Do More
with Your
Triumph!*

- ✓ More Local Area Groups
- ✓ National Triumph Events
- ✓ Monthly Club Magazine
- ✓ Club Shop Discounts
- ✓ HQ & Triumph Museum
- ✓ Staffed by Enthusiasts

Triumph Sports Six Club

The Courier 393

MARCH 2013



See you at Stoneleigh?



LANCASTER INSURANCE

Triumph Insurance



We will endeavour to beat any competitors' quotes

Ask us about:

- ✓ Car Club Member Discount
- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting acceptance.

Club Supporter



For a great deal on Triumph Insurance call:

0800 0130080

www.lancasterinsurance.co.uk/tssc

Monday - Friday 8am - 7.30pm, Saturday 9am - 4.00pm

Calls may be recorded for monitoring and training purposes.

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.



LANCASTER INSURANCE

TSSC-V1-0111

ADDITIONAL SERVICES:

CLASSIC CARS - MODERN CARS - KIT CARS - 4X4 - EX-MILITARY VEHICLES - MOTOR HOMES - CAMPER VANS - CLASSIC TRACTORS



Try Us **FIRST!**

PARTS ACCESSORIES & REGALIA



Free Technical Advice Service to help you select the Parts **YOU** need

E- Mail : clubshop@tssc.org.uk or Tel. 01858 434424

**Visit the Club Shop and Save Postage at TSSC HQ
Sunderland Court, Main St, Lubenham, Leics. LE16 9TF**

or order all products Online 24/7 at

www.tssc.org.uk

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.393 VOI 34. MARCH 2013

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

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

Headquarters open 9am - 5pm Mon to Fri

GENERAL SECRETARY

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

CHAIRMAN

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

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

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

Courier copy / Area News

e-mail: courier@tssc.org.uk

We will only accept e-mail TEXT & Jpeg files

NO Document Attachments

Courier Copy By 8th of Each Month

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

COUNCIL MEMBERS 2013

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

For a full list of TSSC officials see page 74.

Honorary MEMBERS

Dennis Barbet. Trevor Collett. 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.

© Triumph Sports Six Club Limited 2013



MK2 GT6
ON TSSC
STONELEIGH STAND
PHOTO BY
JOHN MUSCHIALI

Contents

March 2013

Events Calendar	4
CoMment	5
News Review	6
Roll of Honour, New Members	8
Spitfire MkIV, 1500 Register	10
Council of Management Feedback	12
Herald 13/60 Register	14
Herald 948/1200/1250 Register ..	16
Specials Register	19
Vitesse Register	24
Bond Equipe Register	28
Spitfire I, II, III Register	32
TR4/4A Register	38
Standard Triumph Anniversary	43
TR7/8 Register	46
Club Shop News	50
Area Showtime - New Year Run	52
Stag Register	56
Practical Classics Spitfire Race	60
Ring of Kerry Recce	64
Readers Write	69
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

March 2013

SUN 24 MARCH 2013
TSSC CUMBRIA AREA
FELL RUN CHALLENGE
CONTACT ROY 01229 474077
or email roy.anne@tiscalico.uk

April 2013

MON 1 APRIL 2013
TSSC AVON AREA CLUB STAND
COLEFORD CARNIVAL OF
TRANSPORT
CONTACT JUNE 01454 327059

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

SAT SUN 20/21 APRIL 2013
TSSC AVON AREA CLUB STAND
BRISTOL CLASSIC CAR SHOW
CONTACT JUNE 01454 327059

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
STAR 90
STANDARD TRIUMPH FORUM
ANNIVERSARY RALLY
VARIOUS LOCATIONS
BOOKING www.tr-register.co.uk

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

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

July 2013

FRI SAT SUN 12/13/14 JULY 2013
TSSC MANCHESTER AREA
BARMY BOOT CAMP WEEKEND
CONTACT PIP OR FRANK
01524 791607

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, WARKS.
www.triumph-show.co.uk

April 2013

SUN 21 2013
NATIONAL DRIVE IT DAY

May 2013

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

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

“ CoM ment

BY DAVID EMBERY

DIRECTOR - COUNCIL OF MANAGEMENT

Hi, I'm David Embery and when CoM approached me last year to join them initially on a co-opted basis, I was taken aback with surprise. 'Do they mean me? I've only had my Triumphs for just over 3 years!' Then the overwhelming feeling was one of being rather flattered. To be asked to join the management of such a well established club was an exciting opportunity and one I am glad I accepted.

Of course, I am standing for election proper at the forthcoming AGM but I would not blame you for asking why? Who are you? Well I've spent my working life working for Lloyds TSB and that has given me a broad breadth of experience in matters financial. Also, I was involved in the creation of AFC Telford Utd. A truly 'fans owned, community football club' in that it is owned by the fans themselves!

However the most important founding principle to me of the football club, and one that is perhaps shared with the TSSC, is that of community.

Of course, the TSSC is within the wider Triumph community but even so, I believe it is a community in its own right. Run for the benefit of its members and democratic in terms of how it conducts its business. Sharing in values of community is something that I see and read about with pride wherever I look within the TSSC. Many of you I know participate both as individuals and as local area groups working on projects, many charitable, within your local communities. This is to be applauded and celebrated more in my view.

That feeling of community leads me on to the final principle that I hold most dear about the TSSC and that is friendship. It is in abundance wherever you look! My life is so much the richer for friendships



made by joining the TSSC. I just would not be the same person without my friends and their cars!

Enhancing the principles of community and friendship are important influences for us all and I know COM take them seriously and to heart when making the exciting new plans for the way forward with regards to your club! This will hopefully come across loud and clear at the forthcoming AGM. Therefore as you are an extremely valuable member of the TSSC community can I urge you to make a date in your diary and come along to the AGM in April? Participate in, what is after all, your club's future. That is a club that belongs to all of its members and run on sound principles for those members benefit and enjoyment.

Look forward to seeing as many of you as possible very soon!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature



Courier Cover Caption Competition... ...and the winner is?

Congratulations to **Brian Turnbull** whose caption for the February Cover was: *"Well Roger, I always said that a combination of Spitfires and Hurricanes, would Herald our Triumph, in this war!"*

The Cover was designed and produced by Member **Chris Rybka** and HE made the hard decision on the winning caption from a selection of over 20 witty entries.

Many thanks to all who entered and of course to Chris who initiated this.

Bernard Robinson
Courier Editor

Stafford Triumph Displays

We have decided to have a display with a difference this year at stafford.

There are so many fantastic, gleaming, interesting, unusual varieties of vehicles amongst the TSSC membership that we have decided to have a free for all this year.

We will have formal displays for the

anniversaries (Bond Equipe & Triumph 2000) vehicles as usual but we are going to open the hall to the first 100 cars that register using the booking form in the April Courier.

You will just need to give the reason why your vehicle should be in the hall and supply a picture if you wish to help with the decision making.

Claire Hill

TSSC International Family Weekend Organiser

Wanted Dead or Alive

Have you got any old worn out Herald front brake shoes in your sheds or garages gathering dust? If so please can you contact Chris Dennis at Rimmer Brothers 01522 563302 or via email chris.dennis@rimmerbros.co.uk as they are trying to get enough old core stock to get a batch remanufactured as these shoes are currently unavailable.

Garth Jupp
TSSC Club Shop

Congratulations Trevor!



As you will have read Last month, our Specials Register Secretary, **Trevor Collett** Celebrated 25 years as register Secretary by supplying his 255th Specials register article since he started writing

for the Courier in 1988! Trevor is unique in this respect as he is the only Register Secretary still voluntarily supplying articles from that time.

In recognition of this amazing feat, the Council of Management has awarded Trevor **Honary TSSC Membership** in celebration and as a thank you for his commitment and hard work.

Well done Trevor, much deserved.

Bernard Robinson
Courier Editor



HQ OPENING TIMES

MARCH - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



www.tssc.org.uk

APRIL - 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



THE
TRIUMPH
SPORTS SIX
CLUB

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

TSSC INSURANCE PANEL

Footman James

0843 357 1790

www.footmanjames.co.uk

Peter James

0121 506 6040

www.peterjamesinsurance.co.uk

Lancaster Insurance

0800 013 0080

www.lancasterinsurance.co.uk/tssc

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards (Peter James)
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.



The following Triumph Sports Six Club members joined the Club in 1983 and have celebrated 30 years of membership. We would like to recognise and thank the following members, who join our Roll of Honour.

Des Sowerby
 John Gribble
 Paul Hurst
 Nick Fane
 Steve Jackson
 Matthew Bliss
 Andrew Hucklesby
 Daniel Kaiser
 Roger Dilley
 Chris Denton
 Sylvia Bird
 Chris Taylor
 Simon Pawson
 Michael Donovan
 Alexander Hanschke
 Robert Trigg
 Patrick McCarron
 Tim Howarth
 Jonathan Charlesworth
 Russell Hayes
 Mark Horsley
 Joan Ockwell
 Andrew & Samantha Bird
 Rhodri Davies
 John Cash
 Rodney Lingard & Associate
 Nigel Bouttell
 Colin Lea
 Stephen Brent
 Graham Holt
 Lesley Woodcroft
 Clive Jones & Lynn West

Barry Earp
 Raymond Davies
 C S D Hall
 Kenneth Munday
 Peter Sandry
 Ian Heggie Pratt
 Anthony & Muriel Thorn
 Rosemary Thompson
 Nicholas Larkin
 Eric St Clair Stobart
 Colin Taylor
 Simon Daubeney
 Barry Brown
 Alex Aspis
 Roger Clarke
 Robert Bunney
 Mark Lyons
 Graham Robinson
 Alan Cooper
 Philip Evans
 John Morley
 Alaister McIntosh

Honorary Members

**DENNIS BARBET
 TREVOR COLLETT
 MARTIN COX
 JOHN & PAM GRIFFITHS
 DAVE GLEED
 JOHN MACARTNEY
 FRED NICKLIN
 PAUL RICHARDSON
 BILL & JO SUNDERLAND
 PAUL SWANSON
 PETER WILLIAMS**

Welcome to NEW MEMBERS

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



THE TRIUMPH SPORTS SIX CLUB

Brian Robinson	Angus
Aidan McConnon	Beds
Mark Heaton	Berks
George Walker	Cambs
Elliot Hassall	Cheshire
Donald Dole	Cheshire
Columb A. Hague	Cornwall
Richard Knight	Derbys
Martyn Middleton	Devon
Simon Mountain	Dorset
Russell Ellis	Dorset
Tony Welch	Dorset
Allan Campbell	East Dunbarton
Richard Clarke	Durham
Stephen Hill	Durham
George Humphrey	Essex
David C. Walker	Essex
Russell Clarke	Glos
Patrick Ellis	Glos
Matthew Birch	Guernsey
Mark Reed	Hants
Gareth Hughes	Hants
Richard Collishaw	Herefordshire
Daniel Miller	Northern Ireland
Alasdair Robinson	Northern Ireland
Justin Collier	Kent
David Walsh	Kent
Jason Sharman	Leics

Simon London	London
David Scott	Merseyside
Gary Lane	West Mids
Mohan Gill	Middx
Hugh Dixon	Northants
Mike Rowell	Northants
Mark Dunford	Shrops
Lawrence Downing	Staffs
Robert Haywood	Suffolk
Neil Bates	Suffolk
Anthony Dewbery	Suffolk
Mike Travis	East Sussex
Laurence Moss	East Sussex
Andrew Bourne	East Sussex
Judy Krolick	West Sussex
S R Beech	North Wales
Terence McHatton	South Wales
Callum Beckett	South Yorks
Michael Minter	Canada
Paul Roth	Cyprus

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

SPITFIRE MkIV/1500 Register



e-mail.

ford.derek@sky.com

Derek Ford



D.I.Y. Porting

W

elcome to part two of our cylinder head overhaul. In this section we will be

showing how to lightly gas flow your cylinder head for increased performance and efficiency. Obviously a home gas flowed head will not be as efficient as say a race tuned head available from other suppliers, but it will give you small improvements and an overwhelming sense of achievement.

What we are trying to do is smooth out the rough edges and awkward corners that the casting process has left inside our cylinder heads. This will allow the

fuel/air mixture to pass into the cylinders more smoothly and the exhaust gases to pass out



Pic. 1

of the cylinders more smoothly and quickly.

If you feel inside the inlet and exhaust ports of your cylinder head **PIC1** you will feel the uneven surfaces.

Notice the horizontal line that we are going to remove

We will be using an air grinder **PIC2** to best smooth the surfaces out. If you don't have access to air tools then an electric drill will do the job for you.

The stones we are using come in a range of shapes and sizes, the ones on the right are Draper brand purchased from my local



Pic. 2

motor factor. There are however several types available some of which are far too soft to be any good.

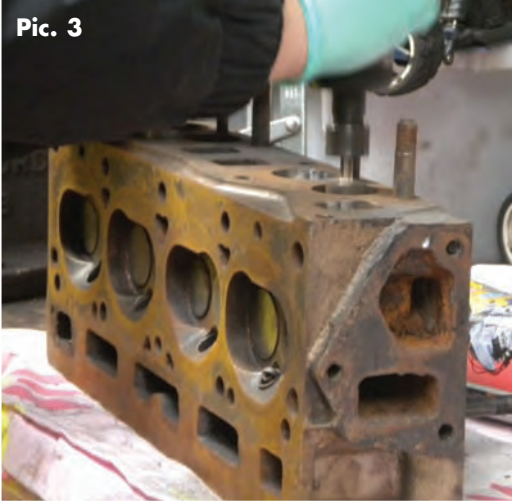
The stones that came with my grinder are on the left and are particularly useless and just showing them to any metal seems to scare them so much they just disintegrate.

each surface a final polish with a wire brush on your drill and then clean the head thoroughly to remove any swarf.

This work should be done with valves and springs removed from the head and please make sure you wear a dust mask, the dust and swarf that will be in the air needs to be kept far away from your lungs.

PIC4 shows the results of a few hours work on one of the ports. Notice how we have opened the port out so that

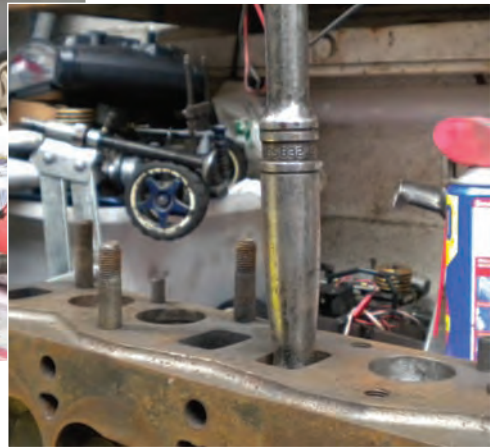
Pic. 3



Work away gently inside each exhaust and inlet port grinding away at the sides PIC3, just sufficiently to remove any burrs or rough areas, remember we don't want to remove so much metal that we make the head useless.

A ported racing head will have a fairly large amount of metal removed so don't be too scared, just be sensible.

When you are happy with your work give



the handle of my ratchet fits much further down.



There is still lots of work to do on this head but I hope this gives you the general, idea.

Next time we will get started on the bottom end of the engine, starting with a good clean and a coat of paint.

Cheers for now


Derek.

Pic. 4



Feedback from the TSSC Council of Management Meeting

Sunday 13th January 2013



Business planning & Current Financial Position

Obviously there was in depth discussion about the Club's finances.

At the November meeting David Embery had agreed to lead the business planning process and a team of 4 have met three times since the November meeting. They outlined the proposals and discussion took place about the ideas. Further action needs to take place so a firm plan can be agreed for the AGM.

Website

CoM received a presentation from representatives from a web development company about the different options for the Club website and what possible cost might be. It was agreed that we need to clarify the requirements and compare costs for a range of options.

STAR 90

CoM was given an update on the planning for this weekend event organised by the Standard Triumph Forum to mark the 90th Anniversary of Standard Triumph. There is a BB on Friday evening. The Saturday is to include options for scenic drives, visits to local attractions or a morning or afternoon at

the Pro Drive testing circuit. There will be a formal dinner Saturday evening and Sunday is based at Gaydon where there will be club stands, trade stands and a variety of activities as well, of course, as entry to the museum itself.

25 years as Specials Register Secretary

Trevor Collett joined the Club in 1981 and became Specials Register Secretary in 1988. Trevor has continued in this role since then and in February 2013 sent in his 255th article for the Courier, completing 25 years in this role.

This is a unique and remarkable achievement and to say thank you to Trevor, CoM decided to make Trevor an **Honorary TSSC member**.

Contact the CoM

Any issues members wish to raise at CoM can be sent in writing or by email to me, my contact details are at the front of the Courier, page 3.

Next CoM Meeting

The next CoM meeting will be held on **17th March 2013**.

Vivien Thompson
General Secretary
Triumph Sports Six Club

THE TRIUMPH SPORTS SIX CLUB

Trip to

SPA CLASSIC

2013

Track, Paddock & Grandstand Access
Circuit Laps -
Camping at Eau Rouge -
Trackside Parking

Bookings Available Now!

We are now open for bookings.

For more information or a Booking form,
please visit **www.tssc.org.uk**

E-mail. **info@tssc.org.uk**

or phone the Club Office on **01858 434424**

HERALD 13/60 Register

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



Derek Giles

A Touch of Colour

Continuing on from last month I thought you might like to know how the remaining codes on the commission plate hopefully add to the original identity of your car.

As you can see (photo 1) the Two codes below the Commission number are marked as paint and trim. So how do you find out what the original colours were?

Triumph, in their wisdom, used a basic colour code on the following lines:

Black 01: Red 02: Brown 03:
Yellow 04: Green 05: Blue
06: Purple 07: Grey 08: White 09:

Dealing with the interior trim first and using the information from the IVR forms we find the following numbers allocated to the vynide/vinyl material used:

11 = Black
12 = Matador Red
13 = Light Tan
25 = Conifer
27 = Shadow Blue
58 = Grey

These were standard colours but others were available to special order, such as 18 (another grey) and 37 (some sort of purple/Blue)! The commonest colours were Black, Red and Tan. There was also leather should you wish to pay for it.

Body colours followed the basic 1, 2, 3 etc

colour numbers, but to pinpoint the exact Triumph colour a digit was added to the front in place of the zero. So you get 12, 22 and 32 to depict different Reds or Greens 15, 25 and 35.

See the colour chart for the full 13/60 range. Which hopefully, Bernie has been able to print as a full page opposite.



As you can see the chart shows the 17 body colours available and the trim options offered with each body colour. I have not included any non standard options so this may not be a definitive list regarding any particular car. Using this chart we can see that code 23/13 will be a Jasmine car with Light Tan interior and code 18/27 is Gunmetal with Shadow Blue trim.

You may also wonder what the final code BS AU48: 1965 (seen at the very bottom of the plate) is all about.

No mystery really as it confirms the seat belt anchorages are up to the 1965 British Standard number 48.

I hope by unravelling the commission plate codes you understand the importance of them to the originality of your car.

If you have any queries about your 13/60 com-

mission plate coding please get in touch and I will try to clarify them.

Cheers for now,

Derek

Herald 13/60 Colours & Trim

Paint. (Code)	Trim
 Valencia Blue (66)	Black or Light Tan.
 Wedgwood Blue (26)	Black or Shadow Blue.
 Royal Blue (56)	Black, Light Tan or Shadow Blue.
 Conifer (25)	Black, Light Tan or Matador Red.
 Laurel (55)	Black, Light Tan or Matador Red.
 Cactus (15)	Matador Red.
 Jasmine (34)	Black or Light Tan.
 Saffron (54)	Black or Light Tan.
 White (19)	Black, Matador Red, Light Tan or Shadow Blue.
 Dolphin Grey (48)	Shadow Blue or Matador Red.
 Dark Grey (28)	Shadow Blue.
 Slate (68)	Shadow Blue, Light Tan or Matador Red.
 Gunmetal (18)	Black, Shadow Blue or Matador Red.
 Cherry (22)	Black, Light Tan or Matador Red.
 Damson (17)	Black or Light Tan.
 Signal Red (32)	Black or Light Tan.
 Sienna (23)	Black or Light Tan.



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



Colin Lindsay

A Whiter Shade of Gauge

With the cold, wet weather continuing - it's all right for you lot in March, but I'm still back here in January! - I've been finding alternative Triumph-based activities, mostly things that can be done in the comfort of the house and not a freezing garage.

A recent differential swap almost killed me, between lying on a cold garage floor and having heavy things drop on me. It's a mathematical thing - if you have one hand holding one diff mount, and the other hand holding the other diff mount...what exactly is holding the diff? You'll be glad to know it bounced off my head and wasn't damaged. Consequently as a safer option I decided to

was an early Herald white-faced version, and while the face had survived the case was quite rusty, plus there was no matching fuel gauge. I reckon the white face will make a nice contrast against a dark burr-walnut dashboard. The lack of a fuel gauge was a problem, the only white one I had was quite rusty (pic 1) and furthermore the important contacts at the rear had been broken off



Pic 2.

Pic 1.



(pic 2). I decided to investigate whether or not it was possible to build one using a donor gauge.

Obviously the differences are the face, and the grey rather than red needle. The face is retained onto the body by two immensely small brass rivets (pic 3) which have a



Pic 3.

refurbish an old speedo which has been languishing in a drawer for some time. This

central aperture for the screws which hold it to the speedo body. These were delicately drilled away with a Dremel, a superb tool for this sort of delicate work, and the face then very gently prised away from the body. It needs to be moved downwards and away from the unit to clear the needle, which is very thin and very very easily bent or marked.

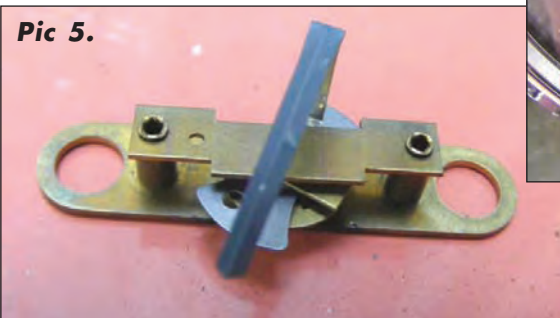
Once the face is removed you can see the mechanism, which involves some immensely thin hair-like wires (pic 4). Good lighting and



Pic 4.

a huge magnifying glass are a must.

The needle itself is secured by two brass screws which are easily removed with a small screwdriver. Under each screw is a soldered terminal with a hair-thin wire resting on a thin sheet of insulation material. This requires lifting with tweezers or the like and carefully



Pic 5.

moved away. This will then expose the needle mounting (pic 5), which can be lifted off to expose two circular insulators. With the

donor gauge similarly stripped the needle mount can be dropped onto the two terminals, being careful to retain the rubber insulators or more importantly refit



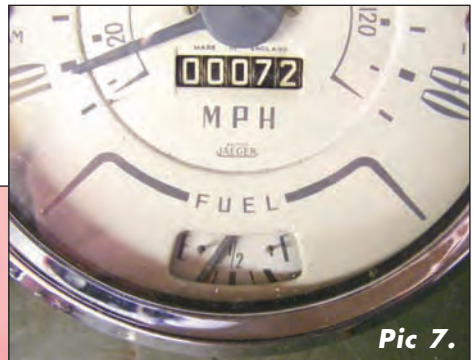
Pic 6.

them with the correct orientation so that the two rings will drop onto them and hold in place (pic 6). Replace the flat insulators on top, then retighten the screws.

So far so good.

Now the main problem is to replace the white face onto the black body without damaging the needle. It requires a very steady hand! If you're wondering how I replaced the rivets, ground off at the beginning, well - I didn't. The entire unit is held onto the speedo by two screws which go through the holes in the lugs of both face and body, so my hope was that when sufficiently tightened, the nuts would hold both the face to the unit and the unit to

the speedo.



Pic 7.

They did, even if the small spring washers, the smallest I've ever seen, proved quite fiddly.

Once the gauge was secured in place I turned the speedo over to find one almost pristine fuel gauge (pic 7), the rust and paint damage was around the edge and so hidden when fitted. A lot of labour perhaps, but a

good end result, at least until another white gauge shows up for sale.

they're much more plentiful. You could certainly use it at a pinch. As both cars hold 6.5 gallons in a full tank I'd guess there's very little difference in the calibration, and of course the Herald has the reserve tank to fall back on.



Pic 8.

However: as luck would have it, I discovered that a white fuel gauge from a Morris Minor is almost identical, barring the black needle and slightly different lettering (pic 8) - plus of course

...simply spraying the needle grey may be much easier?

much... fun. It is, really! Otherwise we wouldn't do it, would we?

See you next month

Colin



Wins international ltd
 Tel: 01342-327018 , E-mail winsintltd@sky.com



Triumph spares specialist covering new, reconditioned and used spares, vast stocks, Est since 1987, mail order UK & Worldwide, Fast & Friendly service.

New website www.winsintltd.co.uk

Price promise
 Found a better Price?, we will Always try to Beat it if possible

Website covers all New, Recon & Used spares and Also lists cars currently in for dismantling

Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm saturdays
 All in one large warehouse, with shop counter, feel free to come & browse
 Whatever your requirement we will always try and help

Unit 21b, Durkins rd, Charlwoods industrial estate, East Grinstead, West Sussex , RH19 2ER





PETER JAMES INSURANCE

Two Leading Names - One Market Leader

STEWART MILLER INSURANCE

TSSC Insurance Partners **Peter James Insurance** and **Stewart Miller Insurance** can provide a complete range of Insurance Services for every TSSC member.

PETER JAMES INSURANCE
 Telephone: **0121 506 6040**
info@peterjamesinsurance.co.uk
www.peterjamesinsurance.co.uk

STEWART MILLER INSURANCE
 Telephone: **0121 422 2282**
info@stewartmillerinsurance.co.uk
www.stewartmillerinsurance.co.uk

All Specialist Vehicle Insurance Commercial & Household Insurance

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



Trevor Collett

Two much of a good thing?

Fairthorpe, Rochdale, Turner, Tornado, Falcon, Ashley ... evocative names. Well, of course, these names are only evocative if you know what they're the names of. I guess most of you probably do recognise most of them. I could have made the list two or three times longer, with some real obscurities – Deep Sanderson, anyone?

Yes, they're all cars... yes, they're all kit cars... yes, they all hail from the Fifties and early Sixties. You've heard of the Pleistocene period, and the Pre-Cambrian, but the period we're focussing on here is scientifically known as the Fiftieskitcarboom. From their bases in Denham, Wolverhampton, Rickmansworth and Waltham Abbey (Fairthorpe, Turner, Tornado and Falcon respectively) visionary automotive designers and fabricators produced car bodies and sold them to eager amateur car builders across the kingdom. The bodies were used to turn the humdrum cars of the day, mainly Fords, such as the 103E Popular and E493A Prefect, into exciting, head turning sports cars.

I could describe these cars in more detail for you, but I've left my writing this month till very, very close to Bernard's deadline, so I'm afraid you'll have to look them up in your favourite car encyclopaedia – or the internet.

If you decide to eschew the paper option I can suggest a couple of web pages to start with: www.fairthorpesc.com/fscc_specials.html and also www.oldclassiccar.co.uk/ford_based_specials.htm.

I do have a reason for bringing up obscure Ford-based specials just now; in January 2011

I introduced you to a new Herald-based kit car, the Sammio Spyder. Following this I monitored the web chatter on the Sammio, and there was quite a volume of it. I got the impression that the idea of building a Sammio had switched the switches of good number of spanner-wielding petrol heads up and down the country.

I was sure that I would soon come across a rake of lovely fully built Sammios that would provide me riveting build stories with which to regale my loyal readers. If I was a proper motoring journalist I could have gone out and about and hunted down Sammio builders and extracted the information directly from them, but I'm not. I have to work 45 hours a week on a job completely unrelated to motoring journalism, which means I pretty much have to rely on facts about interesting cars coming to me. I have had contact with one or two Sammio builders but for various reasons I have not been able to write up their detailed story; they could still yet bear fruit though.

The fertile minds behind the inception of the Sammio car have not rested on the laurels of an apparent success, relatively speaking – that's relative to cars that have been introduced to the market and found next to no customers at all – there have been several detail changes to the body shape, including a shortened body for mounting atop a Spitfire chassis.

Recently there has been another sort of change, a change in the ownership of the production rights – Sammio derived kits are now available from a company called Ribble Cars,

of Leyland in Lancashire. They are calling their Herald-based car the Ribble Pilot and their

together, which is mucho bueno (yes, I know, that's Spanish, not Italian).



Ribble Pilot

I'm loathe to get too deeply into the IP issue surrounding the shapes of cars; I started off this piece talking about Fifties kit cars because it has been said that the genesis of the original Sammio Spyder was inspired by one of those Fifties kits, the Nickri Spyder. You can research this particular model yourselves, and make your own comparison, if you want to.

And there's more... we've now got yet another manufacturer producing a car body for mounting on a Herald chassis – and its shape could also be said to have certain similarities with pre-existing cars. A resemblance to somebody else's design is probably not surprising considering the name of the company, Tribute Automotive. They have named their Herald-based body A352, catchy name.

Seems to me we have a sort of double resurgence going on here: one, of Fifties-style sporting kit cars and, two, of kit cars for the Triumph Herald chassis. Bravo, I say, bring it on, let's have some more. And you know what I need now, real life,



Ribble Navigator

Spitfire-based car the Ribble Navigator.

There is another car that is a spin-off of the Sammio Spyder, and that is the Miglia speedster. It seems that there has been a bit of a battle of IP (intellectual property) going on, but latest news, as I write, is that the two companies are going to move forward



Miglia Speedster

Tribute Automotive A352



finished (or in build) Sammios, Ribbles, Miglias and Tribute A352s – preferably with owners prepared to share their build and driving experiences with us. Are you one such?

Or do you know one such? Or do you just know one of these cars?

Get in touch, the world is yearning, the Triumph world anyway.



A352 Rear

T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES - www.tdfitchett.co.uk

HERALD/VITESSE

Delaney-Galley heater valve 560612	£48.50
Petrol tank	£145.00
Front lower valance 1200 O.E.	£160.00
Front lower valance 13/60 O.E.	£160.00
Front lower valance Vitesse O.E.	£160.00
Herald 13/60 front lamp panel 812140	£80.00
Herald 1200 front wings	£120.00
Herald 13/60 front wings	£95.00
Vitesse front wings	£120.00
Front wing 'D' plates 703627/8	£10.50
Windscreen drip channel	£13.00 pair
Herald/Vitesse door skins 901338/9	£75.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£26.50
Tread plate repair panel	£8.50
Front Footwell	£69.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£75.00
Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£49.50
Front/Rear wing arch repair panel	£24.50
Rear wing front repair panel	£18.50
All chassis outriggers/side rails/boot extr	£22.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£125.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£160.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 4 Syncro (exchange gearbox)	£285.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£150.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
Herald new alternative distributor (exchange)	£59.00
Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50

MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS
CALL NOW
 or order online
www.tdfitchett.co.uk

13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O.E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£7.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£305.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
TR7 gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£165.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£295.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunking 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£295.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPITFIRE MK I & II & III

Spitfire MKIII Bonnet Assembly less tubes	£950.00
Nearside/offside front wings	£95.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£59.50
Front inner wheel arch 706548/9	£59.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
Rear valance lamp panel 569900	£85.00
Boot lid 575787	£395.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£285.00
Rear leaf spring 305894	£99.50

Recon exchange brake caliper type 12.....	£46.00
Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£19.50 pair
Front wings 909663/4.....	£55.00
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 909797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
Door skins.....	£61.50
Sills non original. 903097/8.....	£47.50
Sills O.E. 903097/8.....	£69.50
Sill reinforcement panel 806634/5.....	£7.50
Inner sill 806638/9.....	£27.00
Front sill end plate 706422/3.....	£8.50
Half floor (deep pressing).....	£135.00
'A' post lower filler panel 708288/9.....	£22.00
Bonnet hinge pivot box RKC362/3.....	£46.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£60.00
Rear wing non O.E.....	£130.00
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
Boot floor.....	£130.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H/T seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£65.00
Window regulator 911271/2.....	£65.00
Window regulator glazing channel.....	£65.00
Front outriggers 209398/9.....	£42.50
S/steel tread plate finishers.....	£32.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£5.00
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£58.00
Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£150.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder -7 dia.....	£12.50
Rear brake lever 123135.....	£6.50
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£32.50
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£35.00
Seat cover set, brown houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£190.00
Hoods vinyl inc zip window.....	£160.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

GT6

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.....	£95.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£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 rototeflex GBS750.....	£15.00
Brake shoe non rototeflex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

TRIUMPH 2000/2.5 PI/2500

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

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615898.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701/711.....	£20.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£295.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E.....	£35.00 pair
Front underdrier XKC 83/84.....	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£37.50
Dolomite Rear lamp assembly R/H TKC938.....	£52.50
Head lamp assembly 1300/1500 Dolo (square).....	£62.50
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint HT. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£295.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50/3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£75.00
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£52.50
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Dolo 1500/18-50 brake shoes GBS746.....	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

Telephone 01952 619585/620434 Fax 01952 610510 Web: www.tdfitchett.co.uk

MONDAY-FRIDAY 8 am till 5.30pm. SATURDAY 8 am till 1 pm
PRICES INCLUSIVE OF VAT, Carriage extra.

Overseas orders outside of the EEC are not subject to VAT.
Please quote original part number if available. It will help us to help you.
Complete range of overdrives built by ex-Laycock engineer. POA

TRADE ENQUIRIES WELCOME

Prices correct at time of going to press

At the time of going to press we can supply most gearboxes, steering rack and diffs for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
Front struts-Strag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED





www.tssc.org.uk/vitesse
e-mail: vitesse@tssc.org.uk



Dave Rumens

Servo Unit Fitting

Hello everybody, one of the extras offered on the Vitesse was a brake servo unit. This was covered by TSSC technical expert **Carl Heinlein** quite a number of years ago but judging from the number of times I been asked for information recently I thought it would be a good idea to cover it again.

According to the Standard Triumph parts books the Vacuum Servo Kit, Stanpart No. 514600, was fitted to Special Orders only and was available from the factory for the 2 Litre model onward though, like a lot of the additional items, a high proportion were fitted by the dealers and not by the factory. The main reason for this is from my own experience when buying a new Herald 13/60 in 1967, was the time it took for the dealer to get a car ordered with factory fitted extras delivered from the manufacturers. I hate to think just how many customers got fed up waiting and cancelled their order. However, if a standard car was delivered, then had the extras fitted by a main dealer it made things much quicker and easier for everybody involved. I understand that's what most dealers did. A sad note I know but this applied to all of the different manufacturers not just Standard Triumph back then.

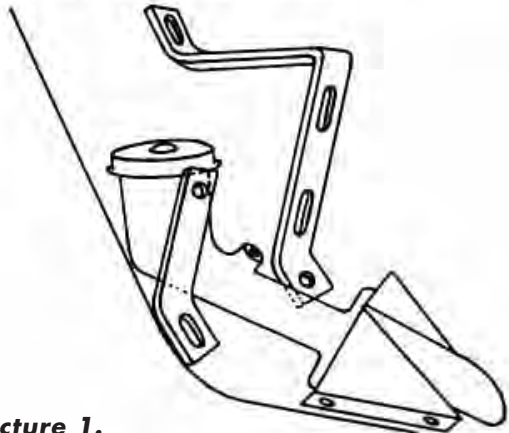
I guess to maintain the warranty the

dealer may have ordered the Servo kit from the factory, however it was also available as an after-market item from Girling and known as Powerstop. The Servo Unit wasn't that popular as disc brakes had recently been introduced into cars and they were seen as the main advantage. There was also the belief then that over-sensitive brakes could caused the car to skid, over-braked was the term used

Herald & Vitesse 1959 on

Powerstop Kit 64949000 (1.5 1 Optional Kit 64949023) (2.0 : 1) Fit the powerstop on the R H side of the bulkhead with the alloy body of the servo across the body of the clutch master cylinder. The vacuum pot should be facing the heater.

VACUUM Remove the inlet manifold and drill with a letter "R" drill and tap $-\frac{1}{8}$ " x 27 NPT, fit adaptor from the kit and replace manifold.



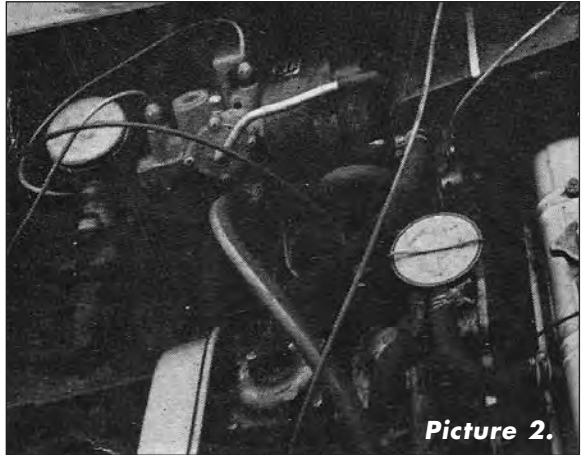
Picture 1.

by road testers if they felt this was the case. I often wondered if this was the reason when Triumph fitted servos, as standard, in the 1970's to both the Dolomite and the TR7 they also fitted quite small front discs and pads relative to the performance of both vehicles. Still we can only conjecture now.

Moving on, [Picture 1](#) contains the Girling fitting instructions which I presume is an after-market fitment. The instructions are useful in so much as it gives location for fitting the Powerstop Unit. I have also included a rather grainy (Sorry Bern) [Picture 2](#) of a Mk2 which was taken in April 1969 when the car was under twelve months old and still in warranty fitted with a Servo Unit.

So I can only assume this was an original fitment and should show the correct factory location for the Servo Unit.

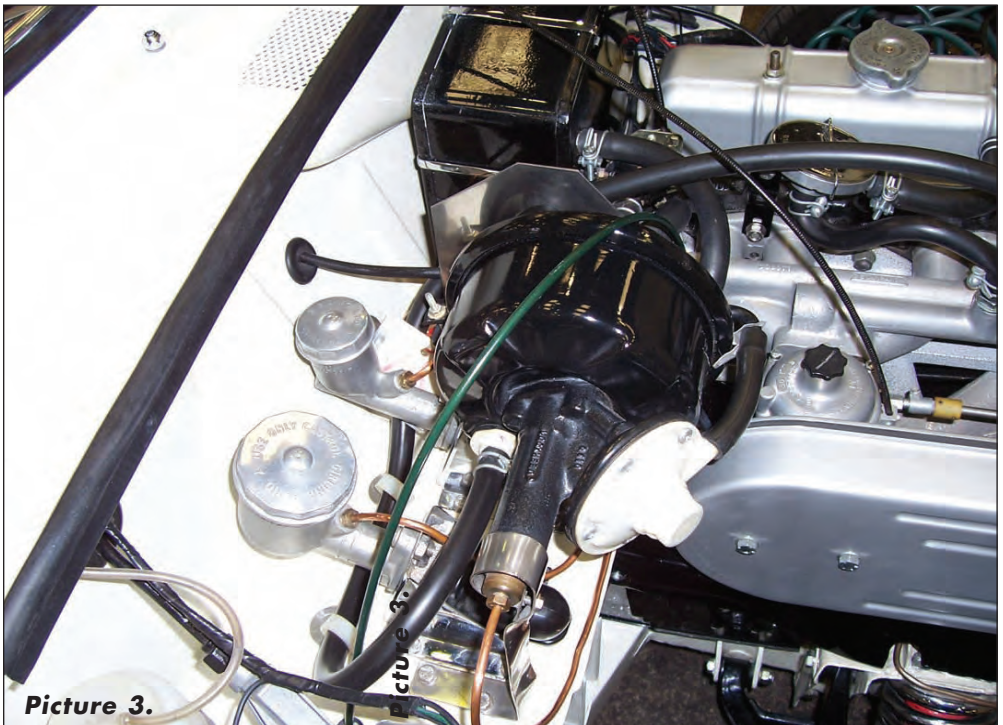
Both the factory and after-market locations appear to be the same, and this would make



Picture 2.

sense to me.

On the versions now available the location has remained the same but the rear mounting has changed. To illustrate this I have included [Picture 3](#) which shows the rear of the Servo Unit mounted on a large L bracket. The Servo Unit always looks to me



Picture 3.

as if it has just about been squeezed in what space was available, so it's not so surprising why so many people ask what its correct location is. It's not at all obvious.

One final note, as far as I can tell though the Servo Unit wasn't available for the 1600 Vitesse or Herald from the factory, the after-market Girling Powerstop definitely was from the mid 1960's. I had a look through my SAH catalogue and sure enough it contained an advertisement for the Powerstop, See [Picture 4](#).

Both factory fitted and after-market extra items are somewhat of a grey area after this length of time, if any members have additional information on the subject then please let me know. Well I have an MOT coming up this month so I better get out there and test those brakes, especially as I haven't a servo fitted!


As I am typing this article up there is snow on the ground. By the time it is published in March spring will be just around the corner and hopefully we will be looking forward to better weather than last year and we can get our classic cars out on the road.

That's me for this month.

Safe driving and keep them running on all Six.

Dave.

Take the effort out
of BRAKING
with...



PART No. 059

POWERSTOP
DESIGNED BY
GIRLING

A BRAKE BOOSTER

which has no effect on
engine performance

The Powerstop has been produced in response to the demand for a Vacuum Servo unit with the same qualities as that fitted as original equipment to many thousands of cars, but designed to supply a suitable amount of power for the normal unassisted hydraulic brake system, without affecting the running of the engine in any way. After the position is determined, fitting the equipment is easy and straightforward; the arrangement of the output piston allows free flow of fluid through the unit when it is at rest; the unique hydraulic valve is actuated by the pressure from the master cylinder and reacts to the boosted pressure supplied to the brakes; the control pistons allow an exact proportion of power to be supplied at all times; because of the 'suspended vacuum' piston large amounts of air are not suddenly drawn into the engine.

The unit is self contained and requires no maintenance except for occasional changing of the filter element. It is recommended that the filter element is changed when replacement brake shoes are fitted.

KITS AVAILABLE FOR MOST MAKES OF CARS

Kit includes fitting instructions and all necessary parts.

NOTE: The Powerstop is not recommended for hydro-mechanical braking systems.

STV 4/61

Picture 4.



Chaplin's

MOT TESTING & SERVICE CENTRE

MOT TEST FEES FOR THE CLASSIC CAR OWNER

ONLY

£25

PRE 1975 CARS ONLY

KEEP YOUR CLASSIC CAR HISTORY FILE COMPLETE

25 CUNLIFFE DRIVE,
KETTERING, NN16 8LD.

01536 416942.

BOND EQUIPE Register

www.tssc.org.uk/bondequipe
e-mail: guy@bondequipe.org



Guy Singleton

Equiped to a 'T'?



To continue with the theme for 2013 – the 50th Equipe Anniversary, I have heard that Bernie and Garth at HQ have been busy and have had some Equipes 50th Anniversary T shirts made. They will be on sale at the Triumph Show at Stoneleigh. It's a been there or not (yet) been there (50th is in May) but let's get the T shirt.



panels – if these could help you please contact me (Don't forget, I do also have spares for the other models.)

I heard from **Richard Dittman** in Canada last August to say that he "entered my white Bond convertible in a major British car show in Southern Ontario for cars in Ontario and midwest USA. The car was a big hit as no one had ever seen one and few had

Now to other things Equipe. I have recently acquired a reasonable 4s bonnet and other

Ontario and midwest USA. The car was a big hit as no one had ever seen one and few had





three glorious Equipes lined up outside their home – I’m very envious of the garage!

He also sent me a photo of his latest project, an 875 – that, I think, will be quite a challenge indeed.

Richard also sent a picture of the information board he used on his car at shows – a very professional job.

I must try to do better myself in this line.

even heard of them. We won 2nd overall (tied) out of over 100 British cars. | Looking on ebay recently for Bonds – as you

The winner was a 62 E type convertible from Indiana USA that won the Grand National award at the 2010 USA Concours. Tied with the Bond was a 52 MG TC Tickford. Anyway we were in real tough competition and the Bond was loved for its beauty and rareness."

Well done Richard – and the Bond – not to mention all those Canadians with very good taste! Richard has also sent pictures of his



Made in USA AA0617



Richard's 875

11/2017

do – I saw 2 very familiar 2+2s belonging to **Jane Buckby** and to **Bill Pounds**. Initially I thought they were for sale but quickly realised that someone in the States had made up Fridge magnets, presumably using photos of the cars found on the internet.

Bob's now wondering why he isn't receiving any royalties for the magnets!



Hope to see some of you at Stoneleigh, and the rest of you during the year with your cars – and possibly also celebrating the Anniversary year with HQ’s T shirts – hint, hint (*Suzie Note: Cor, ‘e ain’t ‘arf subtle, ain’t ‘e !*)

And finally, taking a leaf out of Suzie’s book with somewhat of a link to the Equipes, a Bond Scooter I spotted for sale on Car & Classic.

And no, I wasn’t tempted, but it did remind me that I really do need to get something done with the **Bond P3** scooter sitting in the garage!

Anyone have a spare seat for one??

Guy

1958 Bond Scooter For Sale



Liko Tweet

1958 Bond Scooter, Green and Biege, Undergoing extensive restoration, £4995 when completed!

Price:	£4995 As stated
Advert Type:	For Sale

SUBSCRIBE AND SAVE 20%
retrocarsmag.com/subscribe.asp



1950_s - 1980_s Modified Cars

retrocarsmag.com

- The best modified classic cars from across the globe
- The finest event coverage
- In-depth company profiles
- Inside the world's most exciting garages in *The Lock Up*
- The latest news and new products



Available from all good newsagents or call
01732 748084

SPITFIRE I - II - III Register



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



Suzie Singleton

Big Money Spit.

Without TSSC members and other Triumph enthusiasts sending me information

Russia, he came across a rather unexpected find – a Mk3 Spitfire – albeit it at rather a high price. The advert is still, as I write this, online and, as you can see, the asking price is **\$116,058** or 86,598€.

As you can see it is rather a pretty car, though

about their cars, or items they've discovered, it would be very difficult to keep writing these articles every month so thank you to everyone who does so.

Even over Christmas and through the winter which can be a quiet time there is always someone keeping an eye out and this year was no exception.

Maxim Tereshchenko, who has a Spitfire4 in Edinburgh, (Maxim's story of finding his car was in the April 2011 Courier) was working in Moscow and, while looking over local Russian ads for classic cars, thinking to get something to use while in

Ретро-автомобили
Triumph GT 6
3 500 000 руб.
118 058 31 86 000 €

Год выкл.	1970
Тип кузова	Кабриолет / Белый металлик
Состояние	Отличное
Тип	Возлежен
Объем двигателя	1100
Трансм.	Задняя
АГПС	Механическая
Мощность	65

Место осмотра: Москва
Контактная информация:
Контактный email: Розан
Фон: [Отправить письмо сообществу](#)
Город: Москва



finished in a very 'individual' and distinctive manner, but it does seem to be in good condition. I suspect there aren't many other early Spitfires for sale in Russia (nor GT6s which is what the owner appears to be advertising this as) but still – that has to be the highest price I've ever seen put on one – even more than for the first production Spitfire, FC1, which I wrote about in these pages a few months ago. !!

<http://retro.auto.ru/retro/used/sale/11632516-423f.html>

SPITFIRE I - II - III Register



The first was from **Adrian Read** in West Sussex who has recently bought a 1965 car which is one of those barn finds which still keep cropping up. This one has been off the road for many years, last driven in 1991, but has been kept undercover and Adrian says that it appears to be generally sound, although he knows that here is a lot of work ahead of him to get it as he would like and back on the road.

I would hope that Adrian, and others



Just in the last week I've also heard about 2 Spitfire4s, one new to me and one I had heard about some time ago.



who have perhaps only recently started such a project to restore a car, or whose work doing such has perhaps stalled, will be encouraged by the following.

Way back in December 2009 I heard from **Michael Woodcock** who had bought a 1964 Spitfire4 two months previously and, although the car was on the road at that time, it was showing its age and Michael had started working to restore the car.

Although it took some time Michael is now happy that he has pretty



much finished and sent me some photos of the result.



And now the latest update from **David Embery** on the Shropshire Spitfire. Over to you David.

Shropshire Spitfire

Winter months have been with us for some time now.

However, I am delighted to report that has not stopped progress with the Shropshire Spitfire!

At Stafford last year we met lots of people and were able to make many friends. However, all that we could show at the time was a collection

of parts that would be assembled into something that would hopefully resemble a Mark 2 Triumph Spitfire. Inspired by TSSC member's warm words of encouragement and generosity, we set about building up the



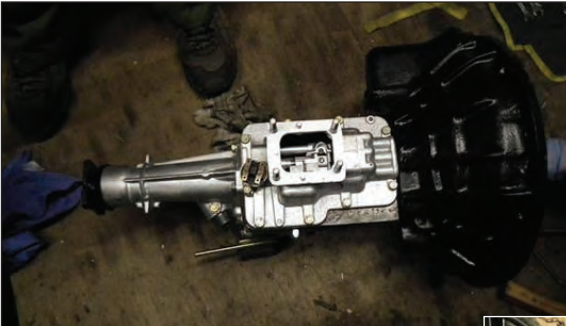
chassis pretty soon after the Stafford show. As you can see above we soon had the wheels on and brakes with suspension parts more or less in place. There was an urgent need to build something substantial that could be rolled back and forward so as to enable Steve to stop knocking lumps out of his shins on the chassis each time he went in and out of his garage! It must also be recognised at this point that many thanks must go to **Mike Papworth** who again proved his friendship and support for our project by kindly re-furbishing the Differential itself.



So we had a start and something that could be rolled in and out of Steve's Garage. Our confidence at this stage knew no boundaries as it was enhanced by two very important factors.

SPITFIRE I - II - III Register

Firstly, our successful progress so far and



secondly by the fact we had not broken anything yet!

With gusto, we set about marrying the engine and gear box to the chassis.

As you can see this was done in stages with the lower half of the Engine first being rapidly joined by the Gearbox and its Bell Housing. Again we managed not to break anything

completely assembled. This was getting exciting in that it really did look like something that resembled a car now! This was especially the case once the Gearbox and Differential were joined by the re-furbished prop-shaft!

Finishing touches are now our next stage and the end result of that we will unveil to everyone at Stoneleigh. TSSC Council of Management has kindly agreed that we can bring the Shropshire



Spitfire to the show and have it as part of the main club stand.

That way we can hopefully meet everyone again who we met at Stafford as well as have lots of opportunity to make new friends from within the Triumph Community.

We have plans for our display at Stoneleigh that will show what we have achieved so far and perhaps more importantly what we still have yet to achieve. With this last point in

and as you can see we celebrated that fact with the by now traditional beer and cake! We certainly did now have something that maybe came close to resembling a car!

The next stage was to marry the engine with its top half and then to all its ancillaries.

The guys set about correctly putting things in place with the correct torques etc. Yours truly completed sterling work with de-greasing the rockers etc so that the head itself could then be





mind, I can confirm that we will be holding our popular 50/50 raffle again. This proved a great hit at Stafford! Tickets cost £1 each where 50p goes to the prize fund and 50p to the Shropshire Spitfire appeal fund.

Hopefully everyone at the show will not only be pleased to see our progress so far but also feel they can make a small contribution to our efforts to complete the project by purchasing a ticket or two!

The draw for the winner of the prize fund will be made at the end of the day and details published in the subsequent edition of the Courier.

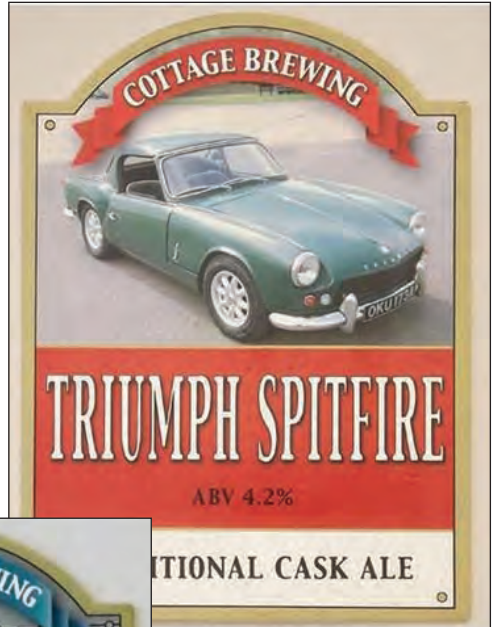
Well that is where we are at for now and we are all looking forward to meeting you all again at Stoneleigh. Please make a note in your schedule to drop by and say hello and see what we have done so far. We think you will be impressed!

See you at Stoneleigh!

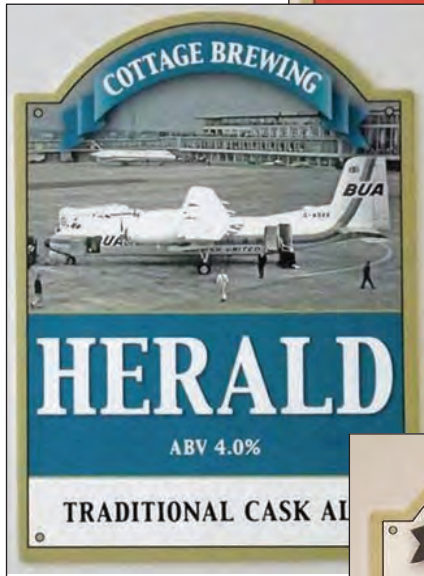
David

And finally,

So as not to ruin my reputation for including not specifically vehicular items, just a brief detour into the alternate realm with this beer



plaque for Cottage Brewing's Triumph Spitfire beer – one of a series of ales which I understand also includes tributes to the Triumph Stag, TR6, and various other classic cars. And, almost appropriate for this spot, even an 'alternate' Herald!



Need help fixing your Triumph

We are Triumph specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or mechanical and MOT work.

Our 3500sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven to ensure perfect paint.

SERVICES:

- Electrical work
- Bodywork and paintwork
- Mechanical and servicing work
- MOT preparation and welding
- National collection & delivery service



MW Restorations
01799 584994

www.mwrestore.co.uk e-mail. mike@mwrestore.co.uk Saffron Walden, Essex.

Hoods & Trims sets from only **£51.95**



Guaranteed Precise Fit

CAR HOODS

Massive Selection of Original Quality Car Hoods

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.



Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

www.PrestigeAutotrim.com

CARPET SETS - SEAT COVERS - TRIM PANELS

UNBEATABLE DEALS!

Prestige Carpet Sets Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

Replacement Seat Covers Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.



Interior Trim Packages

EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!
Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

www.PrestigeAutotrim.com

From only **£334.56**

Prestige Autotrim Products Ltd.
Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.
Tel: 0151-643 9555 Fax: 0151-643 9634

JY Classics Ltd

Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks, HP16 0DR

Service, Restoration & Sale of Triumph Sports Cars



- TR, Spitfire, GT6, Herald, Vitesse
- Pre-purchase inspections nationwide
- Cars bought and sold



Tel: 01494 866087 E-mail: sales@jyclassics.co.uk
www.jyclassics.co.uk



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



Spotting the Difference

Hi there, I have had a few e mails asking me about the differences between Triumph TR4 body shaped models. One expressed their confusion at having seen two Triumph "TR4's" at a car show with one having a badge stating TR4A while the other had a badge stating TR5. Well as I am not a person who can cope with fine detail, I shall attempt to give a basic overview which will help you differentiate between all the various Triumph **TR4, TR4A, TR250 and TR5** models, here goes

TR4

This model was manufactured from 1961 through to 1965 and a total of 40,253 cars were made with 36,803 of these being exported (that means sent abroad Mr. Dawson). The body work was designed by Michelotti. The engine was a four cylinder 2138cc wet liner engine and the liners can be removed to increase or decrease the cubic capacity (competition cars were sometimes reduced to 1991cc to allow

them to enter "under 2000cc" category races). The engine had its origins in the Massey -Ferguson Tractor and had been modified to power Standard Vanguard models and TR2 and TR3 cars. The car also had a live rear axle. The TR4 can be visually distinguished from the other models as



A Triumph TR4

it does not have any chrome trim along its sides, nor does it have repeaters fitted to the front wings and the front side lights are in the grille. They were also fitted with steel wheels as standard, but many have changed these for wire or after market wheels. The bonnet badge is also the "Triumph open book" type and is central on the front of the bonnet. Some TR4's had a smaller "tear drop" bulge on the bonnet.

TR4A

This model was manufactured from 1964 to 1967 with 28,465 being made, 22,826 of these were exported. The start of production overlapped the finishing of TR4 production

front wings, wire wheels (if not yet replaced by aftermarket items), and the IRS badge on the boot lid. The bonnet also has a central "Triumph Globe" badge fitted.



My TR4A, still with factory fitted standard wire wheels, note side trim and repeaters

and I believe that although the TR4A had Independent Rear Suspension, some live axle cars were produced mainly for export to the USA. It had the same specification engine as the TR4 (I have fitted the larger 89mm bore liners to my car giving it a cubic capacity of 2290cc) and although the outer body panels remained the same there were numerous changes, the main one being the chassis for the IRS cars.

They were also fitted with wire wheels as standard.

The TR4A can be visibly distinguished from the earlier TR4 by the fitted chrome side trim, the repeaters and side lights on the

engine which had been developed from Triumph saloons. The engine had different compression ratios and a different camshaft



TR5 with the desirable Surrey Top

along with petrol injection.

The short production run was because the TR6 was on the horizon and Triumph used the TR5 as a development stepping stone for the six cylinder fuel injected engine.

TR5

This model had a production run from 1967 to 1968 and 2947 cars were produced. The main visual differences from the TR4A are the front grille, TR5 badges on the rear wings and boot lid and a TR5 bonnet badge positioned off set from the centre, the side chrome trims are also wider. The big difference is under the bonnet. The TR5 had a 2498cc six cylinder

When brand new the TR5 was sometimes hard to sell as everyone knew that the new TR6 was due to be released, however, these days the rarity value of the TR5 makes it the most expensive TR to buy. It is easy to create a car with a TR5 specification, but the resale value is in having the genuine article, personally if I wanted a TR5 I would put TR6 mechanicals in my car, which I may one day carry out.

net and TR250 badges.

Well I hope that so far I have covered all the very basic differences within the TR4 body shape, but to confuse things a little bit more there is another variant, namely the

GT 4R DOVE

This car was based on the TR4 and was (I believe) developed by **Standard Triumph distributors L.F. Dove of Wimbledon.**

There were only about 50 of these built, so if you have one, you own a very rare car.

Well I think that I have covered most bases, but as I said at the beginning, it is very much a layman's observations, although I believe that the production figures and run dates to be correct.

If any of you have any of the above cars please e mail me with any stories or issues that you have encountered and images that you have of them, perhaps I can "immortalise"

them in this magazine, and provide encouragement to those who are contemplating taking the step into TR4, 4A,5,250 or GT 4R ownership.



Triumph TR 250

TR250

The TR250 was produced alongside the TR5 from 1967 – 1968, 8480 of these cars were manufactured and they were mainly made for the USA. Although the TR250 had the same six cylinder engine as the TR5 it was in a lower compression guise and instead of having the petrol injection system, the TR250 was fitted with twin Stromberg carburettors to enable the car to comply with USA emission tests (how times and fuel injection have changed). The cars are visually distinguishable from the TR5 by a stripe across the front of the bon-



A GT 4R DOVE with a sunroof to get the best of both worlds!

I'm off for a drive in mine now because as they say **"Nowhere's far in a TR"**.

Keep your liners wet!

Finally this month I received another question from **Graeme Morgan** and 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 Bern,

I hope that you have now fully recovered from your flu, and have been out building a Snow-TR4A (beats the traditional Snowman!). Sorry to bother you but I would value your experience (again!).

I've obtained a new facia for my TR4A since the existing veneer has reached it's sell-by date.

Reading the Haynes Workshop Manual (don't we all!) – apart from removing the Instruments et al, they make a statement viz: "4. Refer to Chapter 11, Section 34 and remove the steering column complete with its cowling" (see attached).

Surely this can't be correct – "remove the steering column" – maybe I'm interpreting the statement incorrectly & they really mean "unbolt the steering column support bracket for easier removal of the facia".

Since you have probably tackled this job before what are your views / recommendations? Your advice would be appreciated before I start dismantling the steering column for no reason! Regards

Graeme K Morgan

Hi Graeme,

I have now recovered from the flu, but it did knock me for six, thanks for asking. I checked the notes that I keep about work that I have carried out on my TR and have copied them (in blue) below. As you can see I did not have to remove the steering column and it only took 3 and a quarter hours.

09/01/2009

Removed the dashboard gauges and the wooden facia. Replaced the wooden facia with the walnut one that I bought off e bay and replaced the temp, oil pressure, fuel gauges and amp meter. Replaced the passenger side crash pad handle with the e bay item. Drilled the walnut dashboard glove box door to accept the stay.

3 1/4 hours

From the attachment you sent me I believe that the manual is referring to the older style TR4 metal facia, to remove that type of facia you would have to remove the column as it runs through an aperture in the facia, the wooden covers on the 4A have a slot that "drops over" the column.

Never hesitate to contact me if you need help or advice, it's a pleasure to help out a TSSC member, although as I like to point out, I am no expert and am really only passing on my experiences from an amateur point of view.

Best regards

Bern

<p>YORKSHIRE TRIUMPHS A WELCOME RETURN TO GOOD OLD FASHIONED CRAFTSMANSHIP</p> <p>It's our aim to keep Triumphs on the road, preserving them for generations to come. From a minor repair to a full restoration, we have decades of experience delivering the highest quality work & great value for money. We'd be delighted to have you join our long list of satisfied customers.</p>  <p><i>Peter Johnson</i></p>	 <p>TR4-8 Spitfire Stag Herald 2000/2500 GT6 Dolomite</p> <p>14105 839420</p>	<p>YOUR SPECIALIST FOR:</p> <ul style="list-style-type: none"> • RESTORATION • BODYWORK REPAIRS • ENGINE BUILDING • PAINT & TRIM • ELECTRICAL • TRIUMPH & ROVER V8 • MECHANICAL UPGRADES • USED & RECON PARTS • CAR SALES  <p>FOR THE FULL STORY, VISIT: www.yorkshiretriumphs.co.uk</p>
---	--	--

TICKETS

£8
IN ADVANCE
+ £1 transaction fee

£12
ON THE DAY

**Under 16's
FREE!**
when accompanied
by an adult

SPONSORED BY



Tel: 0845 330 0660

**NOW ALSO
IN HEATED
HALLS**

THE INTERNATIONAL
**TRIUMPH
SHOW**
& spares day

**3rd
MARCH**

2013

National Agricultural Centre
STONELEIGH

Warwickshire, CV8 2LG
(4 MILES FROM JN.15, M40)

9.30am-4pm

Trade Stands & Autojumble

specialists, professionals and smaller stands for the enthusiasts, 'garage clearouts' and a massive choice of spares, accessories, tools, models etc. Stand and autojumble space is limited and must be pre-booked, SO CALL TODAY

Club Displays

all the best clubs -
displays, projects
and advice available.
Anything old or new,
you're sure to find it here!

Cars For Sale

Lots of cars for sale.
MUST be pre-booked, so ring
to book your car in today...

Pride of
Ownership
Awards

TRIUMPH
WORLD

FOR TRADE ENQUIRIES CALL

01775 768661

www.triumph-show.co.uk

TICKET BOOKING HOTLINE 0844 854 0064
OFFICE NUMBER 01775 768 661

STAR 90 - 2013

STANDARD TRIUMPH ANNIVERSARY RALLY

by Victor Thompson

Every year the Standard Triumph Forum organise an event, the Standard Triumph Marque Day to celebrate the heritage of Standard Triumph. Previous events have been at Prescott Hill Climb and Gaydon, Duxford and Brooklands. However the upcoming rally this year is intended to celebrate an important land mark, the **90th anniversary of Standard Triumph**. This was originally the brain child of Graham Robson and has been picked up by the Forum.

I have often heard the comment by members that the various Triumph Clubs should do more together, well this is it and on this occasion it's going to be a very special event.

It's a full weekend commencing on **Friday 17th May** with a welcome BBQ, noggin and natter and informal get together.

Then on **Saturday the 18th May** we will have a number of things happening, suggested runs around the Coventry area, but also importantly we will visit the proving track at **Pro Drive** for a unique driving experience.

You will be able to do circuits of the track, including a specially constructed rally section to challenge your driving (non competitive).

You will also have the option to have a go on two skid pans, simulating driving on black ice and very slippery conditions (this is supervised in your own car by an instructor for an extra nominal charge).

At the end of the morning and afternoon session there will be a cavalcade around the circuit for those who want to do this at a more leisurely pace.

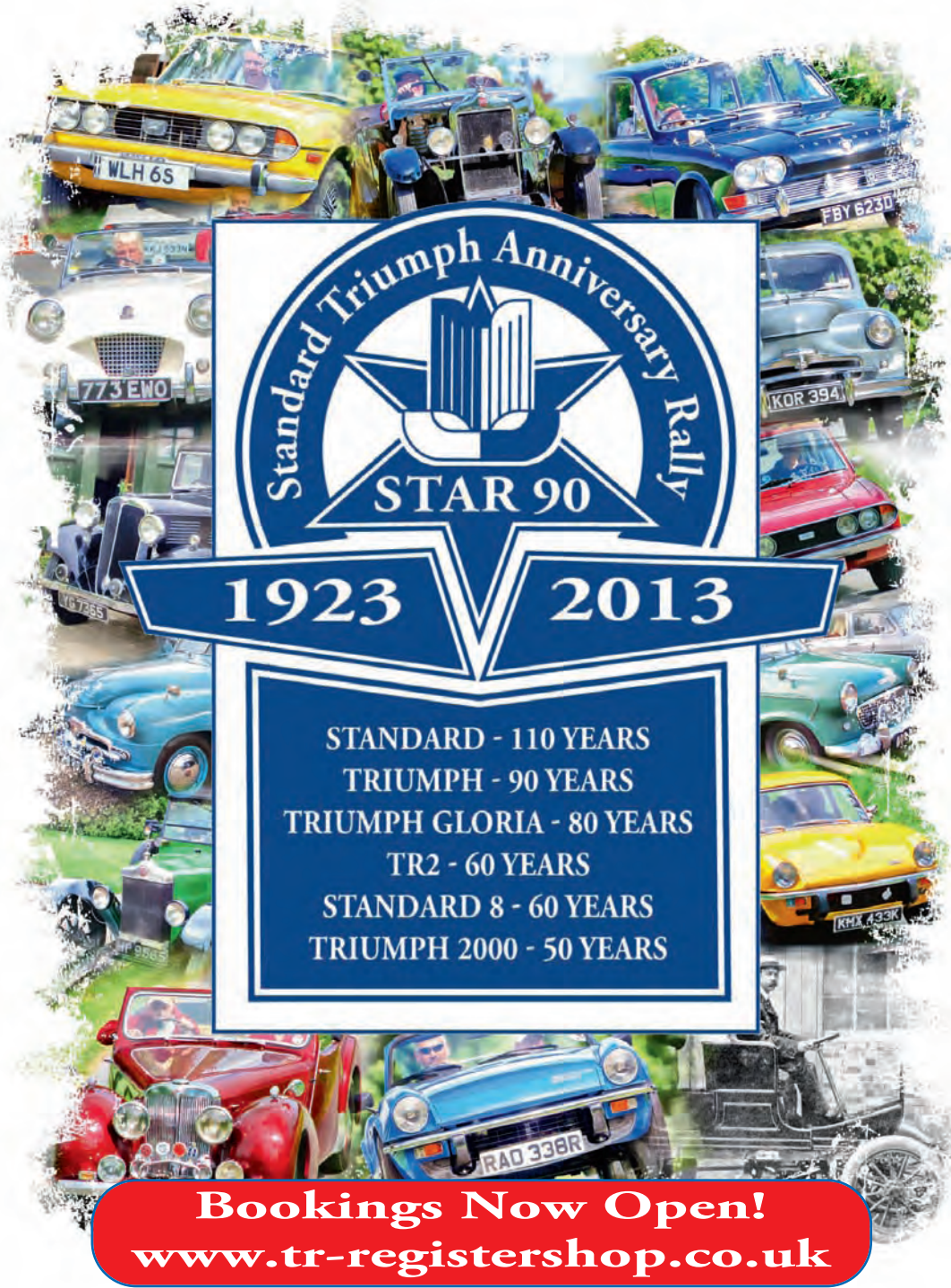
This is a rare opportunity to have a go at what should be an exciting, but safe opportunity to drive your car with a little enthusiasm.



Saturday evening there will be a gala celebration dinner.

On **Sunday the 19th May** there will be a static rally at **Gaydon** which will be more leisurely and give everyone a chance to enjoy the venue and what should be a very unique opportunity to enjoy all things Standard Triumph.

We have friends attending from Europe and America, so is going to be an event on a par with the 75th anniversary for those of you that remember it. It's going to be a one off opportunity, so let's make it a good one and please do your best to support this, if you miss it you'll regret it.



Standard Triumph Anniversary Rally
STAR 90

1923 2013

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

Bookings Now Open!
www.tr-registershop.co.uk

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



e-mail:

paul_lewis_1966@hotmail.co.uk

Paul Lewis

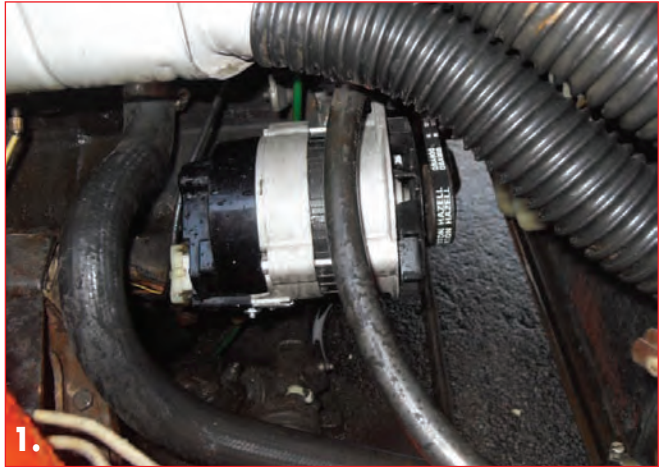


Maintenance

My TR7 is in its 3rd month of use and a couple of more faults have arisen. When purchasing a car with very low mileage you always think that the car will be better than the ones that are used regular and have higher mileage, well I'm finding that with the car only having done 800 miles in the last 8 years, the lack of use is now exposing itself as faults. Last month was the starter motor and the exhaust and this month it's the alternator over charging and a 'Something Loose' noise from the gearbox when in first gear. The gearbox (4 speed) is going to have to wait but the alternator has been replaced with a Lucas 18ACR (45 Amp) instead of the 17ACR (36 Amp) that came off. It's a straight forward replacement completed in my dinner break. (Picture 1.)

The 17ACR is perfectly good if you're not running a lot of electrical items but as I was offered the 18ACR for free, so the 18ACR stays on. I will look at overhauling the old alternator in the next few weeks and hopefully can shed some light on why it failed.

When replacing the alternator it is always wise to either renew the drive



belt or at least check it for cracks. If it is cracked then replace it as it will fail on you at the most inopportune moment. (Picture 2.) When I was replacing the belt I thought I





would adjust it as Triumph recommended so out with the 'Triumph TR7 Handbook' that came with the car, and on Page 56 the following adjustment was quoted:

Alternator Drive Belt

Tension – When correctly tensioned, a total deflection of 12mm (1/2in) should be possible by moderate hand pressure applied to the midway point of the longest belt run between the pulleys.

Adjusting – To adjust the belt tension, slacken the securing bolts and move the alternator to the required position. Apply leverage as necessary to the alternator drive-end bracket only and not to any other part. To avoid damage, the lever should preferably be of wood or soft metal. Tighten the bolts and re-check the belt tension.

Do Not overload the alternator bearings by over tightening the drive belt.

I find the handbooks are excellent and give all the running maintenance advice required to keep the trusty TR on the road. While I was looking through the handbook I gazed on the pages that specify the maintenance required at the 3,000 mile or 3 month interval, and seeing as the project was in its 3rd

month (March 2013) then I would follow the service schedule to the letter.

The handbook also strongly recommends that the engine oil is to be replaced every 3,000 miles or 3 months if the car is frequently driven for long periods at high speeds. This is now a bit old hat as engine oil technology has progressed, but imagine changing the oil every 3 months!

Anyway back to the schedule. Listed below is the extract (page 63/64) with my findings in brackets:

3,000 MILE (5,000 Km) SERVICE

Engine

Check for oil leaks (*it is a TR so there are a couple of minor weeps but nothing too bad*)

Check/top up engine oil (*all good as I replaced the oil straight after buying it*)

Check cooling/heater systems for leaks and hoses for security and condition (*all tight and fine, although I have seen a complete new set on Ebay for £27.00 so I am tempted*)

Check/top up cooling system (*all good*)

Check/adjust operation of all washers and top up reservoirs (*emptied and new screen wash added*)

Check driving belts, adjust or renew (*replaced when the alternator failed*)

Transmission

Check for leaks (*all good*)

Check/top up clutch fluid reservoir (*all good but I don't know how long the fluid has been in the system so will replace in the very near future*)

Check clutch pipes for leaks and chafing (*all fine*)

Steering and Suspension

Check condition and security of steering unit joints and gaiters (*gaiters looking a bit brittle, will find/replace in the near future*)

Check shock absorbers for fluid leaks (*fine*)

Brakes

Check visually, hydraulic pipes and unions for chafing, leaks and corrosion (*all good*)

Check/top up brake fluid reservoir (*same as clutch will replace in the very near future*)

Check brake servo hose(s) for security and condition (*all good*)

Inspect brake pads for wear and discs for corrosion (*tempted to replace at some point*)

Electrical

Check function of original equipment, i.e. interior and exterior lamps, horns, wipers and warning indicators. (*The clock does not seem to work, the interior light does not work, the rear demist does not work, heater controls playing up. I think I will have a day on the electrics soon.*)

Check/top up battery electrolyte (*Most batteries are now sealed for life, with the battery having been sat for 8 years it may not be in the best of health, we will have to wait and see*)

Check/adjust headlamp alignment (*TR7's generally are very poor at keeping their headlight aim as the mechanism if worn will give you different results every time you pop them up*)

Check, if necessary renew wiper blades (*on my list to replace seeing as the weather in Britain is so wet*)

Exhaust and Fuel Pipes

Check for fuel leaks, pipes and unions for chafing and corrosion (*grommets on the front are not there, will look for some at the Triumph spares day this month*)

Check exhaust system for leaks and security (*Brand new stainless, Happy days*)

Wheels and Tyres

Check and adjust tyre pressures including spare (*well worth the time and effort especially the spare*)

Check tightness of road wheel fastenings (*I have had it in the past where they have*

been put on with an air gun and you cannot get them undone at the side of the road when you need to)

Check tyres for tread depth and any bumps or cuts (*I have the wrong tyres fitted at the moment as its fitted with 185/70 SR13 and should be 175/70 SR13 for the 4 speed model*)

Body

Check condition and security of seats and seat belts (*These are renowned for getting caught in the door*)

Check operation of seat belt and inertia reel mechanism (*That reminds me the seat belt warning light does not work*)

Ensure cleanliness of controls, door handles, steering wheel.

Check rear view mirror for cracks (*mine is delaminating so will look for a replacement.*)

General

Road Test (*a couple of noises that I need to investigate*)

Well it seems as though I still have a list of work to get on with but its always worth giving your TR the once over every so often and make a list of the jobs and parts required.

I will be at the **Triumph show at Stoneleigh** this month, and the car (I have included a recent picture of the car below) will be on the **TSSC Stand** so please look out for it. Happy Motoring

Paul



BRITISH COMPANY SUPPORTING BRITISH CAR FOR OVER 60 YEARS
30th
Anniversary
RIMMER BROS
1982-2012
Thank you for
your support

RIMMER BROS

The Classic Parts Service



TRIUMPH

TR2-8	Spitfire	Herald
Stag	GT6	Vitesse
Dolomite	2000/2500	

Free Catalogues

Visit our website
for prices and availability:
www.rimmerbros.co.uk

tel: 01522 568000

fax: 01522 567600

email: sales@rimmerbros.co.uk

Triumph House, Sleaford Road, Bracebridge Heath,
Lincoln, LN4 2NA. England

*All the parts and
accessories you
will ever need*

Parts service for Land Rover, MG Rover and Jaguar also available

**LAND
ROVER**



JAGUAR

from 1998 to 2011





CLUB SHOP NEWS

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

by Garth Jupp

Anniversary T shirts

A new year and a new pair of anniversaries, this year we are offering in strictly limited quantities Bond Equipe and Triumph 2000 T shirts. The designs are as shown below.

The cost of each shirt is **£9.50** inc VAT
P&P is £3.50



GT6 Drop Glass update

The glass is on order and we are fast running out of free stock. Currently as of mid February there are only twelve sets left, so get your order in, as we won't be doing another batch. Clear and tinted glass costs £95 per pair with delivery £18 for mainland UK or it can be picked up from the HQ, the manufacturer in Bromsgrove, or we can take it to a show.



CHIP n TRAC

As you may recall we recently started offering this GPS tracker unit with no monthly fees through the club shop at the all in price of £129 inc VAT and delivery. It has sold well since its introduction. However it has now become even better value as for no increase in cost each purchaser can now benefit from an extra service. This not only applies to new purchases, but also to all those have already purchased one of the units.

The extra service described below:-

CLUB RECOVERY

Last year one of our customers had their vehicle stolen. No problem the vehicle was intercepted by the police who then took it to a compound for examination.

Now the problems started.

Once the police had finished with the vehicle, which took some days, they informed the owner they could come and collect it but that in their opinion it was not roadworthy due to some damage probably caused during the theft.

The owner then contacted their insurers who agreed to have their assessor visit the compound, and examine the vehicle.

This again took some days but finally the insurers agreed the work that needed to be done and a garage that would undertake it. Now the owner had to arrange for collection and transport to the garage.

The compound, which was operated by a private company, required payment for storage either before or on collection of the vehicle. The

owner could claim the cost from their insurers as part of the cover for theft.

With a £200+ cash flow upfront the owner then arranged for collection and transport to the garage. All the costs of transport had to be paid by the owner and then reclaimed from the insurer.

Not the straightforward story the owner had expected but at least it was cheaper and much less hassle than a claim for a complete vehicle and he had his cherished classic back.

Some of the companies that provide monitored tracking also include a service to help with the recovery of a stolen vehicle – Could we do the same?

More to the point because the costs would be recoverable if the vehicle was insured against theft surely there should not be any annual fees or charges for the owner except an amount limited to the excess clause in the insurance policy.

We have agreed a service with a Sussex based company that operates nationally on the UK mainland and is approved by the

police and insurers as a secure storage, transportation, assessor and repair organisation.

This service is known as **CLUB RECOVERY** and is available without any annual fees to those who:

- Have a **CHIPnTRAC** self-monitoring tracker fitted to the vehicle
- Have their vehicle insured against theft.

Club recovery provides a five-point service:

1. Help with operating your self-monitoring tracker.
2. Liaison with the police.
3. A recovery service to bring the vehicle to a secure location.
4. Liaison with your insurance company,
5. Help with repairs to any damage.

This is now all part of the **CHIPnTRAC** security package and there are no annual fees, although text message tariffs may apply.

All those who already have **CHIPnTRAC** are eligible for the **CLUB RECOVERY** service and will be contacted in the next few weeks.

Garth



MARCH SPECIAL OFFER

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

Magnetronic Ignition - Lucas

System by Lumenition

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



Part No	Application
MAGMTK003	TR3A, TR4, TR4A, Herald 1200, 13/60
MAGMTK005	2000, 2500, 2.5PI, Vitesse
MAGMTK007	Dolomite 1300, 1500, Sprint, Spitfire 1500
MAGMTK009	TR5, TR6,

Distributor type	Price	weight kg
"22D4, 23D4, 25D4"	£87.40	0.21
"22D6, 23D6, 25D6"	£87.40	0.21
"43D4, 45D4, 48D4, 54D4, 59D4"	£87.40	0.21
"43D6, 45D6, 48D6, 54D6, 59D6"	£87.40	0.21

All Magnetronic electronic ignition units down from **£87.40** to **£72** saving over **17%** for the month of **March** only.

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



TR Shropshire Weekend

By Bill Bate

The TSSC Shropshire Group were generously invited by the TR Register Shropshire Group to join them for their Shropshire weekend in June at Llangollen, North Wales.

David Embery and I with our respective partners decided to accept their generous offer for the weekend of Friday 29th June to Sunday 1st July. We booked into the Abbey Grange Hotel on the Friday Evening and walked down to meet with Roger and Helen Critchley, who were setting up their residence at the Abbey Camping Ground, a superb location with the Abbey ruins in the background.



A warm welcome was extended to us as Roger and his team set up gazebo that would become Administration HQ for the booking in process and the supply of comprehensive route information pack.

On Saturday morning we assembled at the



Area Showtime



Abbey Grange hotel, and checked our route itineraries for Canals, Mosses Meres drive.

A short drive and we took a brief stop to



examine Thomas Telford's magnificent Pont Cysyllte Aqueduct that crossed the river Dee.

We then drove to the Meres where we parked by the Llangollen Canal for a planned walk around the Meres. Unfortunately it was decided the paths were too waterlogged to enjoy a walk. Following a brief stop we then drove towards Ellesmere, where on route we were subject to a heavy downpour, those with hoods

down drove bravely on to our lunch stop at the Horse & Jockey. An opportunity to dry out and meet Simon Beresford and other members of the TR Group for an excellent lunch.

We then moved on in heavy showers to Ellesmere, where we took the opportunity for a short walk around the Mere and a cup of coffee in a lakeside cafe sheltering from the inclement weather.

We met up at the Abbey Grange Hotel for a convivial meal.

The next morning we met up at the Wild Pheasant Hotel on the A5 to group up before our drive to Lake Vyrnwy using mainly by roads, the weather once more

made the drive rather exciting with flooded muddy roads, no opportunity for photo stops!

A refreshing warm drink awaited us at Tower Tavern at the Lake Vyrnwy Hotel.

We followed by a drive around the Lake as we made our way to Bala Lake and the Plas Yn Dre Pub for an excellent lunch.

We gathered outside in the sun for the formal meet





generous invitation, particularly to **Simon Beresford** and also **Roger Critchley** and their most hospitable members, we most thoroughly enjoyed their company and the really excellently planned drive.

We Look forward to 2013!

closure and raffle
Photo here shows the lone Spitfire amongst it's hospitable bigger brothers.

The day was concluded with a walk around part of the Lake

Many thanks to the **Shropshire TR Group** for their



Manchester Area's
Holiday Weekend

12th - 14th July 2013

**Get your
 Triumphs into
 gear and contact
 Pip & Frank to
 Enlist now!**



bARMY BOOT CAMP

Tell us your name **Pike** - or else we won't know who we're booking in for our fun-filled weekend of fabulous runs through the countryside and great entertainment in the evenings.

Venue:

Charity Farm, Smithy Brow, Toogood Lane, Wrightington, Nr Wigan, Lancashire WN6 9PP

Name:

Address:

Postcode:

Phone No:

Email:

Car Make:

Model:

Registration Number: TSSC Membership Number:

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

For more details:

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at [Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to the bArmy Camp. Electric Hook Ups are limited, and will be provided on a first come- first served basis. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£38.00	<input type="checkbox"/>
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	<input type="checkbox"/>
Run Only (No Camping)	£10.00	<input type="checkbox"/>
Total		

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster. LA2 9DQ



STAG Register

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



Ben Broadbent

Original Stag Prices

Hello, hope you are all well, and your cars are back on the road. I was lucky enough to be on the Island of Mull the other week, when I was passed by two bright red Stag's, but they had gone before I could get a better look. I spoke to a friend who was getting the next ferry back to Oban and they said they had seen a least one Stag on the ferry, but this time it was dark blue, and was packed as if on holiday. I don't know who the owners were, but a group were certainly enjoying a drive around the highlands and islands in the crisp winter weather. If that was your good self, then please drop me a line.

Following last months article about the website; stagbytriumph.co.uk by **Andy Simons**, I had a good number of conversations about publications available in the archive. Likewise, I've had a few calls about the original prices of other Triumph cars such as the GT6 and the TR6. Well, I pointed the callers to the above website as all Triumph cars are covered in the 'Range and Price Brochures'. It seems that a few Insurance Brokers (not on the TSSC insurance panel) are asking for the original price of the cars.

Therefore, this month here is a

selection of original prices for the Stag. The price list changed every couple of months, but here are prices for every six months or so. The above website does provide further dates during the 1970s, but I'm limited to the number of pages I can use in the Courier.

The first price guide I have available covering the Stag, is the June 1970 issue. It lists the total price for the Soft Top Model in the old pounds, shillings and pence at £1995.17s.6d. The Hard Top model breaking the £2000 barrier at £2041.11s.6d, whilst, if you wanted both a hard-top and soft-top the price was £2093.15s.10d. Optional extras such as

Triumph Stag			Purchase Tax			Ex-Works Total Price			1.
	Ex-Works Price		Purchase Tax		Ex-Works Total Price				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Expanded Vinyl Trim									
Soft Top Model	1527	0 0	468	17 6	1995	17 6			
Hard Top Model	1562	0 0	479	11 5	2041	11 5			
Hard and Soft Top Model	1602	0 0	491	15 10	2093	15 10			
Optional extras:									
Overdrive	50	0 0	15	5 7	65	5 7			
Borg-Warner Transmission	80	0 0	24	8 11	104	8 11			

Overdrive would have cost you £65.5s.7d, whilst Borg-Warner Transmission would have cost £104.8s.11d (picture 1)

Triumph Stag			Purchase Tax			Ex-Works Total Price			2.
	Ex-Works Price		Purchase Tax		Ex-Works Total Price				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Expanded Vinyl Trim									
Soft Top Model	1650	0 0	506	9 2	2156	9 2			
	£1650-00		£506-46		£2156-46				
Hard Top Model	1685	0 0	517	3 1	2202	3 1			
	£1685-00		£517-15		£2202-15				
Hard and Soft Top Model	1725	0 0	529	7 6	2254	7 6			
	£1725-00		£529-37		£2254-37				
Optional Extras:									
Overdrive	55	0 0	16	16 1	71	16 1			
	£55-00		£16-80		£71-80				
Borg-Warner Transmission	80	0 0	24	8 11	104	8 11			
	£80-00		£24-45		£104-45				

STAG Register

By January 1971, a new currency was about to arrive, so the price list was given in both values. (picture 2). However, the Soft Top Model had broken the £2000 barrier, at £2156.46. The Hard Top Model being £2202.15, and for both tops £2254.37. So quite a hike in prices that would continue during the next six years. I'll just mention the prices for the model with both the soft-top and the hard-top for the rest of the article.

Triumph Stag			
3.			
Expanded Vinyl Trim Soft Top Model	1740 00	533 96	2273 96
Hard Top Model	1780 00	546 18	2326 18
Hard and Soft Top Model	1825 00	559 93	2384 93
Optional Extras:			
Overdrive	55 00	16 80	71 80
Borg-Warner Transmission	80 00	24 45	104 45

July 1971 Hard Top / Soft Top Model
£2384.93 see picture 3

4.	Ex-Works Price £	Purchase Tax £	Ex-Works Total Price £
Triumph Stag			
Expanded Vinyl Trim Soft Top Model	1827 00	458 63	2285 63
Hard Top Model	1869 00	469 13	2338 13
Hard and Soft Top Model	1916 00	480 88	2396 88
Optional Extras:			
Overdrive	57 50	14 38	71 88
Borg-Warner Transmission	85 00	21 25	106 25
<i>(Tyre specification to choice, Michelin or Avon 185 HR 14)</i>			

Jan 1972 Hard Top / Soft Top Model
£2396.88 see picture 4

5.	Ex-Works Price £	Purchase Tax £	Ex-Works Total Price £
Triumph Stag			
Expanded Vinyl Trim Soft Top Model	1984 00	414 90	2398 90
Hard and Soft Top Model	2066 00	431 98	2497 98
Optional Extras:			
Overdrive	60 00	12 50	72 50
Borg-Warner Transmission	95 00	19 79	114 79
<i>(Tyre specification to choice, Michelin or Avon 185 HR 14)</i>			

Aug 1972 Hard Top / Soft Top Model
£2497.98 see picture 5

Triumph Stag (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
Expanded Vinyl Trim Soft Top Model	2044 00	170 33	221 43	2435 76
Hard and Soft Top Model	2126 00	177 17	230 32	2533 49
Optional Extras:				
Borg-Warner Transmission in lieu of Overdrive	35 00	2 92	3 79	41 71
Sundym Glass with Laminated Windscreen	35 00	2 92	3 79	41 71
Light Alloy Wheels	55 00	4 58	5 95	65 54
Head Restraints (pair)	10 00	0 83	1 08	11 91
<i>(Tyre specification to choice—Michelin or Avon 185 HR14)</i>				

Apr 1973 Hard Top / Soft Top Model
£2533.49 see picture 6

Triumph Stag (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
Expanded Vinyl Trim Soft Top Model	2215 00	184 58	239 96	2639 54
Hard and Soft Top Model	2303 00	191 92	249 49	2744 41
Optional Extras:				
Automatic Transmission in lieu of Overdrive	38 00	3 17	4 12	45 29
Sundym Glass with Laminated Windscreen	38 00	3 17	4 12	45 29
Light Alloy Wheels	57 50	4 79	6 23	68 52
Head Restraints (pair)	11 00	0 92	1 19	13 11
<i>(Tyre specification to choice—Michelin or Avon 185 HR14)</i>				

Oct 1973 Hard Top / Soft Top Model
£2744.41 see picture 7

Triumph Stag (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
Expanded Vinyl Trim Soft Top Model	2215 00	184 58	239 96	2639 54
Hard and Soft Top Model	2303 00	191 92	249 49	2744 41
Optional Extras:				
Automatic Transmission in lieu of Overdrive	38 00	3 17	4 12	45 29
Sundym Glass with Laminated Windscreen	38 00	3 17	4 12	45 29
Light Alloy Wheels	57 50	4 79	6 23	68 52
Head Restraints (pair)	11 00	0 92	1 19	13 11
<i>(Tyre specification to choice—Michelin or Avon 185 HR14)</i>				

Feb 1974 Hard Top / Soft Top Model
£2917.20 see picture 8

Triumph Stag (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
Expanded Vinyl Trim Soft Top Model	2747 00	228 92	238 07	3213 99
Hard and Soft Top Model	2856 00	238 00	247 52	3341 52
Optional Extras:				
Automatic Transmission in lieu of Overdrive	45 40	3 78	3 93	53 11
Sundym Glass with Laminated Windscreen	52 25	4 36	4 54	61 25
Light Alloy Wheels	79 25	6 60	6 87	92 72
Air Conditioning	347 10	28 93	30 08	406 11
<i>(Tyre specification to choice—Michelin or Avon 185 HR 14)</i>				

Sep 1974 Hard Top / Soft Top Model
£3341.52 see picture 9

Triumph Stag (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
Expanded Vinyl Trim Soft Top Model	3250 00	271 58	281 45	3803 03
Hard and Soft Top Model	3383 00	281 92	293 19	3958 11
Optional Extras:				
Automatic Transmission in lieu of Overdrive	53 20	4 43	4 61	62 24
Tinted Glass with Laminated Windscreen	61 25	5 10	5 31	71 66
Light Alloy Wheels	82 70	7 73	8 03	108 46
<i>(Tyre specification to choice—Michelin or Avon 185 HR 14)</i>				

Mar 1975 Hard Top / Soft Top Model
£3958.11 see picture 10

Triumph Stag (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
Expanded Vinyl Trim Soft Top Model	3820 00	318 33	331 07	4469 40
Hard and Soft Top Model	3997 00	333 08	345 41	4676 49
Optional Extras:				
Automatic Transmission in lieu of Overdrive	58 48	4 87	5 06	68 41
<i>(Tyre specification to choice—Michelin or Avon)</i>				

Oct 1975 Hard Top / Soft Top Model
£4469.40 see picture 11

TRIUMPH STAG (Overdrive included)	Recommended Retail Price	Car Tax	V.A.T.	Total
(Expanded Vinyl Trim) Soft Top Model	4191 00	349 25	363 22	4903 47
Hard and Soft Top Model	4386 00	365 50	380 12	5131 62
Optional Extras:				
Automatic Transmission in lieu of Overdrive	64 18	5 35	5 54	75 09
<i>(Tyre specification to choice—Michelin or Avon)</i>				

May 1976 Hard Top / Soft Top Model

£5131.62 see picture 12

STAG				
Soft Top Model	4779-00	398-25	414-18	5591-43
Hard and Soft Top Model	5003-00	416-92	433-59	5853-51
Optional Extra:				
Automatic Transmission in lieu of Overdrive	71-76	5-98	6-22	83-96
<i>(Tyre specification to choice—Michelin or Avon)</i>				

13.

Nov 1976 Hard Top / Soft Top Model
£5859.51 see picture 13

STAG				
Soft Top Model	4779-00	398-25	414-18	5591-43
Hard and Soft Top Model	5003-00	416-92	433-59	5853-51
Optional Extra:				
Automatic Transmission in lieu of Overdrive	71-76	5-98	6-22	83-96
<i>(Tyre specification to choice—Michelin or Avon)</i>				

14.

Feb 1977 Hard Top / Soft Top Model
£6333.21 see picture 14

STAG				
Soft Top Model	5904-00	492-00	511-68	6907-68
Hard and Soft Top Model	6180-00	515-00	535-60	7230-60
Optional Extra:				
Automatic Transmission in lieu of Overdrive	85-65	7-14	7-42	100-21

15.

Aug 1977 Hard Top / Soft Top Model
£7230.60 see picture 15

You can see from the pictures and the list above that the Stag prices soared from £2254 in June 1970 up to £7230 in August 1970, a vast increase.

In April 1973 (picture 6) optional extras such as Alloy wheels (£65.54), Head Rests (£11.91) and the Laminated Screen (£41.71) appeared on the price list.

However, many other extras could be added to individualise your Stag. Some of the early price list gave a complete breakdown of what was available from 'Stanpart' and 'Unipart', but I think that's another article.

So there you have it, if you need to know the original price of any Stag or for that matter any recent Triumph, try the following website: stagbytriumph.co.uk.

Again, a big thanks to Andy Simons for his website. All prices are as issued by the Triumph Price Lists for the given month and are printed here in good faith, please refer to original leaflets for more details.

That's all for this month,

Keep those V8's purring

Ben



TSSC Club Shop

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

Courier Archive DVD's P & P 0.100Kg



MAGDVD 3 Disc Box set
£10.00

3 Disc Magazine Archive Featuring TSSC Newsletters, Turning Circle and Courier Magazines & Technical Directory

The TSSC has always produced a range of highly informative publications for its members, so there is now an uninterrupted history stretching back over thirty years.

For the first time, the entire range of TSSC News Letters, Turning Circles and Couriers is available in this box set of DVD's, offering an amazing wealth of technical information, history of Triumph and history of the TSSC itself.

- Disc 1. The Early Years 1977 – 1989**
- Disc 2. The Nineties 1990 – 1999**
- Disc 3. The Noughties 2000 – 2009**

REQUIRES ADOBE READER



LATEST ISSUE

Win a year's free insurance, alloy wheels, tools and more in our 200th Issue Prize Draw!

Stag Rescue – the body repairs begin

TR3A engine stripdown. Pt2

ISSUE 200
ON SALE NOW

ALSO BUY IT
From the
Apple Newsstand
for iPad and iPhone

Available from newsagents and supermarkets, or www.myfavouriteitemagazines.co.uk

BACK ISSUES Many still available on Apple Newsstand
Visit www.classicsmonthly.com/newsstand



On Android or PC/Mac? Find us on www.zinio.com

A GRAND
DAY OUT

Reproduced by kind permission of
Danny Hopkins - Editor Practical Classics

Catching the **train**

Danny Hopkins takes on a diesel express armed
with nothing more than a Spitfire and some maps



1978 Triumph Spitfire IV

- Engine 1296cc/4-cyl/SOHV
- Power 63bhp@6000rpm
- Torque 69lb ft@3500rpm
- Gearbox 4-spd manual + O/D
- Top speed 90mph
- 0-60mph 16.2sec
- Fuel economy 32mpg

PHOTOS: MATT HOWELL

agreed to it over a beer. It was the beer I enjoyed after we finished restoring the PC Triumph Spitfire at the NEC Classic Show in 2011. So, basically, the following is simply the fallout from a half-decent pint.

The plan was simple. I would prove the worth of our restorational endeavours by pitting the diminutive Spitfire (small, nippy, pretty and celebrating its half century since launch) against the Spitfire Express, the train run every year by Shepherd Neame Brewery to get eager beer enthusiasts from London to Faversham for the Hop Festival.

It would be a great way to get the car back to its brewery home after starring at the Triumph Sport Six Club's Spitfire 50th bash in Staffordshire. The race was on.

We were given the route the train would take and plotted our own road route as close to the railway as was automotively possible. There were also two important rules. First, we would adhere strictly to speed limits; second, we would only use roads which were built before 1962, the year the Spitfire was launched and the year that steam trains stopped running to Faversham. No motorways, no bypasses.

Photographer Matt Howell and I bought a stack of maps and got plotting. The route was Kensington Olympia, Battersea, Croydon, Redhill, Tonbridge, Ashford, Folkestone, Dover, Canterbury and Faversham. Apart from some exciting C-road chicanery between Redhill and Ashford there were equivalent A- and B-roads available for us to exploit throughout.

It was going to be close. The Spitfire Express was to be hauled by the National Collection's Britannia No 70013 'Oliver Cromwell', but the train would be stopped for half-an-hour en route to take on water. There was also another fairly hefty factor in the car's favour. Steam is limited by law to 75mph on the main line.

We could actually win this thing.

Race day

The big day arrives and we drive through sleepy London streets at 6am, making me wish I liked mornings better because there is no finer time to enjoy urban classic blattery than at dawn on a Saturday.

We park up at Kensington Olympia station to be greeted by Richard Tremaine, the original owner of our Spitfire, who has followed its journey from festering wreck under a tree on his driveway, through the restoration at the NEC, to its current honorary role as part of Shepherd Neame breweries' fleet of staff vehicles. He'll be riding the train and enjoying a beer.

As Richard and I chat, another Richard (this one a Warrington) from the TR Register walks up – he is our on-train adjudicator. He



ABOVE The 1965 Class 47 diesel that stepped in for the indisposed Oliver Cromwell. **Driver Bob Baines greets Danny Hopkins before the off.**



ABOVE Leaving London. **BELOW** Careful planning.

Shepherd Neame Brewery visits

The Visitor Centre at Shepherd Neame is the best way to enjoy this independent family company and its wide range of beers. Guided tours of Britain's oldest brewery in Faversham, Kent, allow you to see the traditional mash tuns, taste mineral water from the brewery's own well, try some malted barley and see the collection of classic delivery vehicles. More at www.shepherdneame.co.uk/tours-functions

reminds me that legally, should anyone ask, this isn't a 'race', it's an 'experiment'. I agree.

Then we get the news. The steam engine 'Oliver Cromwell' has failed, with a 10-inch crack in one of its cylinders. With 250psi of steam ready to escape its confines, I'm glad they have left the locomotive in its shed, but it leaves us with a problem. We are now in a race with a diesel: no water stop, speed limit of 95mph, faster acceleration. Game over? Not on your life. With renewed vigour we decide to experiment as hard as we can. The diesel is still an old one – a 1965 vintage



class 47 with a Sulzer 12LDA28C diesel engine. That means a 26,400cc lump, with two banks of six cylinders geared to a central propshaft and delivering 2580bhp to the rails. I call that meaty.

Are 1.3 litres equal to the might of the diesel? The whistle blows and I run over the footbridge to my waiting steed as the train pulls out of the station.

The race to the south is on, and despite my giving away around two and a half thousand horse power, to be honest, I'm taking it quite seriously. ▶

A GRAND DAY OUT



Driving the Spitfire

With new shocks and springs all round, the **Practical Classics** Spitfire is now a reasonably potent B-road weapon. What it lacks in outright power it makes up for with peppy handling and a sense of rapidity, even when you're going slowly. Both are the result of the driving position – you'll rarely be nearer the floor on four wheels. Unpretentious, unremarkable, but always exciting – the biggest surprise you'll get when driving a Spitfire is how much you enjoy it.

'Time stands still when you drive through the Garden of England in a classic car'



Keeping close to the line offered some C-road fun.



And they're off! Fortunately, Danny's gusset stitches held during this American-style vehicle-entry manoeuvre. Later, a more English form of exercise – village cricket with a pint of Spitfire shandy.

Gateway to the south

Half an hour sees us passing the old Croydon Airport – something that would have taken well over an hour on a weekday.

Approaching Redhill, we call Kevin on the train. He tells us they are at Penge, which means we are in the lead. The 'experiment' is going rather well, mainly because the train is going massively slowly. I pull over and wait five minutes on a bridge, waving to the train as it passes. Then we crack on; the next 40 miles will be the toughest.

Oxted, Four Elms, Chiddingstone, Tonbridge, Paddock Wood. The names flash past like a bad Betjemen poem as we navigate Range Rover-clogged B-roads. After Paddock Wood at Marden we are blasting along next to the railway when we see a group of photographers. They are not waiting for us – the lenses are pointing at the railway, which means the train is on its way. I stop and jump out as it thunders past.

For the last 45 minutes we've maintained a lead as the train was held up by signals and scheduled stops. But its current rate of knots is a bit of a worry. We hit the road and make Ashford in 25 minutes. Stuck in traffic on the A28 into town, we call Kevin again. The news is distressing. The train is ahead of schedule and already approaching Dover. Suddenly they are way, way, way ahead.

In the spirit of true experimentation we decide to plot a revised route to Faversham via the road that goes straight there. Some people might call this cheating. We, on the other hand, decide to ignore those people and describe our ruse as ingenuity.

The new route proves our undoing. Just as Matt receives a text telling us the train is past Canterbury, we drive through the village of Boughton Lees. The last cricket match of the season is taking place on the green, watched, from the Flying Horse pub by a group of drinkers. The classics that litter the car park (early XJ-S, Frogeye Sprite, MGB) are joined by a red Spitfire.

A restorative pint of shandy is called for. So we watch a few overs and raise our glasses to the train which will have already arrived at Faversham. When we pull up at Faversham station, everyone wants a photograph. Not because we are **Practical Classics** but because the car is wearing Shepherd Neame Spitfire decals – and Shepherd Neame is Faversham's brewery.

I shake hands with Graham Hukins from the brewery. Losers with a smile on our faces. The official story is that we lost because we stopped for a pint; the real story is that we lost because we were enjoying ourselves too much. That's what happens when you drive through the Garden of England in a fantastic classic – time stands still, and pretty soon it ceases to matter at all. ■

Useful contacts

- **TR Register** www.tr-register.co.uk
- **Triumph Sports Six Club** www.tscc.org.uk
- **Shepherd Neame** www.shepherdneame.co.uk

CLASSIC DRIVES – IN ASSOCIATION WITH FOOTMAN JAMES

	Whatever your pride and joy. Rest assured we'll get you covered.	Call for a quote 0845 458 6753 www.footmanjames.co.uk
--	--	--

DON'T MISS THE LATEST

practical CLASSICS

THE UK'S FAVOURITE HANDS-ON CLASSIC MAG



HERALD CLIMAX SPECIAL
Ex-F1 driver home build

READER RESTORATION

1963 Spitfire 4
reborn



BARRIE WHIZZO WILLIAMS

Tests Seventies saloons - how will the Dolomite Sprint fare?



PLUS

- How to set your timing
- **12 pages** of Staff Sagas
- Massive **46 pages** of top technical advice and tips

**ON
SALE
NOW!**

RING OF KERRY RECCE

THE HERALD LAUNCH ROUTE FINDING TRIP

by Fred Nicklin

Les Mackinson the Experimental shop Foreman and leader of our ill fated "Dream Car" trip, came up to my bench one day where I was busy making a wooden coffee table, a fact that he studiously ignored. Well it was my lunch time! and like everyone else in the shop I was devoted to making "foreigners".

He asked me to come into his office as he had a job for me. The job turned out to be a trip to Ireland to establish a launch route for our new model the "Herald". Most of us working in the shop had done our stint at M.I.R.A pave testing the "Zobo" prototype and I had spent hours with the original tubular framed version re-brazing the joints as they were supposed to be the vacuum reservoir for the windscreen wipers etc. (the next car I worked on using the same idea was the Jensen FF, but without the problems).

The team to go route finding was:

Mr. S. De Bernes - Publicity Manager.

Jack Croft - Publicity Department,

Ralph Wigginton - Section leader 'Zobo' Herald design.

Fred Nicklin - Experimental fitter.

Jack Croft was one of the old school of Publicity men and was always formally dressed at work i.e. black jacket - grey striped trousers and bowler hat with of course a rolled umbrella.

His informal dress as I was to find out was the

THE STANDARD MOTOR CO. LTD.

To: — GEC BELCO.

INTERNAL MEMORANDUM
121028/59

Date: 6th January, 1959.

From: — Mr. S. de Bernes.

ITINERARY - IRELAND - 19 JAN - 27 JAN 1959

The arrangements concerning the above visit are as follows:

Reconnaissance Party

Mr. S. de Bernes
Mr. J. Croft
Mr. F. Nicklin
Mr. R. Wigginton

Air Reservation

19.1.59. Depart London 16.30 hours Flight EL.101
Arrive Dublin 17.55 hours
Depart Dublin 20.15 hours
Arrive Shannon 21.30 hours

22.1.59. Depart Shannon 9.30 hours Flight EL.100
Arrive London 15.50 hours

Accommodation

19.1.59. Great Southern Hotels, Killarney
20.1.59. Great Southern Hotels, Kenmare
21.1.59. Lisriek (under arrangements made by Mr. Lacey)

Cars

1 Vanguard Estate Car .. No. 45 100.
1 Experimental Car .. No. 288-745
U.K. 675

The above cars are being shipped, under arrangements made by Mr. S. de Bernes, on the "Derzyne" - Thursday 8 Jan, sailing from Liverpool - Friday 9 Jan. The "Derzyne" is due at Lisriek on Tuesday 19 Jan and on arrival the cars will be off-loaded and stored under arrangements to be made by Solway's Service Station, Dublin Road, Wick.

sent'd....

The Factory Itinerary

- 2 -

The cars will be handed in for shipment back to the United Kingdom on Wednesday 21 Jan 59 at Lisriek. The Shipping Company concerned is: The Lisriek Steamship Co., 11 James Street, Liverpool.

S. de Bernes

Distribution: Mr. H.G. Webster ✓
Mr. W.H. Sanley ✓
Mr. J.S. Croft ✓
Mr. S. Sackett (for Mr. S.J. McQuaid)
Mr. S. Wilson

same as Les Mackinsons, a tweed suit.

Ralph Wigginton was the Herald design Section leader and we had worked together for some time.

It was quite a change to be driven anywhere but on this occasion we were driven to London

airport by a fellow work mate Harold "Bud" Flanagan. (Harold went on to be the charge hand of the "ZERO" tractor. project based at Maudesley Road in Coventry, later abandoned) This was going to be quite an event for me, although I had flown during my National Service in a D.C. 3, I had not flown in a luxury air liner before.

We arrived at the flight terminal quite early and so had plenty of time to look round, as far as I could see it appeared to be a re-vamped Nissen hut with a bar at which was seated Jack Croft, at this stage Jack was still wearing his bowler hat and black over coat. Ralph and I went in search of a sandwich and when we returned Jack was seated in an armchair minus hat and coat and with a few empty whisky glasses on the table. Our flight was called and we collected our hand luggage ready to walk out to the plane, but Jack was still sitting in the chair and refused to move, he said he had lost his hat and could not possibly go without it. Ralph and I searched high and low for the hat, we both had the feeling that Jack would be shot at dawn if he could not find it. Ten minutes later the Hostess came to find us and said we had to board the plane immediately or be left behind, Ralph and I grabbed one of Jacks arms each and dragged him to his feet and of course found his very squashed hat, he had been sitting on it all the time !

This flight to Dublin was uneventful and we were in time to catch our onward connection to Shannon. Our connection flight was by a

Dakota DC3, on boarding we were handed blankets to wrap ourselves in to try and keep warm until the very minimal plane heating system warmed up. The landing approach to Shannon airport was unusual and the only similar experience I have had since is the approach to Hong Kong airport. Just prior to touching down the aircraft hopped into the air (the cabin staff had warned the passengers) and then made a normal landing, the explanation was that the Fairies had built a mound on the approach to the runway and it would be bad luck to remove it! Shannon airport was out of this world to us poor mortals, the shops were stacked with luxury goods the like of which we had never imagined let alone seen, it was of course the main staging point for trans atlantic flights to the U.S.A.

We were met in the airport by a Mr. McQuade who drove us to the Great Southern Hotel in Killarney but first stopping at his garage in the town where he proceeded to be very hospitable and poured us large quantities of a Irish whisky liqueur called Golden Mist. I certainly had a mist in front of my eyes before we reached the Hotel! Mr.McQuade promised to have our cars at the hotel by the next morning. The cars had been shipped to Limerick from Liverpool, and were 43 SMC Vanguard Estate Car and VKV 675 a Pennant Saloon, the Estate car for Mr. De Bernes / Publicity use and the Pennant for Ralph and I to route find.

Next morning as promised the cars were ready outside the Hotel and Mr.De Bernes had arrived over-night so a quick briefing was held by him to explain what the Publicity Department required out of the route i.e. coffee stops-lunch stop etc. to tie in with good scenery and convenient mileage.

Our criterion was to choose suitable roads to show off the Herald suspension to advantage and to try not to select any steep mountains and long gradients. The route we eventually chose was the **Ring of Kerry: Kenmare -**



Parknasilla - Waterlooville - Cahirciveen - Killorglin - Killarney. This was approximately a 100 miles. with plenty of

it is to see the old Standard Triumph film called the 'Ring of Kerry', ignore the honey-moon couple and watch the scenery.

EVENING HERALD, TUESDAY, JANUARY 20, 1959 3

Big car rally for Kerry "Ring"

THE "Ring of Kerry" versus Monte Carlo—that is the programme being planned by Bord Failte in co-operation with motoring enthusiasts and backed by Shannon Airport Development Authority for a major motor rally.

The rally will begin on the opening day of An Tostal and over eighty cars are expected to compete over the arduous course of the famous "Ring."

This morning two executives of Standard Motor Co., Ltd., Coventry, and two racing drivers set out to drive over the course. They flew into Shannon Airport last night and immediately left for Kerry.

After testing the course, they will report their findings to the Irish promoters.

Stiff country

Mr. J. D. Croft, one of the officers of Standard Motor Co., said it was possible that Ireland could compete with the famous motoring rallies held throughout the world. The country over which the cars would have to travel offers even stiffer conditions here.

He added that his company already operates four rallies in America. Competitors taking part in the Irish Rally would have to be members of the Standard Motor Company Club.

Already plans are being ahead at Shannon for the rally where it is scheduled to start.

On the morning the rally opens a special airliner carrying forty

of America's leading racing drivers will land at Shannon and awaiting them on the ramp will be fleets of Triumph cars which they will drive to Kerry.

Shannon Car Sales is offering to passengers "Package Cars" which includes a TR3 car membership of the Club, a free trip to Ireland to take part in the rally and a ten-day holiday in the Great Southern Hotel, Killarney.

Mr. Charles O. Neale, Manager, Travel Centre, Shannon Airport, was organiser of the rally with Mr. Joe Lucy, Manager of C.I.E. Hotel, says it will be one of the greatest successes ever.

He missed £50 from coat pocket

A 31-year-old Co. Limerick man was sentenced to six months imprisonment with hard labour when charged at Portlaoine with breaking and entering the house of Edward Mulhall, Morristown, Linn., on November 9 and stealing £50.

He was Daniel Madigan, Castleconnor, Kinalook, who, Supt. McGuire said, had previous convictions for stealing cattle, a bullock and a bicycle.

Edward Mulhall said that when he left home on November 9 there was £50 in the pocket of a coat in the bedroom. When he looked for the money two days later it was missing.

Det-Sergt. J. Galvin, Portlaoine, said that in a statement made by Madigan he admitted entering the house through the window and taking the money, which he spent in Dublin on "the horses and booze."

U.S. art on show in Paris

Two exhibitions of American paintings are on display in the Paris National Museum of



This multi-engined model missile described rocket is on display, against a lunar background, at an exhibition of Soviet earth satellites in P

BIG I.R.A. JAIL BREAK RECAL

TWO Old I.R.A. comrades met at Shannon Airport for the first time since 1921, when they parted outside Kilkenny Jail after tunnelling their way to freedom.

They were Det-Officer Thomas McCarrick, a native of Tipperary Co. Sliigo, now stationed in Ennis, and Mr. Thomas Leonard, of Athlone, who was returning to New York, where he has lived since 1924.

"As we shook hands outside the jail," said Det. McCarrick, "we planned to meet again, but with the Fens in hot pursuit and then when he emigrated the reunion could not be until now."

Previous escape

Mr. Leonard recalled that they were both prisoners in Ballyvaughan Camp, Curragh, and were recruited after cutting their way through the barbed wire fence.

Tough on cars in Arranmore

Det. Liam Lagan, the conductor had off for a service and when he came back the box was questioned the det. the offences opened the box in if there was any

They were trans-ferred to jail.

There Det. McCarrick supervised the tunnel which led of this long-term incident has been the history of the prisoner, as one during jail breaks.

Boy stole from

At a Juvenile Court, Co. Arm., Wilson, R.M., has a year old boy conductor's box conductor was in Church.

Det. Liam Lagan, the conductor had off for a service and when he came back the box was questioned the det. the offences opened the box in if there was any

Exploring Pacific Islands

Paris scientists will shortly go to the Galapagos Islands, in the Pacific Ocean off Ecuador, to study flora and fauna which attracted Charles Darwin's attention more than 100 years ago.

They will set up a base to be called "Darwin" on Santa Cruz Island.

M. Roger Heim, director of France's Museum of Natural History, said that the Ecuador Government had given per-

watering places and superb scenery, The ideal way to see this route as it was when we plotted 66

That evening I tried to telephone my parents from my hotel room just to assure them I was

alright, reception gave me an outside line and left me to dial my own number, a slight problem

contact reception, it was all so simple, the dial was on the underneath of the phone! I should explain that the telephone looked just like an ordinary handset stood on a small base, when you lifted the whole thing up it triggered a switch and put you through to reception. An Irish telephone!

Next morning at breakfast the Irish Press newspaper had a paragraph all about our party in it.

The last day was spent doing a final circuit of the route with the Publicity "team" checking out the proposed coffee and lunch stops, and to this day, I still can't stand Guinness!

Our job successfully carried out we flew directly from Shannon to London and then by road back to Coventry.



arose, I could not find the dial. After five minutes of futile searching I knocked on Ralph's room door and asked him if I could use his telephone, his phone was exactly the same. Eventually we both had to admit defeat and

Ralph Wigginton



It is with great regret that I have to report that sadly **Ralph Wigginton** passed away on December 6th 2012 after failing to recover from a heart operation.

Ralph was foremost in the engineering design and development of the Herald hence his involvement in the above Irish Launch trip.

He will be greatly missed by all his former Standard Triumph colleagues as we all hold very fond memories of Ralph.

My condolences go to Ralph's family and friends.

Fred Nicklin

Pic Courtesy of Triumph World Magazine

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**



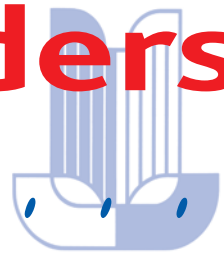
**Bond Equipe & Triumph 2000
50th Anniversary Displays**

**For more information contact Mickey Hazell
Telephone. 07773 623807**

E-mail: chippymickey@yahoo.co.uk



Readers Write



Checking your Brakes

I would like to say a big thank you for **Paul Richardson** for his excellent "**Check your Classic Braking System**" article in the February edition of the Courier.

Paul has raised some excellent points and brought the importance of the brake system to everyone's attention with the article.

I would like to add a little to his article as he does mention blowing brake dust out to examine rear brake drums.

I am sure it is just Paul's turn of phrase, but it is important, especially in older cars that you should not blow brake dust at all.

This is due to the possibility of the friction material containing Asbestos which can be inhaled if not being extremely careful.

I work on car braking systems week in and week out on both classics and modern cars and do not even trust modern "safe" lining materials. I always use a Vacuum cleaner to suck the dust up and a small paint brush to loosen any deposits.

I also wear a dust mask when cleaning brakes to further reduce the possibility of inhaling brake dust.

I hope this adds to Paul's article and helps those undertaking the task to work a little safer.

I look forward to reading more of Paul's excellent articles.

Richard Briscoe,
RB Mobile Classics

Ethanol In Fuel Info

After spending a fair amount of time trying to get my Spitfire running smoothly, I eventually succeeded. This involved draining the tank of fresh 95 unleaded petrol combined with octane booster, then replacing it with Shell VPower 97 octane. It seemed the problem was down to fuel all along.

However through the Austin 7 club, I've found some info on fuel that's at least new to me. It may explain why there are differing opinions on the same grade of fuel in different parts of the UK.

Below is an extract from the **Austin 7 forum** on petrol and ethanol.

BP - Ethanol is added at 5% to unleaded petrol at all sites across the UK. BP Ultimate (super unleaded petrol) does not have Ethanol added, except in the South West of England.

Esso - Ethanol is added at 5% to unleaded petrol at most sites in the UK. Esso Super Unleaded petrol does not contain Ethanol, except in the South West of England (Devon & Cornwall)

Shell - Shell has repeatedly refused to answer the question. It is therefore an assumption only, that all Shell petrol should be considered to contain 5% Ethanol.

Texaco - Ethanol is added at 5% to unleaded petrol. Texaco Super Unleaded petrol does not contain Ethanol.

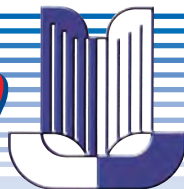
Total - Ethanol is not added to any Total fuel (including standard unleaded petrol). Except in the North West and South East of England.

Shell is presumed to have ethanol in Super as they refused to answer the question! Regards,

Mick Corbett

Membership no. 89/27020

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Spezere

1500 Overdrive B.R.G. Wirewheels. Tax and MOT until May. Solid, reliable. Perfect rolling restoration. £1,100. Bill (Devon) 01626 770318.

Vitesse



MKII CONVERTIBLE 1971. Heritage Trust Cert. To Concours Standard. New Mohair Hood. Upgraded Elec. New Exhaust, Tyres and Overdrive. £7,500 Hugh (Wirral) 07770 650370.



MK1 CONVERTIBLE. 1963. Fitted 2ltr TR2000 engine. A1 condition. £3,900 spent last 4 years. MOT May. TSSC Agreed Value £5,250. OIRO £4,500. Adrian (Watford) 01923 224990. email adrian.lestrange@tesco.net

1967 2 LTR CONVERTIBLE. Stolen/recovered 1973 dry stored since. In remarkable condition, although engine is seized. Body Chassis very sound, could be on the road this summer! £1,000. Nic (Penzance) 07773 656391.

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!

Herald



12/50 SALOON Beautifully restored. Sadly for sale Herald 12/50 E reg. Excellent condition kept in secure air conditioned storage. Needs to be used and enjoyed, good home please! £7,500. R. Williams (Horsham) 07710 247225.

13/60 CONVERTIBLE. 1968, low mileage, tax exempt. Tax disc and MOT expires April 2013. Good condition white bodywork with black hood. Mechanically very good, garaged all winter. £1,950. Derek (Crawley) 01293 536830.

GT6



MKIII 1971. Tax exempt. Red. 96k miles. MOT to Nov 2013. Lots done incl s/s exhaust. Club value A1 £8,500 phone/email for photos. Price £3,950. Gary (Welling, Kent) 07961 807515.

YOU CAN NOW PLACE YOUR FREE ADVERT ONLINE AT www.tssc.org.uk

Free Colour Ads!
MEMBERS ONLY, can advertise **CARS & PARTS** for Sale in the Courier Classified section (with Colour CAR Photo) **FREE OF CHARGE!**

This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.** A current Membership Number must be supplied on the form which is on the **BACK** of your Courier Address Label!!!

TR6

TR6 forresto or spares. 1975 LHD, Chassis, wings, sills rotten. Engine running 19K, vgc bonnet, boot lid, doors & much more. V5. Magslots, new tyres. £1800 ONO. N/Wales. Andrew (Bangor) 07733 106933.

LANDROVER

LANDROVER Series Three. 88. Year 19777 2.3 diesel or Bio. Tax. MOT. Reliable runner in reasonable condition. No telesaes. T.P.S. Simon (Cumbria) 07901 842248.

CARS WANTED

HERALD 13/60 Saloon with Sunroof. Must be in A1, or better, condition. Dave (Berks) 01635 868640.

GT6 wanted. Solid car, preferably tax exempt and with overdrive. I'm in Somerset but willing to travel for the right car. Steve (Bridgwater) 07769 350120.

WANTED VITESSE 2 LITRE SALOON, with overdrive and preferably a Webasto. Live in Essex, but will travel. Must be in excellent condition. Cash waiting. Anthony. eMail: antclegg@gmail.com

You Can Now
PLACE YOUR FREE
ADVERT ONLINE AT
www.tssc.org.uk

TSSC INSURANCE PANEL. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND AND BREAKDOWN RECOVERY
FOOTMAN JAMES 0843 357 1790
PETER JAMES 0121 506 6040
LANCASTER INSURANCE 0800 013 0080

PARTS 4 SALE

HALOGEN HEADLAMP KITS. Low-consumption / Ultra-Xenon bulbs. Reconditioned radiators. Reconditioned steering racks. Up-rated master cylinders. Used parts. Competitive prices. www.triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler (trade)

"SEATS"

Rebuilt Original Seats Exchange - Ask Mike

Vinyl Seats (pair) from £269 or Leather Seats (pair) from £395 Includes New Foam Bolsters All Triumphs & Any Classic Car Boxed & Delivered Anywhere Tel Daytime or Evenings

Tel. 01752 227789

"Classic British Sportscar Trim"

Visa - Mastercard - Maestro

See my Ebay Photos

Click on "Spitfire Seats"

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

HERALD Front Seats 2 Tan, 3 Black, 1 Blue. Rear seat Blue. £10 each. David (Blackpool) 01253 392499.

VITESSE MKII Woodrimmed steering wheel £20. Two inner arches Rear (New price £260) accept £130 unused. Power (Southport) 01704 534474.

MICK DOLPHIN CLASSIC TRIUMPH SPARES

★ GENUINE NEW TRIUMPH PARTS ★

★ ALL MODELS COVERED INC. FWD ★

★ KEEN PRICES/ FREE ADVICE ★

TRY ME FOR THAT ELUSIVE PART

01530 271326 EVES/WEEKENDS

E-MAIL FOR PRICE LIST

mickdolphin@tinyworld.co.uk

Visit our Website

www.mickdolphin.co.uk

SPITFIRE MKIII Bodyshell. Sound floor. Needs Sills etc. Offers. VIT/HERALD Rear shell, good arches, wings. Offers. e-mail eyuptim@gmail.com Tim (Windsor) 07970 937499.

ADVERT FORM IS
ON THE BACK OF
YOUR COURIER
ADDRESS LABEL!

HERALD NEW STANPARTS. New Stanparts Aladin's Cave found. Includes 948 Saloon & Coupe bits, 12/50 grill halves £12, Estate parts. Email for list. Matthew. eMail: Mattsadventure@googlemail.com

MIKE PAPWORTH

COVENTRY M6 JUNCTION 3

TRANSMISSION SERVICES,
And Restoration

OVERDRIVE CONVERSIONS,
DIFFERENTIALS, O/D UNITS
1/2 SHAFTS ROTOFLEX AND STD,
ALL ENGINE WORK,
MOT & WELDING WORK
VEHICLE MOVEMENTS UK,

Herald - Spitfire - Vitesse - GT6

TR4/5/6 - 2.5 - Dolomite

UNFINISHED PROJECTS-BREAKERS,

ANY NEW UNUSED PARTS REQD.,

07768 775 170 - 02476 644499

Email mike.papworth1@btpenworld.com

NEW DUPLEX PARTS. Quality, New, Duplex cam gearwheel, o/e chain & tensioner for 4/6 cylinder Triumph engines. £65. Used Moss duplex cam wheel, v/g, £25. Lindsay. 01409 253737.

TSSC INSURANCE PANEL. CALL FOR A NO OBLIGATION QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND AND BREAKDOWN RECOVERY
FOOTMAN JAMES 0843 357 1790
PETER JAMES 0121 506 6040
LANCASTER INSURANCE 0800 013 0080

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

INJECTORS for 2.5 Pl. Good or suitable for re-conditioning. David (Mid Wales) 01544 350365.

VITESSE front Valence. I am looking for a front valence. Can you help?? Simon (Isle Of Wight) 07939 082894.

HERALD 13/60 front & rear overriders wanted at a reasonable price. Adrian. eMail: clague555@btinternet.com

GT6 crankshaft pulley. Looking for a Mk2 GT6 / Vitesse crankshaft pulley if anyone has one for sale. Graham (Cambridge) 07901 918848.

SPITFIRE MKIII delco distributor. D200

delco distributor with rev counter cable drive. Prefer one from running engine, but appreciate refurb is likely. David Chudziak. 07540 836190.

SPITFIRE MKIII Stainless Exhaust. Looking for a complete used Stainless exhaust for my Mk3 to replace tinworm infested mild steel item. Collectable radius West Berkshire. Graham 01488 684056.

ADVERT FORM IS ON THE BACK OF YOUR COURIER ADDRESS LABEL!



www.tssc.org.uk

The Club Shop will be attending the forthcoming show
International Triumph Show & Spares Day
Stoneleigh - Sunday 3rd March 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

Classic Colours!
DIY Painting made Easy!
ANY Classic (or Modern) Colour now available in cellulose
Colour Matching service for existing paintwork

Supplied in Aerosol or Spraygun quantities

TRI-PART
TRIUMPH SPORTS SIX CLUB

www.paintyourclassic.com
Tel. 01858 434424
Club Enquiries Welcomed



CLUB SHOP OFFERS

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

BRAND NEW PRODUCT EXCLUSIVE TO THE TSSC CLUB SHOP



BOOT LID GAS STRUTS

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

Kits available now for the following fitments:-

Spitfire MKI-III
Spitfire MK IV & 1500
Herald/Vitesse

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

Strut kits in development for Herald estates, TR4, 4a, 5 & 6



TRIUMPH TRADE SERVICES

WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays ★ Full or part restoration,
- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



Tel/Fax 01666 822476

MALMESBURY, WILTS

www.westcountrytriumph.com

e-mail: raybrown@westcountrytriumph.co.uk

BRODIE MOTOR SERVICES

RESTORATIONS, MOT WORK, SERVICING ON ALL MAKES OF TRIUMPH AT VERY

COMPETITIVE PRICES OVER 20 YEARS EXPERIENCE

FRIENDLY SERVICE
TEL: 01206 562597

www.brodie motorservices.co.uk

COLCHESTER
ESSEX

TSSC INSURANCE PANEL. CALL FOR A NO OBLIGATION

QUOTE. LIMITED AND UNLIMITED MILEAGE WITH AGREED VALUE AND AND BREAKDOWN RECOVERY

FOOTMAN JAMES 0843 357 1790

PETER JAMES 0121 506 6040

LANCASTER INSURANCE 0800 013 0080



New e Commerce Website
NOW LIVE!

www.CHRIS WITOR.com

TRIUMPH 2000, 2.5 SPECIALIST

WIDE RANGE OF PERFORMANCE AND STANDARD SPARES

TEL: 01749 678152

Mon - Fri, 9 - 1 & 1.30 - 5.30

FAX: 01749 671404

OFFICE 01592 722999

PARTS DEPOT & FAX

01592 722666

131 JAMPLARS ROAD

CARDENDEN FIFE

SCOTLAND

CHIC DOIG



CONTACT THE EXPERTS
SCOTLAND'S LARGEST
MG & TRIUMPH
DEALER

FAST MAIL ORDER SERVICE



FROM A BOLT TO A BODYSHELL
NEW OR SECONDHAND
WE WILL TRY TO HELP YOU
WHATEVER THE CAR TYPE

Free Colour Ads!

MEMBERS ONLY, can advertise **CARS & PARTS** for Sale in the Courier Classified section (with Colour CAR Photo)

FREE OF CHARGE!

This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.**

A current Membership Number must be supplied on the form which is on the **BACK** of your Courier Address Label!!!

THE TSSC CLUB SHOP ONLINE WEBSITE

WWW.TSSC.ORG.UK

PROVIDES MEMBERS WITH A **24/7** ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS

TO ALL PRODUCTS AVAILABLE FROM THE CLUB SHOP

★ **SECURE ONLINE ORDERING**

★ **ORDER CONFIRMATION VIA E-MAIL**

TSSC Services & Officers

CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

RENEWALS

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

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

TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK
TSSC - Sunderland Court
Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**
e-mail: info@tssc.org.uk
<http://www.tssc.org.uk>

TSSC INSURANCE

FOOTMAN JAMES & CO LTD
Tel: **0843 357 1790** Fax: **0121 559 0814**
FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED
Tel: **0121 506 6040** Fax: **0845 2233 020**

LANCASTER INSURANCE
Tel: **0800 013 0080**

VALUATION SERVICE

TSSC, Sunderland Court,
Main Street Lubenham, Leics. LE16 9TF
TEL: **01858 434424** Fax: **01858 431936**

TSSC LIBRARY

TSSC, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**

CLUB SHOP

e-mail: clubshop@tssc.org.uk
TSSC, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**

MAGAZINE COPY DATE

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

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

TSSC, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

e-mail: accounts@tssc.org.uk
TRUDI PRETTYJOHNS
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**

SHOW CAR REGISTER

e-mail: info@tssc.org.uk
TSSC HQ, Sunderland Court
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**

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

HERALD 948/1200/1250

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

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

HERALD 1360

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

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

SPITFIRE Mk I/II/III

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

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

SPITFIRE Mk IV/ 1500

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

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

VITESSE 1600/ Mk I/ II

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

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

GT6 MkI/ II/ III

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

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

BOND

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

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

SPECIALS

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

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

STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

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

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

BIG SALOONS

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

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

TOLEDO/DOLOMITE 1300/1500

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

Tel: **0116 267 1688** (Eves/Weekends)

e-mail: TriumphToledo@aol.com

TR 4/4A

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

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

TR7/TR8

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

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

AMPHICAR

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

Tel: **01684 952985**

INTERNATIONAL LIAISON SECRETARY

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

Tel: **07768 340121** e-mail: robnew@breathe.com

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chriskbaker_7@hotmail.com

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

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

INTERNATIONAL WEEKEND EVENT MANAGERS

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

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

INTERNATIONAL CONCOURS ORGANISER

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

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

AREA LIAISON OFFICERS

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

e-mail: pip1272frank@homecall.co.uk

TSSC PUBLIC RELATIONS OFFICER

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

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

CHILD PROTECTION OFFICERS

Viivien Thompson Tel: **01302 850740**

Julie Hazell Tel: **07813 589799**



TSSC
Area News
Review

March 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 Coniston Old Man. Then onto Wrynose Pass and the Little Langdale Valley. Finally travelling along the shores of Coniston Water, arriving back at Grizebeck around 4pm. Some of the route has been changed from previous years.

Entry is £5 per car and will be limited to 30 cars. Closing date for entry 14th March.

A lunch menu will be emailed to all entrants prior to the Run in order for lunches to be available on arrival at the Boot Inn. Entrants to pay for their own lunch.

Please make cheques payable to TSSC Cumbria and send to R W Ross, 28 Duddon Drive, Barrow-in-Furness LA14 3TW. Include your email address or a SAE for confirmation.

For Further information contact Roy:

Tel:01229 474077. Email: roy.anne@tiscali.co.uk

or visit our website tssccumbria.co.uk

This event is not for the faint hearted!

Euro Boxes are welcome if driven by club members but they enter at their own risk.

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



AREA DIRECTORY

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

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

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

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

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
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 YO19 6SB	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 8.00.pm
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 - SYWELL NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	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 GREAT BARR BIRMINGHAM B44 8TR 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 Rochfort: 07764 324345	The Plough - Fen Ditton, CAMBRIDGE CB5 8SX	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927(Liaison)	The Bird in Hand WRENNINGHAM	2nd Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 OPG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
-------------------------	---------------------------------------	--	---------------

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 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. Eves. 7.30pm
SOUTHERN	Mary Rumens: 01635 868640	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30-8pm.
SUSSEX	Mike Gooding: 01252 722432	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Martin Marrison: 01444 450941	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.
	Mickey & Julie Hazell: 07773 623807		

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	TBC - See Reports/Forum	1st Mon.8pm
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DORSET	Mark Bland: 01747 838066	Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	The Star Inn - LIVERTON TK12 6EZ	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 07802 171227	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
SALISBURY	John Moore: 01722 710429	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Derek Giles: 01934 515376	The Swan - COOMBE HILL	3rd Mon. 8pm.
	Steve Hopkins: 01278 653888	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WYDEAN	Alastair Johnson: 01594 811076	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
		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	
INDIA	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
ITALY	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
LUXEMBOURG	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
NETHERLANDS		MILAN.	
NEW ZEALAND		lucabellinello@fiscalinet.it	
NORWAY		53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
PORTUGAL	Jean Claude Cigrang: 00 352 44 16 47	Emmastraat 206862 GT - OOSTERBEEK.	
SWEDEN	Guus Van Der Krogt: 00 31 26 3332797	A Archibald Rd.,KelstoN - AUCKLAND.	
SWITZERLAND	Dayle Montgomery: 00 64 9 818 6620118	Bjerkelundgata 6 B0553 Oslo NORWAY.	
TASMANIA	Knut Skoglund: + 47 91 16 17 78	president@tssc-norway.org www.tssc-norway.org	
U.S.A. - NW	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT ANDOVER INC SWINDON . . . AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Sorry to Nag!! (well not really) There are still Areas that have not registered please can you get these registrations in now they are important!!!!

Anyone requiring any help or advice please get in touch with Frank and me, we will come out to your area or speak on the phone it's up to you. Remember

you are not insured if you are not registered.

The AGM and A/O Seminar will be held on the **28th April 2013** Please can you get any questions to us no later than **Sunday 14th April** so I may include them on the agenda? Remember this is your chance to get your thoughts and ideas across for your club even if you cannot attend, your ideas are important to us!! (flippin eck!! I sound like one of those phone messages press1, press 2 your calls are important to us)

This is the time of year that dates start emerging in the Courier for various TSSC events around the country get them into Bernie as soon as possible so all our members can organise their TSSC calendars and attend some fantastic events that you organise year in year out.

Area Draw Congratulations to **North Wales £50, West Kent £25, Salisbury £10**. Please get in touch with Angie at H/Q to claim your Club Shop Vouchers.

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

We would like to take this opportunity to thank all the Register Secretaries for all the hard work, advice and the write ups they produce throughout the years, you are definitely our unsung heroes.

Let us hope we have a better and drier summer this year

Pip x Franck

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Meetings Cover Swindon/North Wilts area

It has been rather cold and snowy at times lately, as it has been in many other parts of the UK. Roll on summer! However, we did have a good evening at The Plough with 10 people around the table - but only Ed 'keeping up appearances' by arriving in his TR6.

Various discussions went around the table, including Bob telling us all about his new TR6, which he hopes to bring out again when the weather's a little more pleasant, although some of us were privileged enough to see it on New Year's Day.

The Bruce Arms meeting was, as usual rather smaller and quieter, although we hope to persuade a few more people

to join us as the year progresses and evenings get lighter, and hopefully warmer. We would be very happy to welcome anyone from around **Swindon** to join us there. It is a small but pleasant pub, always a good welcome from the landlords and other people there with lovely warm fires, no loud music and plenty of car parking space.

Our next meetings will be:

The Plough Inn, Grateley, SP11 8JR on Thursday 14th March and The Bruce Arms, Easton Royal, SN9 5LR on Wednesday 20th March

Don't forget the first big show of the season in the south is the one at **Wyke Down on Easter Monday, 1st April** this year. If you haven't already got an application form please contact us and we'll get one to you.

By the way, we have recently changed email addresses so that we can move away from Virgin as our ISP so from now on you can contact Guy at guy@bondequipe.org and Suzie at spitfires@cadley.org.

Guy & Suzie

AVON

Tel. 01454 327059

We are now settling into our new meeting place, and if all goes well it looks likely we will stay there. Just a reminder that it is **The Washing Well pub, Wapley Road, Codrington BS37 6RY**.

We have now taken bookings for Coleford and we have had confirmation that we do have a club stand at the Bristol classic car show. I really need volunteers to help over the weekend as Les is working. It is not difficult - just be prepared to talk to people about Triumphs and in return for your free entry you will get time to look around the show as well as supporting the stand. Please get in touch if you are interested - probably best to email Junewrighton@fiscali.co.uk

We are taking a fairly relaxed approach to the rest of the year's events - each monthly meeting we will decide what to attend for the following month and inform people through the club forum/email - another reason for emailing me so that I can have your email address to keep you updated! Although it may not yet show in the magazine, we are registered and one reason for the relaxed approach this year is because I don't know when/where I will be working.

Last, but no means least - well done Chris for thrashing your record for a car rebuild - Jamie's mini is on the road in 8 years less than it took the Vitesse!!

Hope to see you all on **Monday 4 March** for the Avon area club meeting.

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberksstssc/index.htm

e-mail: mark@serapeum.co.uk

Hi All, Well I can't believe it's February already! The weather is awful, and the roads are covered in salt - not what we want! Nevertheless, Colin brought his Spitfire down, with swapsie oil filter as promised... and I forgot the Magenta spray cans I'd promised him in return! Doh!

Sorry Colin, I'll bring them over to you if you need them before the next meeting.

As well as Colin, Mickey and Julie, we had a new member - Emrhys from the Kennett Valley TR group, and also now a member of the TSSC. Emrhys has had a Stag for the past

BUCKS SOUTH . . . CANTERBURY



TSSC AREA NEWS

half a dozen years or so, and is also the proud new owner of a TR7 V8 - an automatic to boot! Sounds very nice - two quite different V8 cars, both autos and both great cars. I'd love either one of them, although the Triumph V8 sounds better - that's the consensus. Apparently he also had, until recently, another TR7 - a standard car in Gold, which believe it or not despite being a convertible sold for not much over a grand. What a bargain TR7s are at the moment - only MX5s are cheaper in the convertible world. I saw another TR7 V8 while I was over at Johnny Spitfire's (JY Classics) a couple of weeks ago - straight through pipes - flippin' eck it was loud!

Speaking of JY, Bob Car-olgees the brown Spitfire is currently on holiday there. I stripped Bob down and followed John back to his workshop, with Bob on the trailer, and then finished up taking bits off Bob at John's workshop. Bob's having 4 new wings, 2 doors, a bootlid and various little repairs here and there, followed by a respray in brown. :-). I've been watching John's progress by email, as he keeps sending me photos of the panel work going on. So far, Bob's had new front wings and outer wheelarches, a windscreen gutter, and a rear wing. All looks lovely now (much better than it looked before!). Back home, I've been cleaning the bits and pieces which I took off, and putting the clean bits in boxes ready to put on. I might take Bob over to see Newbury area when he's done, as that's where he came from - Malcolm and Josie I think. The plan is to get Bob ship-shape and then sell him on to re-coup some of the cost - at least then he'll be safe from the breaker's yard.

Events-wise, there's **Stoneleigh on Sunday 3 March** - I'll be going to that, hoping to pick up any bits and bobs I need for Bob. Then there's the **Isle of Wight camping weekend** (caravans also available but hurry) on **3 - 6 May**. Apparently, if you book the ferry through the campsite, they can do it for about £50 return - much cheaper than trying to book independently. **The South of England meet** follows shortly after that on **10 - 12 May**. Mickey and Julie are organising it this year, and I understand it's going to be an all-weekend show again this year, with camping starting on Friday night and the show running over Saturday and Sunday like it used to. That's another "must-go-to" show and I'll be there, probably with a carload of autojumble! In the interim, there's also a car show at **Shalford on April bank holiday Monday, 1 April**. A new events calendar should be shaping up by the time of the next meeting, and I'm also waiting for a suitable opportunity to hold a raffle - prizes to include a new set of axle stands and a very useful head torch.

That's all for this month, see you next time, and a get well soon from everybody to Trevor!

Next meeting is **Tuesday 12 March**, from 8pm at the **Shire Horse**, just outside Maidenhead on the A4 towards Reading.

Mark

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

Hi. Well, it's been a quiet time in South Bucks in January. I have an on going back issue which stopped me attending the monthly meet on the 16th Jan. Dan, Rob, Paul, Liz and the sheep did attend so at least we started the year with few turning up!

At the time of writing, I see the date and reminds me that 7th Feb 2002 Tony Pond passed away from cancer at the age of 56. Probably one of the most versatile drivers who never

achieved the status that he really deserved. Ex Triumph works driver and many others to mention. I personally think his record at the Isle of Man in the Rover Vitesse (800) was outstanding. I have been fortunate enough to visit and drive the course of the IOM and cannot fathom how he did that! I also don't agree with the record being 'broken' as Higgins used a 4 wheel drive Subaru and only luck stopped him binning at Bray hill!

Onto brighter things. One of the first events is the **Triumph show and spares day at NAC, Warks Sunday 3rd March**. Please see www.triumph-show.co.uk for details. **12th** is the **Classic car night at the Ace Cafe, London**. Still rather cold, but you can get your car in the car park!

The monthly meet at **The Squirrel is on Wednesday 20th March**. the weather will be cold, but the welcome will be warm! Hope to see you at an event soon. Take care.

Carl

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

A good turn out last night with all the usual suspects present and correct.

Andy B and Kat turned up in their 2000 with the newly fitted 2.5 litre BMW engine. What a beast! Sounds wonderful and goes like stink apparently. Tim SJ has the Mk I Vitesse engine fitted in his Mk IV Spitfire ready for a test on Sunday when Tim W is present to wave his magic wand. We had a lovely run to Faversham in our newly finished Herald 948, only for it to make clanking noises and stop 800 metres from home. It's currently in the garage in the naughty corner awaiting investigation.

And so to business! We had our first meeting of our steering group and covered many issues, all of them worthy of note.

1. Dianne has been working on the calendar of events for 2013 and is keeping a spreadsheet up to date as events come in. Later we shall decide which ones we shall designate as "club runs" and post the whole lot on the website.

2. After 3 successful years organising "Drive it day", Steve and Mark are having a rest. I'm doing it this year so don't expect anything flash! We agreed on a run through the lanes to **Dungeness for fish and chips at the Britannia pub**.

Apparently the best around. That will be the **21st April**.

3. We have yet to do anything to commemorate Eddie who, as you know, was a stalwart of the club. He was a keen supporter of the Kent Air Ambulance and so we are suggesting that we have a club run to their headquarters on their open day and make a donation on his behalf.

Date not yet confirmed.

4. On the subject of charitable donations it was noted that some members choose not to pay the pound a car on club nights. This is not a subscription as people are already in the TSSC and are entitled to their Area meet. It is voluntary so that we can buy club equipment like the gazebo and make charitable donations. Steve and Derek have the accounts and any member is welcome to examine them. It was felt that people often forget and so it was agreed that I should e mail people a week before each meet reminding them of the event and include a standard paragraph gently reminding them that their £1 donation will be used for local charities and buying



CANTERBURY . . . CHESHIRE CORNWALL

TSSC AREA NEWS

Canterbury Continues

what we need as a club.

5. Phil the Stag has had communication with Stag owners in Luton who would like to come down and meet members and have a little drive around. Of interest is that they would invite us back up there for a similar event.

Dates to be arranged.

6. Bob has handed over management of our website to Tim S.J. It was agreed to stick with the free hosting at the moment. Phil the Stag will have access to the site for posting up to date images of members' cars. This is still a work in progress. After that we adjourned to the main bar and had a roaringly good time for the rest of the evening.

Any comments, thoughts or feedback on any of the above would be welcome. Please use the usual contact details.

Phil R

CHESHIRE

Tel. 01625 425845

www.tssc.org.uk/cheshire

e-mail: cheshire@tssc.org.uk

It's been a bit wintry over the last few days and this seems to have kept most of the older cars tucked up in their nice (relatively) warm garages. Paul however gets the prize for coming to the meeting in his Bond. Heap the Vitesse is pleased to report that his garage is no longer a kitchen workshop, but it takes a lot longer to warm said garage up with a ton (best part of) of steel in there.

Mike Ford has reported that his TR5 has gone to a new home in Buxton, usurped by a 2 seater Oxford with V8 power. After several email exchanges, including much advice about the use of the throttle when the road is wet and/or slippery in such a car (don't) it transpires that it's the exhaust note that has tempted him away. As the TR5 sounded quite wonderful, the new one will have to be very wonderful indeed!

Meantime our Adrian has been gathering yet more bits and pieces, to the extent that some work needs to be done to be able to get into the garage at all. There are now enough spare engines and gearboxes and bits of suspension to create several cars (but it must be noted that at least three of the gearboxes are using his garage as a holiday home). There's also a cautionary tale about Pat delivering a differential that hadn't been drained, leaving it wrong way up on the porch floor.

I haven't had an update about the Herald Estate in Crewe after the fetching pictures of the chassis as a garden ornament last month. The Spitfire in Romiley has just presented its other driveshaft at Macclesfield hub removals (Henry's garage). It seems we need to buy Roger a bigger hammer as the UJ didn't want to come out of this side at all, and trying to get the hub off resulted in Roger lifted off the floor and a very large screwdriver broken, but the hub still stuck solid. And a vehicle in Leek has recently acquired new doughnuts, Paul presented us with a piece from a pattern one for examination – this one had failed at a rubber to rubber join, whereas the one that failed on Heap the Vitesse all those years ago went around a mounting bush. I've just checked and an 'original' Rotoflex is for sale at £192. Ouch.

The Stoneleigh Triumph Day is before our next meeting, so we may have something to say about parts acquired there.

Other than that we have the **Show at Event City on the 6th and 7th of April**, **Drive It Day on the 21st of April**, (when we hope to join the North Staffs folk somewhere in the middle of darkest Staffordshire, but that may be revised to Northwich which at the last count was in Cheshire), then **Gawsworth on (Monday) 6th May**, and **Capesthorpe on the 26th and 27th**. I'm giving up talking to the weather elves after the disasters of last year, so we'll just have to wait and see what comes on the day.

Our next meeting is on **Thursday 7th March at the Cock and Pheasant**. See you there.

Henry

CORNWALL

Tel. 01872 573763

www.autos.groups.yahoo.com/group/cornwalltriumphs/

e-mail: cornwall@tssc.org.uk

Disaster struck Forever 21, our team of trialling TR7s in the Exeter Trial! Jane retired at the start with clutch hydraulic problems, I retired at the first control with yet another bad misfire (although we might now be onto the problem, hopefully!) and Simon retired about 2/3 of the way through with a broken steering rack, after hitting a large rock. Still we all made it, one way or another, to the finish hotel and the dinner. Mike Warnes (TR7) finished, but out of the medals, Phil Tucker (TR3A) finished in the medals and maybe the only Gold in Class 5. Well done Phil.

The following week it was our meeting and there were lots of discussion and planning for this year's events. We're gonna be busy again. The long distance event looks like the Dorset Steam Rally at the start of September. Many of us have had this in the diary for a few years, so this year we are looking forward to actually going!

The Skittles went very well. The biggest crowd I think we've ever had, swelled by some of the TR Register; it was great fun. The Register have now said that they want to join in much more with us, which is good news. I have also had a similar conversation with the Stag Owners Club, so it looks like we will all be joining each other for events – excellent!

Still, back to the Skittles. After a nice leisurely lunch we went into the alley and had two lanes. We divided into two roughly equal teams, 'Us' and 'Them', and started the pyramid team game against each other. Us won, but it was a fiercely competitive win and very close. So we set off on another game, which was equally competitive with new tactics on both sides, but Us won again! Everyone had a great time and, after coffee, we made our ways home.

We have had much discussion this year about **Drive It Day**, even coming up with a separate venue from TSSC Devon. However, Sue and John (Devon AOs) have visited **The Big Sheep** and had a meeting with the manager. The venue looks much more promising that we had first thought. Entry for driver and one passenger will be free on production of your membership card and the brewery will be open, brewing a 'Triumph' ale. There may be a distance award for the car coming the furthest, which is likely to be some Triumph Beer (I'm going the long way!). So it has FINALLY been decided that we will go to The Big Sheep after all. The TR Register were similarly undecided, but we hope to have persuaded them to come with us. The Stags were always going. We will be leaving The Hawkins Arms, Zelah at 10am prompt and driving up the A39. There may be an opportunity to join in on route, if you contact me first.

Next month more on the Tregony Scalectrix Grands Prix!

COVENTRY



TSSC AREA NEWS

Dates
March 2013

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

**Sat 30th Lands End Trial – Dinner at Driftwood Spars
– in the Wheel Room.**

April

**Thurs 11th Meeting at the Hawkins Arms, Zelah
from 8pm**

**Sun 21st Drive It Day. 10am at The Hawkins Arms,
Zelah – driving to The Big Sheep, Bideford.**

Get polishing and servicing, the event season is right around the corner.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

Hi Everyone. Well what a month January was with all that snow and rain, plus a bit of sunshine in between, but it still didn't stop "Smiffy Spitty" getting out and about a bit.

First trip was the Heart of England meet at the Griff on Sunday 13th it was quiet a nice day with a bit of sunshine for a couple of hours which enabled us to display our cars on the field even though it was still a bit wet under foot and up the flag went first time this year. There were 25 cars on display which included 5 Triumphs, after about half an hour the ladies nagged us to go inside as it was still a little chilly, so 10 of us retreated into the bar to sample the beverages and have a good natter, a pleasant lunchtime was had by all.

Sunday 20th saw our Dalos Day run postponed till Sunday the 27th as most of the run would have been impassable due to the heavy snowfall we had, still all was not lost as 10 of us still made it to the Royal Oak at Brandon for lunch as the main roads were pretty clear, but not for long while we had lunch down came another very heavy snowfall and the drive home was treacherous, Pete and Ann had a very adventurous drive back home having to rescue a motorist who had gone off the road by pulling the car back on, good job they were in the Landy.

The following Sunday the 27th the snow had all gone enabling us re-run the postponed Dalos Day Run which turned out to be a Dafos (Drive and floods on Sunday) Day Run. We all assembled at The Sparrow, Combe Fields Road,



Ansty. Paul & Joan turned up in their VW Camper instead of the Spitfire (did they know something we didn't?) there were 11 of us in 6 cars ourselves in "Smiffy Spitty", Rikk in his Herald convertible, Paul and Joan in the VW Camper, Pete & Ann in the Landy Disco, Tom & Sandra in a Signam and the leaders of the day Maurice and Ann in their Audi. Off we went with Rikk and ourselves with the roofs down as it was a lovely sunny day("the sun always shines on our Dalos Day") well mostly. It wasn't long before we realised it was going to be a bit of a challenge, there was water everywhere, every



little brook and stream was over flowing, Maurice had informed us that there was a couple of fords on the run, fords! you must be joking they turned out to be raging rivers which was impassable in any vehicle let alone our cars, still with a few diversions we were able to have a very interesting, different run to the normal, it was fantastic to see all the countryside in flood, a great run, well done Maurice & Ann or to



quote Paul " A floody good run". Even to get to the Royal Oak at Brandon for lunch we had to detour as most of Wolston was under water. Well after 2 hours we did make it and very enjoyable it was. Once again a great day in great cars and great company.

Tuesday the 5th February our monthly meeting at the Bull & Butcher, Corley Moor. we had high hopes of going in "Smiffy Spitty" as it was quite a nice day early on, but what happened, yes you've guessed at 4.00pm it started to snow which then turned into rain and once again the first Tuesday of the month the weather was awful resulting in everyone attending in their everyday cars, still not a bad turnout of 12 with 9 of us dining in the restaurant before the meeting, great food at good prices.

The events are now beginning to come in, we have been informed of one we haven't done before, **Driving Day & Picnic at Broadwell house Broadwell Rugby** in aid of air ambulance which also includes a driving ability test. This takes place on **Sunday 23rd June**, could be interesting will keep it in mind.

Also **The Mary Ann Evans Hospice run is on Sunday 4th August**, always a nice day out with lots of interesting cars.

We have also been approached by David Croskell who runs the Kilsby MG Club to see if we can arrange a get together sometime through the year, again no problem we will work on it, we are keeping in touch with newsletters etc.

Well that's about us done apart from forthcoming events. Get them all weather Triumphs out and join us sometime.

Regards

Phil & Lyn

Forthcoming events - **Sunday 10th February Heart of England Transport Club Meet at The Griffin Inn Bedworth** from 11.00am we get there about 12



COVENTRY . . . CUMBRIA DERWENT VALLEY

TSSC AREA NEWS

Coventry Continues

Sunday 17th February Dalos Day to be planned by Paul & Joan Cheshire, we will meet on the layby at the side of the Sarracens Head, Tamworth Road, Corley, if you are travelling from Coventry it is on the left just under the motorway bridge before the Sarracens Head. 12.15pm ready to leave by 12.30pm destination for lunch unknown as yet. If you want to join us we must know by **Wednesday the 13th** so we can book the numbers for lunch.

Tuesday 5th March our monthly meeting at the **Bull & Butcher, Corley Moor**, 7.30pm in the snug, or if you fancy joining us for a meal beforehand 6.30pm in the Restaurant

Sunday 10th HoE meet at the Griff

Sunday 17th March Dalos Day Run to be planned by Steve & Sharon Long details to follow.

Sunday March 31st Weston Park, Weston under Lizard, a transtar event any one attending let us know and we will arrange a meeting point so we can travel in convoy. www.transtarpromotions.com

Sunday April 21st Stilton Run jim.barry@ntlworld.com or www.stiltoncheeserun.webs.com

Saturday 18th & Sunday 19th Bidford on Avon Vintage Gathering Tel Mark 07747741393 or Matt 07189778693

Friday 17th, Saturday 18th, Sunday 19th May Standard Triumph Star 90 www.tr-registershop.co.uk

Sunday 23rd June Broadwell House Driving Day & Picnic www.wnaa.co.uk or www.dlraa.co.uk

Sunday 4th August Mary Ann Evans Hospice Classic Transport Run

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

A Few members came along to the meeting on Sunday at the Sportsman's Inn, Penrith. Thankfully the snow had melted on the roads, only just though. It made a picture post-card setting with all the snow on the hills.

New member Peter Eagan from Carlisle brought along his recent purchase an immaculate Triumph 1300. I thought the days of finding such low mileage cars were gone. His car has just 4700 miles on the clock and he told us that it was last taxed in 1974 and probably not run since then.

The entry forms for Spa have now been sent off. Those going from the area are Myself and Anne, Ray and Gill, Nigel and Sue and Alick and Jim. The booking form is available on the main TSSC web site if anybody else wants to go.

Some of the main events for your calendar for this year are: **Ripon Show Sunday 28th July**. Camping on the Saturday night is available for those that wish to. A new event for this year is the **Croft Nostalgia weekend, 3-4 August**. Camping available for the weekend. The event is at the Croft racing circuit which is near Scotch corner. I have to date not booked **Thirsteane Castle weekend, 2nd June**. If there is enough interest then I will do so. The full calendar should be published next month when all dates are known.

Forthcoming Events: **March 24th - Cumbria Fell Run**. The details can be found in the advert at the back of the Courier. A warm welcome to the area for new member James Wilbye who lives in Kirby Stephen. Hope to see you during the year.

My thanks to all the members that have sent me their car details. It is still not too late to send your details to me. It was very interesting to note that we have five mark three Spitfires in the area.

Safe motoring,

Roy

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

2012 was a year which could be remembered by the amount of food we consumed at various events and 2013 is well on track to be a record year. So far we have tucked into a Sunday carvery on the New Year Run, enjoyed dips and nibbles plus mince pies at the January meeting. The February meeting was no exception as we had two birthdays to celebrate. Cup cakes, chocolate caterpillar cake, home made biscuits, another home made birthday cake, a home made apple cake and a large apple lattice (fancy pie).

Niamh and her Uncle Lee were the two with birthdays to mark and as Niamh had treated me to her home cooked delights last year I felt that I was about time that I returned the gesture.

I know she loves apple pie and it was my intention to actually bake a pie but time got the better of me so it was off the the local 'Cost-Co' to buy an enormous pie which looked as if it was home baked. I tried to lie but I could not and owned up that it was shop bought.



A great turn out at the meeting, with lots of fun, laughter and good conversation. The highlight of the evening was Stuart's quiz. Would it be as good as the last one or had Stuart peaked? I don't know how we got through the 20 questions as Stuart was subjected to a barrage of banter and quizzing. I could not think of the answers for laughing. Once again his delivery of the questions and answers was BRILLIANT. Thank you Stuart your are a star.

The evening concluded with a raffle with some good and not so good but obscure prizes. Niamh took home a small piece of apple pie which we hid from the greedy guts and everyone else went home rather happy and definitely stuffed to bursting.

Thank you to both Julie and Angie for baking the cakes and next month we will have chip cobs especially for those ex-Hallamshire folk.

Also at the March meeting we will make the presentation to Ben's Den of the money raised on the New Year Run.

Dates for your diary:

- 3rd March - Triumph Spares Day at NAC Stoneleigh.** 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]. We will be presenting to Ben's Den with the money raised at the 'New Year Run'. All Welcome.**
- 2nd April - Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm [DE7 6FY]. All Welcome.**

DEVON



21st April - Drive It Day. We will be doing something so keep the day free.

TSSC AREA NEWS

Regards

Colin.

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

JOIN DEVON AREA FOR DRIVE IT DAY

We are aiming to get 100 Triumphs together in North Devon on 21 April in one of the biggest displays of Triumphs in the far South West.

All drivers of Triumphs will be welcome and we are inviting many other local Clubs to join us.

Ample parking on hard standing

Venue is **THE BIG SHEEP**, at Abbotsham near Bideford. EX39 5AP

www.thebigsheep.co.uk

ENTRY to the attraction will be FREE for driver and passenger on production of a Club membership card.

Micro brewery on site – a Triumph Special brew on the day just for us!

For more details contact Sue & John Franklin via info@tssc.org.uk

We were delighted to welcome Colin to our January Club Night at the Star Inn Liverton. Colin has been a member for many years, but this was the first Devon event he has attended since moving to the area. Not only did he come along, but brought his very clean looking 1968 13/60 estate in Valencia. Cannot wait to see the car in daylight but it looks good, and has had a lot of input from Mike Papworth. Also at his first evening meeting was Ian, without Margaret who was suffering at the dentists. Ian had a good chat with Ted about their respective Spitfires. Marc was suffering, having strained his back pushing the GT6 out of the way so that he could bring out the 13/60 for our January lunch, but at least he now knows the cause of the clutch problem. Dan was the only other to bring a car, this time his trusty Herald estate. We had been given a number of fantastic original manuals and handbooks by Martin in Somerset, whose Spitfire Special was featured in the Courier in 2011, and these have all now been gratefully snapped up by our local members. A great act of generosity which was much appreciated. We are hoping to have Martin's car on the Club Stand at Powderham in July.

For our February run from CREDITON, organised by Maurice and Mary, we had one of our biggest turnouts, 13 Triumphs on the run, plus assorted moderns and Louise's XJS driven this time by Dan as he was waiting for the right brake pads for the Herald. Valencia was the colour of the day, with no less than four cars. We had three Spitfires, 1 GT6, two 13/60 convertibles, two 2000's, two Vitesse, two Dolomites, and Annie's 1200 Herald. Another Dolomite arrived at the pub for lunch, this was Robert and Barbara, their first outing with the Club since joining in the 80's – a very big welcome to

them, and also to Martin who has recently moved down from Scotland and brought his 1500 Spitfire. We hope to see you all again soon. Robert's other cars, the Herald and Spitfire, are featured in the February Courier advertising 'Practical Classics'. Maurice and Mary led us from CREDITON through areas new to many of us, even to John and Sue B who live at Whiddon Down and whose door we drove past. A really interesting run, through Morchard Bishop, over the Tarka Line at Eggesford, through North Tawton, Whiddon Down and on to the Kings Arms at Tedburn St Mary, where we were all very well fed. It was great to see so many cars out for a run in February, and particularly to see some 'new' faces. Whilst driving through CREDITON, a number of us saw a dark coloured Herald going the other way – was she a member?

Coming up in Devon

On **3 March**, we will meet at 10 am for 10.30 at the **House of Marbles at Bovey Tracey** for a run over the moor to our lunch venue, the **Burrart Inn at Dousland**. We are very much hoping that some of our **WEST DEVON** members may come along to this event. We have a lot of members in the Plymouth and West Devon and border areas, and we would love to see some of them join us at an event. As usual, we do need to have an idea of numbers about a week beforehand so that the pub can be prepared for us!

On **Thursday 14 March**, Steve will be resuming the North Devon sub group meetings, postponed whilst he and Sharon were preparing for the birth of their baby. Now safely arrived, Alexander George Walker Wilkinson was born on the 24th January 2013 weighing 6lb 1oz! Our congratulations to them and we look forward to meeting young Alex, hopefully on Drive It Day. As usual, please ring **Steve on 07968 702611** for details of the North Devon meeting venue.

Devon's Club Night will be on **Wednesday 20th at the Star Inn Liverton** as usual. We have again been invited by Torbay Old Wheels Club to play SKITTLES at **Forde House Social Club, Brunel Road Newton Abbot on Saturday 23 March** at 7pm. They will provide the refreshments but have asked that players bring along a raffle prize. It is usually a good evening even if we do not win! Please contact us asap if you are coming as we need to give Old Wheels Club numbers beforehand.

Because of all the events happening in April, we will NOT have our usual first Sunday of the month run next month, but we would like a really good turnout for Drive It Day this year.

As you already know, we are heading for **NORTH DEVON on 21 April for Drive it Day** and it would be a good opportunity for some of our North Devon members to join us there at what promises to be a huge but informal display of Triumph cars. You will already have seen that we will be travelling to **The Big Sheep at Abbotsham near Bideford (EX39 5AP)**.

We would like to see as many members as possible come out then to join us and we are planning to be at the venue from around 11am. We are aiming for 100 Triumphs to turn out, to really make a statement about the number of Triumphs in the south west. As far as we know, there has not been a big Triumph gathering of this size in the area for quite a while. The big news is that **ENTRY TO THE ATTRACTION WILL BE FREE** for the driver and one passenger! All we ask is for production of a valid car club membership card – any Club. All Triumph drivers will be welcome, so if you have friends not in TSSC (why not?), please ask them to come along. Group Rate entrance would be £7.50 per person normally, so we are getting a great deal. There is a **MICRO BREWERY** on site, there is **FREE BEER TASTING**



DEVON . . . ESSEX

TSSC AREA NEWS

Devon Continues

in the shop and they will be producing a **BEER SPECIALLY FOR US – a TRIUMPH SPECIAL**. From 1pm the brewery shop will be open for lunch time beers. On site there are a restaurant and a cafe, along with picnic areas all with ample room. A lot of things are actually **UNDER COVER** should it be inclement – which it won't. There is a daily programme of events, including sheepdog training and trials, sheep racing over a bigish track, horse whispering, a themed combat experience etc. The various shows are aimed at grown-ups as well as the children. There is masses of parking and some cars could be displayed inside if they finish the barn they are building in time! There will be a Peoples Choice of car and a reward for the Furthest Distance Travelled, prizes to be Special Beer(!) We are reckoning on various groups arriving there between 11am and 12. and will have ideas for various meeting points on the way shortly.

Show entry forms are arriving thick and fast now and, if you want to be part of the TSSC display at **Pecorama on 26 May**, please make sure you put TSSC on your entry form. Last year, a number of our cars ended up parked in the general classic car park, which rather lost the impact. We have a number of entry forms for events, which we can email to you on request. We will send internal entry forms for **Powderham Show (13/14 July)** to those on our email list, and will need these returned to us please by **27 April** so that we can send them off before we head off to the Isle of Wight.

DEVON DIARY

- Sunday 3 March 10 am for 10.30 meet House of Marbles Bovey Tracey for lunch at Burrator Inn**
- Thursday 14 March North Devon meeting**
- Wednesday 20 March Devon Club Night at the Star Inn TQ12 6EZ**
- Saturday 23 March Skittles with TOWC at Forde House Newton Abbot 7pm**

Sue & John



nine floor and there on the bench was the box of wonders we had all come to have de-mystified, previously I had only taken the cover off a gear box and gone "that looks ok" as I could not see any big bits broken off. After a coffee we got started and it was not as bad as I thought. Graham had a knack of making it look easy to do and a way of explaining it that made you think "I can do this" and slowly the mystery dissolved (I have yet to try solo) after lunch he showed how to put it back together despite two bits being members of the Colditz escape committee

THANKS VERY MUCH for your hard work Graham for all patience and letting me come down from Essex.

Tiptree jam factory cream tea - We had 13 1/2 people brave a cold February Sunday morning to go out for a cream tea but for various reasons there was only one brave soul in a Triumph (welcome Chris & Jenny with your Vitesse).

The rest of us with our excuses, were Ian, Cheryl (no engine in Rosie) Ray, Lesley (car packed for the house move) Janet, Joe, Bronwen, Jack and Me (too many to fit in the Spitfire) and meeting us at the jam factory Brian, Jean (lightning is in bits in the workshop having a repaint) the trip down was uneventful apart from losing two of the modern cars (all little silver cars look the same in my wing mirror (we should have brought Triumphs) but we all got there. Brian & Jean were already waiting for us so in we went to the surprise of the lady running the coffee shop when we said 13 1/2 please. But within a few minutes she had a long table organised and we were all seated.

The orders ranged from Sunday roast to cream tea and after all finishing our food it was off the museum for Chris & Jenny accompanied by Brian & Jean and the shop for the rest of us as we had seen the museum on our last visit. Jams and various other sundries were purchased. Then on to the Garden centre for more shopping and round two of food (Ian wanted his dessert). Chris & Jenny left at this point to go food shopping (do you spot a theme to our trips out) so after afternoon sustenance was partaken, the nick knacks that the garden centre provided were purchased and we then all said our good byes and made our weary way home.

Up and coming

March

2ND/3RD Coventry museum & Stoneleigh Triumph day

10th Swap meet Essex Arena Raceway

17TH Club Day Halfway House

April

6th Onion Trolling Jannaway Technology Centre

Birthdays this month - Lesley Neville on the 13th, Cheryl Eustace on the 15th Harry Neville on the 29th
Happy birthday to you 3 for this month.

Allan

ESSEX Tel. 01375 672072

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

This month the modern cars have let me down so very little time to work on the Triumphs, more excuses. I have started to fit the MX5 seats in Tallulah the passenger seat is out and the front fixings have been fettled to match the Spit, now it is just the back. I think this will involve some tin bashing on the seat and car. As well as this it has been a busy month with a trip to the isle of Wight for me to do gearbox stuff and Janet to go exploring by herself, so we had two nights at the Wight Mouse Inn at Chile, with two lovely meals and a few glasses of red, so not all car work.

Out and about

Club day - 12 brave souls ventured out in snow covered Essex with the hope of making it to their destination and hot food. I am glad to say all made it to the Halfway house for lunch but no Triumphs, yes it was that bad, we all partook of hot sustenance and mutually reassuring each other that the weather would get better and we would make it home (we had a drink, food and a natter) Jed and Kirk brought up a bit of the 2.5 to see if we could match the colour. I had some print outs for them but the colour was inconclusive and the photos I had of the vin plate location didn't help as theirs was missing, back to trial and error.

**GLOUCESTER . . . HALLAMSHIRE
HERTS & BEDS . . . ISLE OF WIGHT**



TSSC AREA NEWS

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

March already, about time too it's been cold and wet tinkering in the garage and the sooner spring comes the better.

The area meeting in January dragged out all the die hards from in front of the fire to enjoy the usual banter and a very pleasant evening it was too.

Barry made it back to the UK and promptly hosted the coffee morning, a good turnout was present and the kettle was rarely allowed to cool. It was nice to catch up with Chris and Mel as they've been absent for a bit doing house stuff!

Last but not least was the area annual dinner. As usual the Sarah and her crew did us all proud and lets face it trying to organise a rowdy mob of thirty plus is no mean feat.

The evening was a great success and the food all disappeared to the delight of all the diners. Thanks to everyone for joining in and making it the evening it was.

Look out for the forthcoming events and we'll see you out and about soon.

Andy

Events.

Sunday March 3rd The Triumph show and spares day at Stoneleigh.

Sunday March 10th Bacon butties and a walk starting from Sue & Ian's.

Monday March 19th Area meeting at The Swan, Coombe Hill.

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

To All The TSSC Members

It is with much regret that we have now stopped being AO's for Hallamshire Area.

We feel that the lack of interest from the members in our area and having to rely on other areas to make a presence to keep us going each month isn't good enough.

We would like to give a big thanks to our dear friends Carl & Lisa Hutchinson and not forgetting Rebecca for their valid support each month.

Also the Areas which have supported us :- Derwent Valley members, Nottingham Area & South Yorkshire also Lincoln. So as from February there is no more Hallamshire Area.

You will see us at other area meetings and at events and we will still help out when needed to.

Thank you for all your support

Julie & Adrian
x

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

Hello folks, sorry not much to report again, the weather has held up our small committee from making a programme for the season, but it's all underway, we plan to meet up Feb 5th to make a battle plan.

The January Pub meet saw 23 Triumphers on the 7th and 28 on the 28th brilliant, thanks for the effort, our usual area was not cordoned off so we squeezed up in the bar, quite vibrant, Nice to see new members Martin and Aiden.

Aiden runs a classic repair centre based near the gliding club at Dunstable and has offered to make us an open day to see

and be able to use his facilities for a Saturday in March including tea and biscuits so watch this space.

Last year, Ray and Myself put a deal of time into helping with HQ Shop stocktake and this year hope to make a Club DVD Servicing Video, starting with all small chassis cars and see how we get on....look out for you've been framed or candid camera ...if you remember that one.

Any news will be on the Message board in Local Area's, My AO blog notes or our ever enlarging email circulation, sorry I don't do Facebook or Twitter and my mobile has buttons !!!

See its difficult to make nothing seem inspiring !!!!

See you all soon.

Peter

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

Wow, it is getting lighter in the evenings already, ooh Spring is on the way!

December - A good effort for a great cause from all the clubs who collected for the Mountbatten Hospice in Newport. About a dozen of us were at the Christmas meeting at the Woodman Arms and we all had a lovely meal and not a turkey in sight! Boxing Day was the mince pie run from Brading Downs, lovely hot sausage rolls too thanks to Angela.

All of a sudden it was January and the much anticipated Tech Session with Graham; he had a full house and even had visitors from Essex and Hampshire.

It seems that the attendees were anxious to get back to their gearboxes to strip them and rebuild them too, well done and thanks to Graham, your enthusiasm and knowledge has been put to great use.

All the information and more booking forms for the **24th Isle of Wight Camping Weekend 3rd-6th May 2013** are now available from our website www.triumph-iw.co.uk. If you still need a caravan call **Cherry at Appuldurcombe Gardens on 01983 852597** to see if there are any still available.

If you need any information about any of the events or anything technical, you can come along to the meetings, check out our website www.triumph-iw.co.uk or give Angela a call evenings or weekends on **07773 846 173**.

February:

Sun 17 VHVC Valentines Tea Run, meet Newport Football Club 1.30pm

Mon 18 Area Meeting, The Woodmans Arms, Wootton 8pm

March:

Sun 3 International Spares Day, Stoneleigh Park, Warwickshire

Mon 18 Area Meeting, The Woodmans Arms, Wootton 8pm

Sun 31 MG Easter Bonnet - No Headlights Run

See you all soon, regards

Tracy.

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



LANCASHIRE . . . LEICS & RUTLAND LINCOLNSHIRE

TSSC AREA NEWS

LANCASHIRE Tel. 01257 482569
www.tssclancashire.yolasite.com
e-mail: Pamela23&tesco.net
Facebook:TSSC Lancashire Triumph Sports Six

A big thank you to all who turned up to the January meeting, it was so good to see so many faces old and new. The weather wasn't brilliant and with the nights still dark we stayed inside the Canberra for the meeting.

We held our Christmas raffle which was a huge success, thank you to everyone that donated a prize.

I had lots of suggestions for different car shows/Sunday runs out to attend, thanks to everyone who came up with all these.

Debbie and Leyland will be organising a run to **Glasson Dock** later in the year, I will let you know the dates as soon as possible. I am waiting for details for the drive it day and as soon as I have these I will pass them on. I have sent out an e-mail to all the Lancashire members for them to give me updated details and I am disappointed to report that not all have replied, so if you are reading this and have not replied please can you e-mail me.

The next meeting is on **Tuesday 26th March at Canberra Club (BAE Systems) Samlesbury** hope to see you all there, if you need anything in-between please contact me.

Happy safe motoring, bring on the lighter nights and the summer.

Mark

LEICS & RUTLAND Tel. 07530 307371

Our area meeting on Tuesday 5th Feb saw 27 members eating and drinking at the Red Lion, with 2 new members Roger & Carole joining us for the first time. They currently drive an MGB GT and are in the process of renovating a Spitfire. Roger is also looking for a Herald estate to replace the MG. Can't argue with that.

The coming years events, shows, trips, holidays etc. were discussed and a few firm plans made.

Our Pork Pie night is still to happen at the time of writing on the re-arranged date of 12th Feb.

March 3rd is Stoneleigh and a few of us always go to that. **Drive It Day on Sunday 21st April is to be "The Stilton Cheese Run"** for most of us.

Our major events this year are **Laon & Spa in May** combined as one trip (4 cars) and our 10 day trip to **Skye** via the lake district and Loch Lomond in **July and August**. Plans for this are not yet finalised (Dave Smith is in charge of this one) but should be all settled by mid-March.

We have many other events planned including the **Peak Run, the Lincoln weekend**, several Transtar Promotions events and a trip to meet up with the **2000/2500/2.5 register in Stratford**.

We are all looking forward to a better year than 2012 as so many events were cancelled due to rain, rain and more rain. Can you remember this time last year when the water companies were warning us of imminent hose pipe bans? I can personally guarantee that this year will be sunny and hot and sun cream will be in short supply! Get yours now.

In anticipation of all this hot weather a couple of us have invested in Evans waterless coolant. John Musch has

already fitted his to his Vitesse and he reports that his car seems to run a little cooler on the gauge though it never overheated before. Like me he is more interested in the benefit of the lack of corrosion that this product promises. I will be fitting it to my Stag initially as the corrosion element always worries me on the alloy heads. I have not done mine yet as the snow came just as we bought it, and my garage is fully occupied with a Pi shell for now. It will be at E.J. Wards soon for its weldathon so the Stag can wait until then as flushing a cooling system outside when it's around 2 degrees isn't my idea of fun. I also need to fit a higher output Alternator to cope with my headlamp conversion that has all 4 headlamps on at the same time. At least the gear lever that snapped off over Christmas has now been sorted so I don't have to select gears with a screwdriver!

Stag ownership is never boring.

Our **March meeting is on 5th March** when Andrew and Corrin will be testing us all with a quiz night. Bring brains and £1 per person to enter.

Our monthly raffle needs donations for prizes so any (unopened) bottles of plonk etc. will be gratefully received.

Keep running on 4/6/8.

Neil

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

Well due to the lack of a regular monthly report it has been decided that Phil, Garth and I will take turns to write prose.

Right, down to local news, the two Bobs are busy making babies so that's their Vitesse on hold for the next twenty years, whether they realise it or not.

Phil is still on the lookout for a local garage for rent in order to store his Herald so that the Spitfire project he has bought for Will can start. Hopefully they will be moving it out of storage at Phil's brother's workshop in the next few weeks and will be calling on our combined experience to get William on the way to classic car ownership.

Garth is making steady progress on the 2500, the engine bay is all repainted and the engine rebuild is on-going as funds allow.

The new member (very sorry but forgot your name) is putting us all to shame with the speed with which he is rebuilding his Vitesse, the standard of which from the photos I have seen will make it a concours trophy winner.

My GT6 is sat in the garage eagerly awaiting the batch of drop glasses from the Club shop.

I have ordered two sets, as once this batch is made I don't think there will ever be any more made and it's always handy to have a spare set just in case.

I have just received the invite to the **Lincoln Vintage Vehicle Society castle rally to be held on Sunday the 9th of June at Lincoln castle** between 10 am and p.m., It's an enjoyable day and at £6 per car including 2 adults not expensive so contact the LVVS on info@lvvs.org.uk or visit their web site www.lvvs.org.uk and let's have a TSSC Lincolnshire group attendance (remember this event is pre-book only).

That's it for this month, roll on the sun. Regards

Keith

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

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

M25 EAST Tel. 07938 526324
 e-mail: herald1360@virginmedia.com
www.tsscm25east.webs.com

Firstly a Happy New Year to all our Liverpool Area members. Sorry we have been silent for a while, but there has not been a great deal to report in these cold and wet winter days. If next summer is anything like the one we had in 2012, all of us with convertibles will be fitting bilge pumps. No wonder Amphicar prices have gone silly!

The Christmas meal at the Yuet Ben on 15th December was a convivial occasion, and thanks to all who made it. We decided to declare this the December meeting, as a further meeting right on top of Christmas would have been too much at what is a busy time for many. I have it on tape that Lee thinks my Herald is the most reliable car in the area, and will remember this with rueful resignation the next time it hurls its toys out of the pram.

At the November meeting Lee showed off his beautifully refinished GT6 dash, which he is now in the process of fitting up, and in doing so, is chasing down the previous owner's wiring bodge. Lee has really made a lot of progress in a short time on his GT, and the dash will set off the nicely re-trimmed interior. Meanwhile, Dave continued the area tradition of bringing a lump of rusty Triumph to meetings, and is working hard on his Vitesse restoration, which is making steady progress, despite his predictions of doom and imminent scrappage. In the immortal words of Johnny Cash, "one piece at a time" Dave!

The freezing and wet January meeting, was notable for being the first time I have ever seen Alex leave his Spitfire at home. Lisa made a welcome return to our ranks, and seems to have recovered her Triumph mojo and is trying to resuscitate her Vitesse, which we all hope to see back on the road soon. Our official area registration forms were also signed off at the meeting, which should get us off Pip's naughty list.

Back in my own "man cave" I am fitting the nice polished stainless heat shield I bought at Stafford, and fitting a new stat housing to cure a long-standing coolant weep. I also want to replace my rusting chromed bonnet stays with some nice stainless ones for added bling. The game plan beyond that is to add a Honeybourne hard top, refinished in red to match the body, and replace my troublesome fibreglass boot lid with a decent steel one if I can find one. As both require paint spraying, the weather is going to have to get a lot warmer before these jobs get ticked off the "to do" list, but at least I will be able to go on runs and remain watertight.

At both the November and January meetings, members brought items from their own automotive libraries to pass around, and additional treasures were requested by some of us from Santa, and duly delivered.

Members learned with sadness that hard on the heels of the loss of "Totally Triumph" it appears we are to lose the Mouldsworth Motor Museum. This has been run for many years by James Peacock with whom we enjoyed a visit last year. It appears that United Utilities wish to renegotiate the lease on the building (as if they don't make enough profit already..) and the museum will be broken up. Regards

Steve

NOTE to ALL:

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

Our trip to the Purfleet Heritage Centre was a bit of a cold affair but enjoyable none the less. Even inside the museum it was cold, well it is an old Napoleonic gunpowder store so I suppose it pays to keep it cool. Lots of local military stuff was on show including a big display from Suttons Farm Airfield and Hornchurch Aerodrome. This was just the opportunity for some silly photos and for Donna and Maria to have fits of giggles (ask them for the full story). The people from the museum said that we would be welcome to have a run out with the cars at sometime and have sole use of the carpark. Might be worth considering if we have a spare day when the weather's a bit better. The day was rounded off by lunch at the nearby Royal Hotel. Unfortunately Steve and Maria had to leave us at this point due to Steve feeling more and more unwell. That just left the rest of us to enjoy the carvery and views of the river.

The January meeting was well attended, we took over the corner of the pub, as usual re-arranging the furniture. No Triumphs on show but Vince and Amanda turned up in their brand new sparkly red Focus, very nice. Mumma was busy doing a roaring trade with her eggs, think everyone went home with at least one box. Brian had lots of questions for me regarding shows that we're doing in the summer. I think I managed to answer all of them although I think I'm getting just as confused as everyone else now. Well, there is going to be a lot going on.

Graeme meanwhile attempted the pub challenge of eating the biggest burger we've ever seen. If you finish it you get your photo on the wall plus a certificate. Although, he couldn't quite finish it but it was a valiant attempt. News on various cars is - Lightning's bonnet is in the process of being repainted, Colin's



Vitesse is still work in progress although the seats are finished, Andrea reports they looked very nice in the front room ha ha. Graeme's TR has been treated to new electronic ignition after the last set packed up. We haven't heard any news on the 'Cox's' Herald, maybe the new seats are all fitted and the interior is looking resplendent in Matador Red. Hmmm, maybe ha ha.

We're really going to be getting into the swing of things this month. Starting with our weekend away to the **Black Country Museum and the Triumph Show**. The bus is full and the hotel is booked so should be a good one!

And don't forget that everyone's welcome to the Tinkering weekend round the Hill Household. Get all those last minute jobs on the car done, ready for the summer. It normally ends up with us having our lunch n stuff on the drive with the cars, just like a car show.

The neighbours think we're mad but they're getting used to it. And then, right at the end of the month the shows start



M25 EAST . . . MANCHESTER NEWBURY

TSSC AREA NEWS

M25 East Continues

again, woooopee !! Bring on the summer.

March Events -

Weekend away - Saturday 2nd/Sunday 3rd
Tinkering Weekend - Saturday 16th/Sunday 17th
Monthly Meeting - Sunday 24th
Museum of Power Easter Show - Sunday 31st

John

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

Sat in our Garage is Ruby (Triumph Stag our baby) weather and salt on the road has resulted in her being stored for a few weeks to keep her dry. We went away for Xmas and when we came back the heating and hot water had been off for nearly two weeks (Kn*ckered boiler) the house was fffreezing Brrrr, boiling kettles like the old days bathing in the kitchen sink brought 20th century luxury envy. But not Ruby with Vaseline on her chrome, shampoo, conditioner and polish on her body, waxoil on her under carriage a nylon hat on her hood and 2 expensive breathable covers tucking her up in her duvet warmth, and the only electric oiled filled radiator we have in the house to keep her warm and snug. One question who gets priority in this house??

Any questions or ideas that you may have no matter how big or small please will you get them to us by the April meeting for the AGM and A/O Seminar. Our area meeting was quite well attended where we discussed a lot of events that we will be attending this year. We handed an event's calendar out of all the events that are happening in 2013 hopefully you can enter the dates into your Area Calendars. Anyone in the Manchester area who would like an event calendar I can email it to you just let me know.

Any members that have booked for **Event City** please can you bring your pennies to the next meeting £20 camping and £6 for day tickets these have already been ordered thank you.

Janet being on the ball has already booked the **Xmas Do for 7th December 2013 at 'St Ives Hotel Lytham'** we have done it before and had a great time so get in touch with Janet if you would like to go.

If anyone would like to join us at the **Carole Nash Seminar On the 14th March 7pm at 'Tollemache Arms' Tarporley** with guest speaker from 'Car SOS' on telly taking questions on car restorations, and 'Kelsey Publishing' and free buffet and soft drinks please get in touch with us in the usual way. **'Cumbria Fell Run' 24th March** there are a few of us going, check the Courier for details and let us know this one is not for the faint hearted.

Stoneleigh is on 3rd March anyone who can't go but would like something picking up please let us know.

'Barmy Boot Camp' (Manchester Area Show this year) will be on **12/14 July**.

Area BBQ will be **Wyreside Fisheries 10/11th Aug** B/B is available so I need names for bookings ASAP.

Below is a packed 2013 event calendar with some of the events available this year.

Anything you fancy please get in touch.

3rd March Stoneleigh

14th March Carole Nash meet Tollemarch Inn

Tarpourley 7pm
24th March Cumbria Fell Run
6/7th April Event City
21st April National Drive it Day
17/19th May S.T.A.R
27TH May Peover the Edge Run and Blakemere exhibition
1/2nd June Tatton Park (Punch Night)
14/16th JUNE Robin Hood Weekend
21/23rd June Peak Run
7th July Barton Aerodrome Family Fun Day
12/14th July Barmy Boot camp
4th August Hebden Bridge Vintage Weekend
10/11th August Area BBQ AT Fisheries Dolphinholme
27/28th July Country Fair Blakemere
16/18th August Stafford International
Dates to remember in March
5th March Baron Aerodrome Mcr Area meeting
3rd March Stoneleigh
14th March Tollemache Inn Tarporley
24th March Cumbria Fell Run

See you all soon

Pip n Frank

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

Very quiet this time of year as the weather hasn't been good and there are few events. Our new member Dave has just finished building the front and rear suspension of his GT6 and it should be on the road very shortly. Roger is looking for a good Herald. TR7s are becoming very popular in our area as Ian has bought himself a nice tidy fixed-head blue one to compliment his TR6.

Don't forget **Stoneleigh on 3rd March** – just the place to get all those bits and pieces to get your car ready for the new season.

If you have been before you should have received an entry form to the **Spring Vehicle Show at Wyke Down on Easter Monday 1st April**. There is a booking form at www.springvehiclemeeetandautojumble.co.uk or I do have a few copies if you need one. If you haven't been before this is good show with lots of nice cars and Autojumble. **Popham and Lambourn** will also be coming up at the beginning of **May** – hopefully entry forms will be with you when you read this.

Don't forget there are still lots of chocolate raffle prizes so please come along to a meeting and win some or I will be forced to eat them before the sell-by date!

Meetings

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

Events

3rd March Triumph Show and Spares Day at Stoneleigh.

1st April Wyke Down Spring Vehicle Meet and Autojumble, Andover

Keep 'em flying

Mary and Dave R.

IMPORTANT NOTE

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

NORTH EAST . . . NORTHERN IRELAND



NORTH EAST Tel. 07917 738091
e-mail: northeast@tssc.org.uk
<http://tsscnortheast.blogspot.com/>

TSSC AREA NEWS

Hi all. Nice turnout in February, quite a few club cars outside the pub as well thanks to the mild weather. Lots of chat this month about trips away.

Quite a bunch going to the **Stoneleigh** event, Joe is very keen on attending the classic event at **Spa**, looks like around 6-8 cars will be going for the whole weekend at the **Silverstone Classic** as well, they are all planning on getting there sometime on Thursday.

Anyone else interested needs to come along to the meetings as it's a collective organising job for this trip.

We had an invite to join in a Go Karting 'Ironman' endurance event down at Langbaugh on Tees-side but weather put paid to that. Once it's rescheduled I'll email the group again.

The curry night in January had mixed reviews, ok but could have been better was the general impression I got.

Unfortunately a number of people had to cancel prior and at the last minute for various reasons, me being one of them.

I have got a contact for vehicle transport on a flatbed at £1:00 per mile, friend of Chris Fish if anyone needs anything moving.

It was nice to read Ian Goodfellows story about the return of Whitney in the Jan Courier as well, something Ian can be very proud of achieving, the job is continuing as well, more period additions to go on, I wonder if the original registration will move back from the other car as well?

Chris is busily collecting 'good driving roads' to do an event as well. He's keen on a Lakes passes event, we'll have to do some planning to get them all in on one trip, Hardnott, Wrynose, Honister, Kirkstone, Whinlatter all possibilities. Might be nice to do an evening run (less traffic) after a pub tea somewhere, returning via Hartside and Nenthead just to keep the theme going. I once did Kirkstone, Hardnott and Wrynose under a clean moonlit sky in my Spit getting into Eskdale at 1am. Fantastic trip. Chris will probably have his Sprint ready by then as well.

It should have been started mid February, and there's just a couple of bits left to bolt on and some minor jobs to do before it'll turn a wheel in anger, then it's on to the Herald saloon, or maybe the Gentry - who knows.....

The calendars were distributed at the meeting as well, those few who haven't got theirs yet, I'll bring to the March meeting. Start getting some quality photos for the next issue, Ian set the standard with his seaside view for this year's version.

I've not got anything else for this month so I'll say bye for now. Lets get those cars out in the sunshine he typed hopefully. All the best

Mark

NORTHERN IRELAND

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

The first event of the year was our SU carburettor rebuild class in chez Robinson on the 10th January. John, Frank, Simon and Bill came along to learn about refurbishing both 1 1/4" and 1 1/2" SU carburettors. As promised it was very much a hands on event and included replacing Waxstat jets and fitting new spindles, butterflies and various types of needles. There was a short discussion on tuning. Everyone

agreed that it was very useful and John subsequently phoned a few days later to confirm that, filled with new knowledge and confidence, he had started to overhaul a pair of 1 1/4" carbs.



At the February meeting, in addition to the usual regulars, it was nice to see some less familiar faces including Stephen, Eric, Keith and Michael H.

We were able to use the big room at the back of Nortel Social Club for our model and memorabilia display. Many thanks to all who brought things along. Douglas brought along some examples of the model trucks and cars he has collected over

the years and kept everyone entertained describing the different makes and versions. Of the cars brought along by Michael K the one he was obviously (and quite rightly) most proud of was



a Sierra Cosworth rally car. This is a limited edition model (number 31 out of 500) and was presented to him as a thank you for his work on the Circuit of Ireland Rally.

Frank decided to bring along a small selection of badges and other memorabilia he picked up in Russia when delivering humanitarian aid just after the collapse of the Soviet Union. There was a wide variety of badges including some very beautiful enamel badges. There was also a belt bought from a sailor from a nuclear submarine for the less than princely sum of two oranges. The stories were fascinating and hopefully Frank will bring some more of his collection at future meetings.

There was a quick update on the Area dinner on the 23 February - 42 people have their names down, our best turn out for some years. The winners of the Area member of the Year, the Coupe Des Dames and Motor Sport awards will be announced at the dinner - full details will be printed in the April Courier.

Douglas provided an update and entry forms for the **National Trust event at the Argory on the 27th of April**. Frank confirmed that he had been in touch with Carrickfergus Council seeking permission to use the area of hard standing beside Carrickfergus Castle for our traditional **Trunnion Oiling event** at the beginning of April. Finally there was a brief discussion about the **Totally Triumph Car Show**. Entry forms are now available (and were handed out at the meeting). If you need an entry form please email me. As in previous years completed forms should be sent to Alan Hayes.

We need volunteers to act as judges for the Concours so, if you fancy giving it a go, please get in touch.

As you can see there are no shortage of things planned for the year ahead but new ideas are always welcome.

Jaqui & Paul



NOTTINGHAM . . . PETERBOROUGH

TSSC AREA NEWS

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

I'm beginning to wonder if its the club or just some kind of strange curse that follows us around? We have only been here 3-4 months and already there is yet another new landlord at our meeting venue. I just hope it's not us as the Shepherds Rest is quite a nice venue, but it does seem to be a recurring theme at the pubs we frequent. Bad luck or the economic downturn?

Bringing this back to a Triumph related topic, it is with sad news that the down turn is also affecting area meetings in neighbouring counties, Hallamshire sadly cancelling their Monday night meetings once a month. Dwindling attendance numbers have lead Adi and Julie to the decision, a sad end for an area with so many triumph owners with cars on the road and able I support the club. Maybe we should be going back to basics as we would 30 odd years ago, get off our backsides, go out and help a fellow triumph owner get their car on the road, come support a meeting with it without a triumph (we don't turn you away cos your in a modern car) so you can pass on your knowledge to the next triumph owners, or maybe you are the new triumph owner wanting to learn? Well, come along and see us at a meeting for good food, chats, drinks and a quiz. It's a break from Coronation Street if nothing else!

Anyway!!!! As I have digressed somewhat this month from a news letter for the area, we can announce that the **ROBIN HOOD RALLY** is back!!!! **14-16th June** at a new venue, the **National Watersports Centre at Holme Peirpoint near Nottingham**. Booking forms should now be available on line at www.notts-tssc.org.uk for you to download and return to Claire! This year will be a slight change due to the venue, but we still hope to include the Saturday scatter rally and Sunday runs with a "Publics choice" for the best Triumph on show at our final destination.

Prices will be published with the booking forms but let's just say there is no increase in price. Thanks to Walesby Scout camp for the last few years, but you priced yourself out the market so were moving on!

Now, back to the areas cars.

Nigel is slowly progressing with son Matthews car and at the time of writing looking to get it painted imminently. Hopefully we may have some photos of the reborn "Sally" next month? It may even be on the stand at Stoneleigh...

My own car "Sybil" is up on axle stands prior to the annual MOT. New bushes in the top wishbones and new top ball joints. Whilst all this was apart (as on the spiffire you have to drop the shock absorbers and springs out to release the bolt for the top wish bones) I took the opportunity to fit a better steering rack with a bit less play and new steering UJ at the bottom of the column.

Also arrived for fitting once she can get in the father in laws larger garage is a new back valence panel. Having done both lower or full rear wings I hope this will go in quite easily, but suspect will be the source of much swearing and a further article for some part of the courier when I find the metal fore and aft of the new piece are also thin!

As we have had the snow (which at time if writing only went two days ago) the big garage for the TR7 has been abandoned for nearly 2 months. Hopefully the final welding will be completed come next months news. John has managed to get some Hammerite yellow paint for the interior to go with

the outside. Hopefully, with door seals, carpet and other trim it won't be obvious that its not quite the same shade? Maybe after next month I will be telling you she is ready for ye road-just 10 months later than hoped for!

I had the luck of being asked to help Phil Wright, one of our longer area members who is in the process of a full tub off restoration of his car, to take his



spiffire for the next stage of his restoration. At this time it has been stripped of all paint, all repair weldings done and we loaded tub, bonnet & chassis and all in to a Luton Van to take



it all to Surface Processing Limited in Dudley for further dipping and E coating so it will come out black coated and ready for painting. We had the chance after unloading of looking around some other bodies, a Ford mustang that had been E coated already, some that had simply been dipped and now looked like a piece of

lacework and some that looked like new (A beetle of all cars) and a nice E type jag bonnet. A few photos show how we got on. Phil is lucky to have a very good Mk IV body and an unused chassis to start the rebuild on. The down side is now waiting for the call to collect.

More next month....

Dates for the diary:
3rd March - Stoneleigh
14-16 June - Robin Hood Rally

Andy

PETERBOROUGH

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

Well that was the EGM that was.

Most of the loyal members who attend our Area Monday meetings on a fairly regular basis will be aware that we have just had an EGM on the 28th of January. This was held at **The Red Lion, West Deeping, PE6 9HP**. It's 3.5 miles closer to Peterborough than our current home as well - for those who have thought our venue should be closer to the City from which we get our name.

Though we received apologies from at least 6 people and there may have been partners as well to come along as well, we had 22 people at this meeting.

So it was obvious to Paul and myself that something has been amiss with our venue for some time - and it's sad but we were not aware of these feelings.

The Members Wives section also voiced their acceptance of the possibility of a move.

Paul and I had to endure a Monday evening crawling from pub to pub to check out the suitability of 4 pubs or hotels for a new venue. This new venue had to satisfy certain criteria and as such - is to be between our current home and

SCOTLAND CENTRAL WEST



TSSC AREA NEWS

Peterborough, must have a large car park, must have a good ambience in the pub, preferably able to keep a good pint, must be able to offer a platter or so of sandwiches or such at a reasonable and affordable price and also a room we could use/book for a formal meeting ie AGM, should we need to discuss private business and finances. Unfortunately we became experts at the pricing of cokes on our way round!!

Marie, the landlady at **The Red Lion** (one of the 4 hostelieries visited), and Gino the cook had promised to put on food for an agreed budget of £20.00 per night. A superb spread was laid out before us and they have agreed that they would be able to maintain this kind of quantity and quality and try to tailor the hot food for the number of members on the night.

So our 'noggin and a natter with nibbles' meetings will continue.

We agreed at this meeting that we would use this as our 'home' for at least the next 6 months and

we would start to meet there with immediate effect ie on the **2nd Monday of February, the 11th.**

Doug Balderson

Joint Area Organiser for the Triumph Sports Six Club - Peterborough Area

Tel : 01778 560507, Mob 07860 415950

So this was our first meeting at our new venue and as Colin and I drove in together the snow was falling all around! Fortunately it was not settling as it had the night before but I was still concerned that our first official meeting at the Red Lion was going to be a big let down in terms of numbers.

Fortunately I was wrong as once again around two dozen members braved the elements and Richard to his credit even brought the Stag as the sole classic on display in the car park.

Once again, Marie, the landlady made us feel extremely welcome and put on another wonderful spread of sandwiches and chips for us all to munch as we chatted. We have said that we will review our move after six months but I have to say that I certainly feel instantly at home in the Red Lion and I can only see things improving as the weather gets better. Not only is there a large car park but also a nice patio area plus a meadow at the rear, which overlooks open countryside – it all bodes very well for the summer months.

On TSSC matters our attention this month turned to the summer events and a number were brought up at our meeting. Doug and I are grateful to Tina for co-ordinating and pulling together information on many of these. By our next meeting I hope to be in a position to issue an events list so everyone will be able to plan and advise which they will be attending. This information will also be posted through two other media: our website and in our area calendar.

A word about both is perhaps in the order, as I may not have mentioned this last night – much J

Firstly yes we do have an area website and we have had for some time. Several of our group seemed unaware of this so please take a look at www.tssc-peterborough.webs.com and register on the site to enter the members' areas. We will be using this more and more in the future as a means of communicating with everyone so do tell your friends as well!

Secondly yes, I do sound like a scratched record, but I really can't put a twelve-month calendar together with just two photos! Please, please email me a nice, high-resolution photo of your car, preferably with you in the shot too. One or two

snowy ones for the December and January pages would be good too and we've certainly had plenty of the white stuff against this winter! I need to get all the photos to Bernie at HQ by mid-March if we are to have the calendars available for our April meeting so as soon as the sun shows itself do try to get a few snaps of the cars.

Many thanks in advance and - rant over!

That's it for another month. Doug and I look forward to welcoming everyone to our next meeting. It will be on **Monday March 11th at the Red Lion, West Deeping** from around 8pm. If you are in our general area and you've been thinking about coming along to a meeting, why not make it this one. We are a very welcoming bunch and we'd love to see some new faces at our new venue! All the best

Cheers

Paul

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

Back to normal reporting this month. And we have had a busy start to the year. A bumper batch of reports this month. So, back to Events missed due to copy/meeting dates.

The January meeting was well attended with a good turnout of cars and people. We all looked in amazement as John's Herald turned up with a teardrop caravan attached. John gets the prize for first one to the meetings with a caravan, and in the depths of winter too. A very good purchase. Now who thought I was kidding about the Caravan side of the Area! Ian is still building and Jacqui has plans, so watch out Stafford, looks as though we've got us a convoy. I think more overnight events will be in the calendar this year, although once you fit the spares through the doors you will be sleeping outside anyway.

Report on Night Out. 16 of us turned out for a meal and get together in the big city. Travelling from all over to come to THE Event. A very big thank you to Karen and Dave for booking everything. In the usual tradition we met under the clock in Central Station. We forgot the red carnations. We went to the Horseshoe Bar once assembled, no one won the bet about the colour of John's trousers! Saffron.. Meal was at Amber Regent, very nice, good food, good company too. We then showed the country folk the sights of Glasgow on the way to Sloan's Bar. Where we spent the rest of the evening until it was time for the last trains outta town. An exceptional group of seasoned, new and honorary members, a great night out, thanks guys and girls, hope you all enjoyed yourselves!..

Monte Carlo Historique Start - this was a big Glasgow City event with 15,000 people out to see the cars. Thanks to the



organisers and marshals for their work, Triumphs were out as were area members, some from a long time ago, Davie F, Charlie W, It was a good event with pace car being a



SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SHROPSHIRE

TSSC AREA NEWS

Scot Cent West Continues

Vitesse, followed by another Vitesse (6002VC) and Herald coupe. Dolomites (2) and TR's and a Stag were amongst the rest. The weather was good at the start anyway. I did manage to get a quick seat in and look at the Vitesse pace car (thanks Richard) Very nice, well prepared.



This photo was taken at the Glasgow Start.



February meeting - 7 members turned out to discuss all things Triumph. Bob is rapidly becoming the spares co-ordinator bringing parts and details of others to the meetings. After bidding all there went inside happy. There is no time for printing lists unless a car or larger item comes up. We are still planning what shows to go to and a location for Drive It Day.

We have had an invitation to Hamilton for their show in the Town Centre precinct, in amongst the shoppers, lunch vouchers, etc, etc. Please note it is a Saturday. I will continue to list events each month as details come in. We are keen to try new shows and I am waiting for details.

Reports on Caravan Show (new for us) and Stoneleigh (wait and see) next month, and a possible calendar if all goes to plan.

I am hoping for new members to come to our meetings as I have had a lot of interest at events. We will try to continue to find cars tucked away and spares, so please join us.

We have dates for 2013 already.

Triumph Spares Day Stoneleigh is 3rd March.

Drive It Day 21st April. TBA probably turn up and drive?!?

Hamilton Classic Car Show - Saturday 15th June. Hamilton Town Centre.

TSSC Scotland Central and West Camping Get

Together 6th,7th July at Mugdock Country Park.

Stafford Scotland Expedition - 16th,17th,18th August.

More To Follow

NEXT MEETING will be on the **6th March** back to normal. Last meeting of the winter.

Gregor G.

SCOTLAND NORTH EAST

Tel. 01224 742315

e-mail dannysportssix@btinternet.com

www.brmmbrmm.com/grampiantr.bb

Hi all. The first meeting of the year on the 31st January was held at the Fourmile Inn, Kingswells where we discussed our events programme for the forth coming year.

As usual our monthly meetings in the Spring and Summer will be held at different Inns and Pubs throughout

Grampian so come along if you can.

I have sent our "Events 2013" email shot to all Triumph members that I have email addresses for, if you have been missed please let me know.

Any changes to the meeting date/venue/or any other information you need to know will be published on our Grampian Triumph Clubs Website "Stop Press" page at www.brmmbrmm.com/grampiantr.bb so it's worth having a look before heading out.

Our next meeting will be on **Thursday 28th March at the Fourmile Inn Kingswells**, some of us will be having a meal at 7:30pm prior to the meeting which kicks off at 8:00pm. As usual three of the four main Triumph clubs (TSSC, Stag OC, & TR reg) should be represented, our local group is called "Grampian Triumph Clubs".

Up until the time of writing due to the weather and the salt on the roads I have not been able to give the Spitty or Stag a run. Hopefully there will be some sunny days and salt free roads from now on. Roll on spring.

The first run of the year will be the national **Drive it Day 2013**, this year the run will be held on **Sunday 21st April**. As usual along with the GVRs we will set off from **Aberdeen Beach Esplanade**, please assemble from 09:00 on the Esplanade north of the Ball Room . For further information please go to www.brmmbrmm.com/grampiantr.bb - Events Diary for more details or give me a shout.

That's all for this month.

Danny

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

Each year it never ceases to amaze me how once Christmas and New Year are out of the way our expectations get lifted in anticipation of what 2013 has to bring. Suddenly the nights get lighter and the weather gets warmer. That combination of positive news gets the creative thinking started and before we know where we are we have our 2013 events Calendar in place for the Shropshire Group!

This year we are linking up with other Triumph groups in the county as much as possible to promote one another and thereby make sure all of our members have lots of choice with regards to available events to suit their diaries.

After all, we all share that common love of all things Standard-Triumph!

We've had two TSSC meetings already this year in terms of January and February. Both at the Red Lion and great turn outs on both nights. We've enjoyed good company, good food in terms of Curry Nights and great debate over our Calendar of events for 2013. Full details of what we now have planned for 2013 can be found on our web-site <http://www.tssc-shropshire.co.uk/tssc-shropshire/index.asp> . It is an extensive list! The idea being that we recognise not everyone can make all events and each of us has to choose what can fit into our respective diaries. Our 'pick & mix' principle with regards to our event planning has proved extremely popular with not only our members but also those of other Triumph car groups in Shropshire. 2013 promises to be a fabulous year for all our members.

By the time you read this we'll be looking forward to Stoneleigh and we'll be there with the Shropshire Spitfire on the main TSSC stand. We are already looking forward to seeing everyone again and renewing acquaintances and friendships made at last year's Stafford show. Look forward to seeing you there!

David & Bill

SOMERSET . . . SOUTHERN NORTH STAFFS



SOMERSET

Tel. 01275 340336

e-mail: somersetareameet@tiscali.co.uk

TSSC AREA NEWS

Hi everyone, As you all know, I left the Police nearly two years ago and set up my Classic car repair business. (www.kinsellasclassiccars.co.uk) Since setting this business up my time has become more and limited.

Last year, Steve Hopkins joined me so we were joint AO's for the Somerset area which basically meant he did most of the work as I could not commit the time to it. I only got to two shows and my Stag did less than 150 miles all year!!

This year, I will be attending various shows but in my business capacity so again cannot commit time to the AO role. For most of last year, I was talking with Steve about getting someone to take over my side of the role - I was happy to continue in the role until a replacement could be found - Well, I am pleased to say one has.

Therefore, After some 7 or 8 years as Somerset AO I need to stand down to focus on my business and I am pleased to say that Derek Giles will be taking over to share the role with Steve Hopkins. Regards,

Phil Kinsella

- April 7th Goodwood breakfast club, "Sushi Sunday" PO18 0PH
- April 14th Wessex and New Forrest Run, Arrive at Avon Heath Country Park 10am. BH"\$ 2DA
- April 14th Classics on the Prom Bournemouth
- April 18th Roaming meet, The Boat House, Swanwick, (formerly "the doghouse") SO31 1ZL
- April 21st Drive it Day. To be arranged
- May 5th Goodwood breakfast club, "Soft top Sunday" PO18 0PH
- May 7th Regular meet, Seven Stars, GU32 3PG?
- May 11th Awbridge Village Fete, near Romsey
- May 30th Roaming meet? Three legged Cross at Three Legged Cross BH21 6RE.
- A meeting with the Wessex Area.

That's all for this month. Take care

Mark

SOUTHERN

Tel. 01252 722432

nttp://triumphsnoutn.com

NORTH STAFFS Tel. 07939 603061

e-mail: triumphsportssixstaffs@gmail.com
<http://triumph-sports-six-staffordshire.blogspot.com>

Hi all, not a lot to tell this month unless you want to talk about the appalling weather. About twelve brave souls ventured up to the "Angel Hotel" for the Sunday lunch meet. Jackie and I had planned to go, but about an hour before we were due to leave home we had quite a snow flurry, so we decided to cry off.

I think Jackie envisaged us being stuck in the middle of nowhere in a snow storm. (That would have been a shame with beer at £1.99 a pint).

Our February meet was a little less well attended although we still had a good number of people at the "Stars" and Aaron still turned up in his Spitfire.

Talking of Spitfires, Dave the Spit no longer be known as "Dave the Spit" as he has bought a TR6 with injection in mimosa "yellow". So now he will be known as "Dave the 6".

And talking of Daves, Dave Moore is now on the final leg of his GT6 rebuild and is planning to MOT it for March so he can take it to the Wyke down show.

I have just had to fit a new brake master cylinder as the old one was weeping and has already replacement seals put in it, while I was doing that job I also fitted a aluminium drip tray under both master cylinders, this with stop that horrible bubbling of paint around that area.

You can also get them for the GT6/Spitfire, got them off Ebay but they had to come from Australia.

Going back to the **Wyke Down Show on Easter Monday, 1st April**, it is advisable to get there early (between 8 and 9 am) as after that the roads leading to the show get clogged with traffic.

Also on **April 14th "classics on the prom "Bournemouth** starts again, but this does clash with the New Forrest run.

Up and coming events

March 3rd Goodwood breakfast club

"Tax free Sunday" PO18 0PH

March 5th Regular meet, Seven Stars, GU32 3PG

March 17th Sunday Lunch, at the Hen and Chicken,

Upper Froyle, GU34 4JH

April 1st Wyke Down Show, Andover. SP 11 6 LX (get

there early, Andover area will have a club stand)

April 2nd Regular meets, Seven Stars, GU32 3PG

Not a lot going on last month, we did have a good turn out for the January meeting, and it was nice to have a visit from James who is from the Dorset area who turned up in his Herald, James is at Stafford university studying automotive technology, good to see young members with strong interest in classic vehicles.

The accounts from the proceeds of the sale of calendars and the odd raffle were presented. The purchase of two banners leaves a deficit of £8.15 some suggestions for fund raising were looked at.

We reviewed some of the forth coming events for 2013, due to the large number of events this year we still have to confirm which the group wish to attend. I personally want to reduce the number I attend to enable me to restart work on my own car or it will drag on for another year. Some of the events to look forward to.

March meeting Wednesday 27th

March: 3rd Triumph Show Stoneleigh

**10th Staffordshire Classic Car & Bike Show Uttoxeter
31st Western Park**

April: 21st Drive it Day TBA

21st Sandbach Transport Festival

28th TSSC AGM

May: 3rd -5th Donington Historic Festival

6th Gawsworth Hall

17th - 19th Star 90

26th -27th Capesborne Hall

also Smallwood Vintage Rally

June: 14th - 16th Pageant of Power Chomlmondeley

16th Trentham

July: 7th Staffordshire Classics Doveleys

(free if you booked Uttoxeter)

August: 4th Arley Hall

11th Shugborough Hall

Plus some charity fund raising runs TBA over the summer.

NB: Next meeting will be held upstairs in the dining area if not being used, so don't turn up and think no ones there check up stairs or ask at bar.

Check Blog for latest info.

That's all folks.

Dave



SUFFOLK SUSSEX . . . THAMES

TSSC AREA NEWS

years. He did an excellent job even if he thought his Toledo went faster than my Spitfire at a recent track day at Goodwood

Events we are attending this year:
South of England Meet 11th and 12th May
Star 90 18th and 19th May
Stafford 17th and 18th August
Auto solo in the summer

Don't forget we meet at **The Anchor, Lewes East Sussex every 1st Wednesday of the Month.**

Thanks for now

Martin

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

A good evening was had at the last meeting. Several Triumphs came along including Colin in his 5 cylinder 2.5Pi. I should not mock for at least Colin usually comes in a Triumph whatever the weather.

Chris had a couple of pictures of his latest acquisition, a TR3A in British Racing Green. As he said, a first for him as it does not need any work. It is fitted with a 4A engine with a worked head and manifold giving 130bhp. Looks really smart. Lyall used to have a 2A aeons ago and in his usual manner it was totally original; oh, except for a 3A front end and ...

Mike's 1200cc Herald Estate in Dolphin Grey is coming on well and if it had not been for the cold weather it would have been taken for an MoT by the time of the February meeting. There is now only a captive seat nut / bolt to be fixed, the rear suspension to be torqued down and number plates to be put on. He may have good news to tell us next meeting.

Chris relayed a tale about his daughter's car. After being left for a week in a car park at Newmarket whilst she was working away, the car broke down just before joining the A14. Called the AA (which took a number of hours to come). As it was quite cold and his daughter was on her own, Chris went out to her with a flask of hot drink. When the AA eventually turned up the car had to be recovered. The fault was identified as mice; in the space of a week they had chewed through various rubber parts and had even made a nest in the engine compartment. I have seen mice that have taken up residence in a car whilst it was laid up in a garage but this was a new one to me.

The misfire problems with Russell's (ex-Chris) GT6 now seem to have been fixed after a new coil was fitted. Colin's (ex-Russell) Spitfire is still sickly. Apparently, Lindsay's Vitesse is still up on the ramp but panel repairs are progressing.

With all these repairs and refurbishments going on, there is often the need for replacement parts and all to often these parts are not available new. At most meetings there is someone who is doing an exchange of parts for cash or for a swap. So, if you are in need of a second-hand part and have not been to our local meeting, then come along, someone may have just what you are looking for.

The next meeting is **5th March** followed by the **2nd April and 7th May**. So, see you at the **Sorrel Horse, Barham on 5th March** at 8:00pm.

Peter

SUSSEX

Tel. 01444 450941

Introduction, **Martin Marrison** - so I am the new AO for Sussex, and have been AO for Sussex and West Kent previously. I've been a member since 1984 and I have had my 2.5 Spitfire since 1983. I have only taken on the role under coercion so I have agreed to do it for a year and then hopefully someone else will step into the role.

I have to apologise for missing the first two meetings of the year due to being delayed in London at work. To try and stop that happening we are moving the meeting from the 1st Tuesday in the month to the **1st Wednesday in the month** starting with the **6th March**.

So I can't report on much as I wasn't there but I would like to thank Clive Senior for being area organiser for the last few

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Greetings all. We hope you all well. We have lots of show dates coming in and it's going to be a busy season that sees our first stand on Easter Monday at Guildford Lions St Catherine's fayre in Shalford. Please let me know if there are any local shows we can support and I hope to have a list out by March, so pop along to collect yours. We had a lovely New Years meal at the Toby Carvery. Hopefully by the time you are reading this my Vitesse will be back home ready for me to fit new carpets and sort out the rear wheel bearings

SOCIAL EVENINGS AT THE FOX & CASTLE
17th January Julie and I are greeted by George B, John C, Bob, Graeme C, John P, Mike H. Just John P TR7 convertible is the only Triumph this cold night. Work on our Triumphs has been: - Bob's been welding up a bit more of his Spitfire and priming the bare metal. John's TR7 is up for sale. Julie's raffle winners were:- Bob won a tin of de-icer, I won a tub of hand cleaner, John P won a chocolate orange, Graeme won a £10 TSSC voucher, Mike H won a tin of biscuits

31st January End of the month already (soon be Xmas again), to keep Julie and myself company this windy evening we have the pleasure of John C, John P, Bob, George B, Chris C, Mike & Julie C, Sue & Dave B, Mike H, John & Anthea I. John P TR7 was the sole Triumph in the car park again. Work on our Triumph's has been: - John C has started to buy parts for his Mk1 2000 saloon prop- shaft rebuild. John P TR7 fuel gauge is reading full all the time. Bob's welding has come to stop as he needs more Co2. Chris C's Mk3 Spitfire has a new radiator and water pump. Mike's Spitfire has now got its rear end fully rebuilt. As well as an electronic distributor fitted. Sue & David have over hauled there electric cooling fan on their Spitfire, John I is starting to rebuild his Spitfire bonnet and his GT6 is still coming along. Julie's raffle winners were: - Sue B won a bottle of wine, Mike H won a set of screwdrivers, Bob on a tin of biscuits, John I won a tub of hand cleaner, John P & C both got a £10 TSSC vouchers and I won a chocolate orange which was shared around. What a Great night so pleased to see you all

SHOWS & EVENTS

6th January Thames Area New Years Meal was at the Toby Carvery on Sunday afternoon. This year we had the wonderful company of Graeme C, Martin & Cynthia B, George B, Martin F, David H, Mike & Barbara G, Val, Bob & Wendy, Mike & Judy, Tony & Penny. Being a Sunday we could not reserve tables but we managed to get most of us on two large tables, where we shared out crackers and enjoyed a very tasty meal. After desert and paying up we gathered out into the car park to hold our mystery raffle, all prizes were Xmas wrapped, our winners were: - Graeme won a box of Chocolates, Val won a bottle of wine, we won a bottle of wine, Judy won Champagne, Martin won bath lotions, Barbara won jigsaw mat.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **March on the 14th & 28th & in April on 11th & 25th** Please

NORTH WALES . . . SOUTH WALES



TSSC AREA NEWS

come and join us for a warm welcome or call me on 07773 623807.

Upcoming events are:-

March

3rd International Triumph Show & Spares Day Stoneleigh

April

1st St Catherine's Fayre Guildford Lions Shalford
14th Farnham town centre Farnham
21st Aldershot Parkside Aldershot
21st Drive it Day Great Britain

Mickey & Julie

NORTH WALES Tel. 07772 787020

www.wrexhamgandtriumph.co.uk

email: northwales.tssc@gmail.co.uk

Hello all. Well the new year is very much here and as I write this the cars are covered in thick snow. As always at the beginning of the year there is not a lot in the way of shows and runs going on and as always our official runs are near the end of the month.

This month has been a busy one for myself with the projects going on, as many people will know enthusiasts of Triumphs are also classic car enthusiasts and may own other classics. There are several members in our club that own both MG and Triumph and also Jaguars. I am lucky that my dad also is interested in the cars too, which has meant that the MG is coming on well and the Spitfire is wrapped up warm in its garage but it's due to come back for a gearbox rebuild. Looking forward to the shows to come. Safe motoring.

Sam

SOUTH WALES Tel. 01656 861709

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

MUMBLES RUN JANUARY 27th 2013
(or Bern & Ant's birthday)

After the appalling weather and with flood warnings for the day of the run, I was not sure that my assurance that "good weather had been pre arranged" would be enough to ensure a decent turnout, and I was correct, only 10 cars and 24 people!!!!

Six cars met at the first rendezvous, Jack, me, Emma & Gemma in Jacks green Toledo, Gareth "action man" Dyer & Stephen in their 13/60 convertible, Eddie & Andrew in their 13/60 saloon, Rob & Pete in their Vitesse 6 convertible, Paul



& Barbara in their Vitesse 2L convertible, Mike "the cake" & Chris in Mike's MKIV Spitfire and Ant, Jane, Amber & Naomi in a modern (13/60 under-going resto). One member who shall remain nameless to hide their embarrassment was wearing a big stupid looking birthday cake hat complete with candles, he thought he looked rather sharp (far from it) and kept it on while we were walking, in the cafe and even while



he was driving his son Jack's green Toledo.

At the allotted time we travelled along the A470 in the glorious sunshine (seriously), turning onto the A465 to the second rendezvous at Glyn Neath McDonald's where we met Tim, Gwyn, Babs and Jill in their Dolly, Phil Harry from the Morgan club in his new V8 Morgan and received a call from area super hero Paul "Johnny Breakfast" Price to say that he was running late (probably up all night rebuilding dam walls to stem the floods along our route) and that he would meet up with us further along the route, which he did. Someone told Gareth that his O/S brake light was not working so he went into "Action Man" mode and traced the fault to a blown bulb. Delving into his Tardis of a boot he brought out his crate of electrical spares and they started stacking up on the floor as he searched for bulbs, amongst the growing stack was a starter motor for a chieftain tank, full console for a Boeing 747, flux capacitor for a DeLorean etc etc, but no bulbs! Seizing an opportunity to make my annual Area contribution early on in the year, I rushed to my son Jack's green Toledo (oops!) and produced a stop and tail bulb from my spares tin. With this fitted we were back on our way, travelling westwards along the A465, or most of us were, Andrew signalled to us to pull over as when we all turned right, Rob & Pete had turned left and were travelling back the way we came. I immediately thought that Pete had entered "Area Ambassador" mode and had sensed potential new club members in that direction, which he was to confirm to be the case later that day. Anyway we pulled in to a lay by and after a few phone calls they were back with us. PJBP was waiting in a lay by on Fabian Way and joined our convoy for the rest of the run. Mike "the cake" knew the area well and was to lead us to a free car park, so we passed our destination (The Pier Cafe) and drove through three pay and display car parks (which involved a 75 degree incline on a hairpin) and parked up in the free car park, then after queuing up at the Pay and Display machine!!! We made our way to the cafe.

The cafe was quite full, but we managed to "encourage" other diners to leave and soon we had the majority of the members sitting together with a few sitting at "satellite" tables. We then ordered our various meals at the counter (all very good value for money) and watched as the waitresses tried to find the various table numbers as the tables were now all in a different position to their normal floor plan. The conversation flowed and we all agreed that this was the best run so far in 2013, quite a few members gave Rob their voluntary £2 (for prizes for our Christmas raffle) for which they will receive a £2.50 raffle ticket on the night of the raffle, this gives Rob the facility to have money in advance to buy prizes and members the opportunity to pay for raffle tickets over a twelve month period and save 50 pence per ticket, any money generated by the raffle is from any extra ticket sales at £2.50.

Anthony, then left us to go on for a pre arranged pub lunch (I think he wanted to get back early to work on his 13/60), Phil also had other plans, so we said our goodbyes then shortly afterwards we started to stroll back to our free car park as we had only paid for 2 hours.

PJBP had a call from his son Lewis who wanted his dad's car back to go to work, so he jumped in his Spitfire and took the quick route home.

Tim & Gwyn led the way taking us through Jersey Marine, then pulling into a lay by just before they were due to take their turning home (Gareth made a quick stop at a Halfords superstore and bought 9,823 stop and tail lamp bulbs as that's all they had he said with disappointment), then we all said our goodbyes and continued homewards, Tim turning off the A465 while the rest of us joined the A470. Gareth then turned off at Pontypridd, Rob at Treforest, Paul at Nantgarw leaving Me, Mike and Andrew to continue onto the M4, parting company at Pontprennau round about.



SOUTH WALES
WESSEX . . . WEST MIDLANDS . . . WIRRAL

TSSC AREA NEWS

South Wales Continues

When I got home I reflected once more about how well such a diverse group of people with an age range of the youngest, Amber at 14 to the eldest Eddie 28 (I think that's correct) interacted so well, a great bunch of people. And what we had in numbers we surpassed with quality. Thanks to everyone for making the effort.

Bern

WESSEX Tel. 01425 475376
www.triumphnewforestrun.co.uk

As previously advised, this year's **New Forest Run** will be on **Sunday 14th April**. This year we are planning to 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.

All we need now is for some dry weather to let the ground dry out a bit in order that we can begin mapping the route out which hopefully we will be able to do over the course of they coming month - fingers crossed!!

The 2013 events calendar will get underway properly on **Sunday 3rd March** with the annual **Triumph Show and Spares Day at Stoneleigh** which we are advised will be held in the heated halls - so should be a good deal warmer than last year! Alternatively, on the same day the **Bournemouth Aviation Museum** is holding a Transport day to which we have been invited. This is a free to enter show which promises to be a good day out with displays invited from all the local car clubs and transport societies. More on this next month.

Looking further ahead to the weekend of **17th to 19th May**, a special rally **"STAR 90"** is being organised to celebrate the 90th anniversary of the Triumph Marque. Full details of the weekend are published elsewhere in the Courier. We are planning to attend and Alan has kindly volunteered to look into accommodation for us. The idea is for us to travel up on the Saturday, take in the Coventry Motor Museum in the afternoon and go along to the Gala Dinner in the evening. The Sunday being the main Rally at Gaydon. Final details will be available at the next meeting.

That's about it for now. Full details of other planned events for the year will be available at our monthly meetings on the **last Thursday of each month at the Three Legged Cross at Three Legged Cross**.

Trevor

WEST MIDLANDS Tel. 07969 024999

I don't know about you but I am really fed up with this weather. I'm a warm person, and I need a good supply of sunshine. It would be nice to be able to get up one morning with the sun shining, get the Acclaim out of the garage, a quick wash and polish and off into the countryside for an enjoyable drive. My problems are compounded by an 20 year old Granddaughter who is taking a 5 month break visiting Australia. On a regular basis she keeps ringing me up and telling me how she has just got out of the swimming pool, got a gin and tonic in her hands and its 30 degrees. Funny how you can go off someone so quick. I've told her she's out of the will.

The continuing bad weather I am glad to say doesn't seemd to have affected the West Midlands Area members, at our

last meeting on Tuesday 5th February, 34 hardy souls turned up, several with their cars, including Luke, keen to show everyone the respray of his Triumph Herald. It looks really nice. He was also keen to introduce his girl friend Emma to our group, so welcome Emma, we hope to see you on a regular basis you will make an important addition to our already active female section.

After the normal start to our meeting which includes messages and information regarding any Triumph functions and rallies, Ken and TJ involved everyone in a quiz. Five teams of six persons battled it out answering questions not only about Triumphs but vitally important questions which can affect the financial recovery of the Country. Well, not really but we had some about Emerdale, Coronation Street, and my wife thinks they are important so who am I to argue. At the conclusion of the quiz, marks were totted up, appeals quickly dealt with and major prizes presented not only to the winning team, 'Mixed Grills' but to all teams as a reward for taking part. Our thanks to Ken and TJ for giving us an interesting evening, which helped take our minds off the lousy weather. I am trying to sort something out for next months meeting. As I reported in last months Courier we have lost our 3rd Tuesday meeting place, the Nautical Club. They now close on Monday and Tuesday's. We will now unless there is notice to the contrary meet on **3rd Tuesday's at the Westy Midlands Social Club, on Pershore Road, Edgbaston**. There is plenty of space to park, and the seating area in the bar enables us to set up our own group area. See you there.

The **International Spares Day** is once more being held at **Stoneleigh NAC in Warwickshire on Sunday 3 March 2013**, and even if you do not need any spares for you car, its an interesting exhibition to see all the various clubs with their club stands. The TSSC stand will be on site and like previous years only too glad to see you and have a chat. Tea and Coffee are usually on offer, see Pip.

National Drive it Day this year is on **Sunday 21st April 2013**. Several functions are being organised throughout the Country by different areas, so what do you think, shall we organise an event on our own or join in with one of the other events as we have the past couple of years. Your ideas as soon as possible please. In conjunction with Drive it Day, the Wessex Area are organising a **New Forest Run**. An interesting 60 mile tour of the New Forest and surrounding Countryside with a half way halt and at the finish all cars will be on display to the public. For details and an entry form visit, www.triumphnewforestrun.co.uk, or contact Trevor on **01425 475376**. Should be very interesting.

That's all for now folks. I am still waiting for someone to come forward and offer to assist with running of this great area, with a view to eventually taking over in my absence the Area Organisers Office. I intend to visit Australia myself in 2014 for several months so someone is needed.

Cheers.

Roger the Dodger

and his import

WIRRAL Tel. 0151 339 4150

Hello to all our readers and hopefully March will live up to its reputation "In like a lion and out like a lamb" we hope. At least surely it can't be wetter than 2012? although March last year brought forth a mini heat wave, which unfortunately was of a very short duration.

Well that's managed one paragraph. Firstly let me say it was sad to learn of the sudden death of Angie McGowan. To put a lighter note on it three of my Granddaughters who used to be detailed off to help polish my "Spifire" for the Concours twenty years ago were told to do the same as that lady over there. After that they always used to refer to Angie as "Mrs Polish", A fitting tribute. You can tell it was a long time ago, the eldest of those children is now a Squadron Leader in the

NORTH YORKS . . . WEST YORKS



TSSC AREA NEWS

Royal Air Force. So much for the history lesson.

What has been happening in the Wirral, not a lot, the Christmas Dinner was renamed the New Year Dinner and was held on 12th January at the "Cottage Loaf" pub. A very good turnout, forty four bodies in all, Bettine and I won a bottle of wine and also received a "Certificate of Appreciation" for services rendered to the Wirral Triumph Club. On the whole a very successful night.

On Sunday, 27th January a run out was organised. It did take place but was somewhat disappointing with only six bodies in three cars participating. A pretty poor turnout particularly as the weather that day was mainly bright and sunny. The few that did attend had a most enjoyable meal at the "Raven" pub in Llanarmon-y-Lil where they were made very welcome by "Mine Host" I could not attend because I had to drive up to Scarborough for a funeral on the Monday. An Ex-Seafaring colleague of mine has charted a course towards that great anchorage in the sky.

By the time you read this we hope plans for the year will have been made. We are having a planning meeting at the "Tudor Rose" pub on **Wednesday 13th February** and we also have been invited to join the "Wirral Classic Car Club" for their annual quiz at the **Heswall British Legion Club on Wednesday 27th February** so we will all have to get our thinking caps on.

Well folks that just about winds it up for March "Courier", Over to Andy for April and I will surface again in the merry month of May, meanwhile wipe away those winter woes and get polishing for the Springtime. Cheers

Ray

NORTH YORKS Tel. 07766 354449

Hi all. Yes that's right I have actually written a write up this month! Well I've written it in January so I will see when it appears as I've got lost with deadlines - nothing new there I hear you say!

First up I'd like to say thanks to Pip and Frank for being great ringmasters and I hope they continue. Their work looking after AO's goes un-noticed by too many.

Well North Yorkshire have moved venues to a nice new pub which at least seems to keep opening up for us which is always a bonus! For those that haven't noticed its at the Cross Keys in Stillingfleet. It's a Sam smiths pub. I was re elected area disorganiser for 2013, as usual there was little competition. I think I'd have been voted in if I'd been away!

We've had our first planning meeting. Ok then I was told what to put and do but you get the idea so here is the TSSC North Yorkshire provisional calendar.

Please note the **TR register weekend is at Malvern** this year despite the hype it would be at Harrogate!

Sunday 21st April - Drive it Day Run to Flamborough, Meet at Buttercrambe - details to be confirmed

Friday 17th May - Sun 19th - North Yorks informal camping weekend, Dent. Nothing planned in advance as per usual, £5 per car for club funds and weekend munchies. Camping plus B&B extra

Monday 10th June Fish & Chips Run. Meet at the Happy Haddock for 7.15 - 7.30 chips stopped being served at 8pm.

Thurs 20th June - Solstice Run. Details to confirm

Fri 12th July - Sun 14th July, NYMR weekend at Levisham.

Sunday 28th July - Huby and Sutton show

Saturday 24th August - Cawood Craft Festival. Free entry to this nice event.

Friday 6th to Sunday 8th September - back end bash at Newton upon Rawcliffe. Same a last year.

That's it so far!

Rick

WEST YORKS Tel. 01535 634239 www.tssc.org.uk/westyorks

Thanks to everyone who made it to the meeting and welcome to Gary our new member, it was good to see you and hope you manage to come along again and join in some of our planned events.

It was a while since we'd had a "feely bag quiz", but this seemed to keep everyone entertained, either we'd made it too easy or you were too good, at one point we thought we were going to have to have a tie break but well done to George and Brenda with a respectable 16 out of 20.

We're starting to pull together a number of events coming up, for example for **Drive it Day**, we have two options one a **run to Flamborough** with our friends in North Yorkshire area or to join with a York based car club to **Sherburn in Elmet Aero Club**. Both look good, so we'll have all the details at our next meeting. I've had a discussion with Pip and Frank and we will be joining with the **Manchester Area for their camping event in July**.

However we will still be having a **West Yorkshire** do, but on this occasion it will just be a one day event on the **9th June 2013, a convoy run to Kilnsey Park**, again details to follow, but please note the date in your diary.

As soon as the weather starts to pick up it's been suggested we resurrect an **occasional Sunday lunch time meeting** with the first set for **14th April**.

George has suggested a pub on the outskirts of Wakefield and has kindly offered to investigate. So again we'll let you have details of this once arranged.

Hopefully this will help people to come along who aren't able to get to the evening meetings.

One final thing, at March's meeting, our nominated charity, the MacMillan charity will be coming along to give us a bit of a talk about what they do and how fund raising helps. This is a very worthwhile charity and I'm sure this will be interesting, so hope to see you all in **March**.

Victor

JOIN DEVON AREA FOR DRIVE IT DAY

We are aiming to get 100 Triumphs together in North Devon on 21 April in one of the biggest displays of Triumphs in the far South West.

All drivers of Triumphs will be welcome and we are inviting many other local Clubs to join us. Ample parking on hard standing

**Venue is THE BIG SHEEP, at Abbotsham near Bideford. EX39 5AP
www.thebigsheep.co.uk**

ENTRY to the attraction will be FREE for driver and passenger on production of a Club membership card.

**Micro brewery on site - a Triumph Special brew on the day just for us!
For more details contact Sue & John Franklin via info@tssc.org.uk**

TSSC
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 JOELLY GOOD TIME !!"

31ST MAY/1/2 JUNE 2013

DAY ENTRANCE £6.00

CAMPING £18.00 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

Car Make Model Registration No.

Four packages available—please select the one that suits you :

Package	Rate	Tick Below
The Sunday Peak Run ONLY on Sunday 24th June 2012	£9.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£15.00 per car	<input type="checkbox"/>
The Peak Run Weekend including one night Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights Camping *	£37.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to

Derwent Valley Area TSSC to:

Peak Run 2013, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:

Kim and Paul Dale—01335 345784 or

Roger Buck—07970 619149 or Colin Wright—01773 531580

For more information visit:
www.derwentvalley-tssc.org.uk