



UP TO 15%
DISCOUNT
FOR CLUB
MEMBERS

Affordable peace of mind for
you and your classic.

**Benefits available to Triumph
Sports Six Club members:**

- Up to 15% discount for club members
- Automatic cover for club members whilst on a race circuit at a non competitive club organised track day
- Automatic cover for club members during club organised hill climbs, sprints or average speed road rallies
- Automatic cover, on an agreed value basis, whilst your vehicle is in the custody of a motor trader

**Specialist policy options for
your specialist car:**

Agreed Value: Agree the value of your classic at the start of your insurance policy to avoid any dispute in the event of a claim

Limited Mileage: If you drive less than 1,500, 3,000 or 5,000 miles per year let us know and you'll enjoy a lower annual premium

Multi-car Insurance: The perfect way to insure your collection of cars or your family's fleet. One account manager, one renewal date and one annual premium

☎ **0121 248 9280**

PROFESSIONAL • KNOWLEDGEABLE • FRIENDLY

www.heritage-quote.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised and regulated by the Financial Conduct Authority.
Telephone calls may be recorded for your protection.

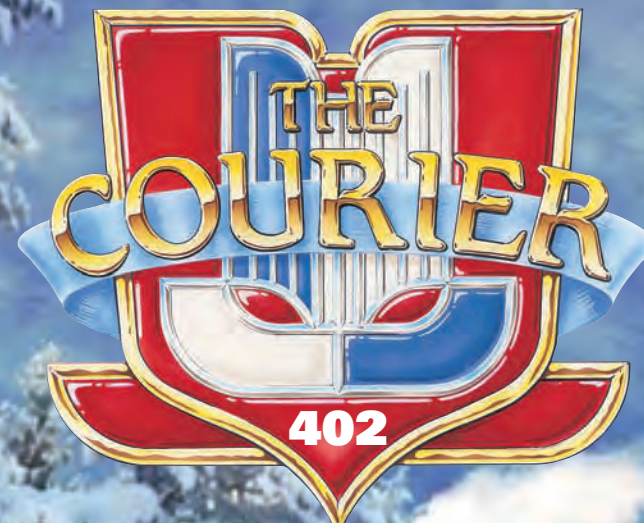
REF: TSS02A5 07/13

Triumph Sports Six Club

The Courier 402

DECEMBER 2013

December 2013



*Driving Home
For Christmas!*



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.402 VOI 35. DECEMBER 2013

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

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

Headquarters open 9am - 5pm Mon to Fri

GENERAL SECRETARY

Vivien Thompson. Woodside Cottage,
35 Fixby Road, Fixby, Huddersfield. HD2 2JG

Telephone. 01484 541185

email: gensec@tssc.org.uk

COMMERCIAL MANAGER

Bernard Robinson e-mail: courier@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

COURIER EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson
Courier Copy to:
Courier Magazine, TSSC,
Sunderland Court,
Main Street, Lubenham,
Leics. LE16 9TF.

COUNCIL MEMBERS 2013

Bill Bate, Ben Broadbent, David Embery,
Pip Flegel, Derek Holman, Peter Lewis,
Simon Morgan, Jane Rowley, Frank Spencer,
Victor Thompson, Vivien Thompson.

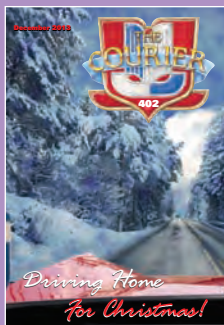
For a full list of TSSC officials see page 74.

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



MERRY CHRISTMAS

EVERYONE!

FROM ALL THE DIRECTORS

AND STAFF AT

SUNDERLAND COURT

Contents

December 2013

Events Calendar	4
CoMment	5
News Review	6
Spitfire MKIV & 1500 Register	8
Vitesse Register	10
New Members	13
TR7/8 Register	14
Herald 948/1200/1250 Register ..	18
Club Shop News/Gift Selection	22
Herald 13/60 Register	32
Big Saloon Register	36
Stag Register	40
Spitfire I, II, III Register	44
TR4/4A/5/250/6 Register	48
Specials Register	52
Bond Equipe Register	56
Area Showtime	60
'Megajolting' a Herald	66
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

December 2013

SAT 7 DECEMBER 2013
TSSC HQ CHRISTMAS OPEN DAY
10AM TO 4.30PM
ALL THE USUAL FRIVOLITIES!

SAT 7 DECEMBER 2013
CHRISTMAS PARTY NIGHT
**BY TSSC DERWENT VALLEY &
NOTTS AREAS**
HINCKLEY ISLAND HOTEL LEICS
CONTACT CLAIRE 07971 017012
COLIN 01773 531580
www.derwentvalley-tssc.org.uk

Jan 2014

SUN 5 JAN 2014
**DERWENT VALLEY'S
NEW YEAR RUN**
CONTACT COLIN 01773 531580

June 2014

SUN 22 JUNE 2014
**DERWENT VALLEY'S
PEAK RUN**
CONTACT COLIN 01773 531580

FRI SAT SUN 27 28 29 JUNE 2014
CORNWALL CAMPING WEEKEND
ST IVES (TBC)
CONTACT MIKE 01872 573 763

CLASSIC CAR SHOWS (CLUB INVITED)

Nov 2013

FRI SAT SUN 15/16/17 NOVEMBER 2013
**THE LANCASTER INSURANCE
CLASSIC MOTOR SHOW**
NEC BIRMINGHAM
0871 230 1088 CODE 2013SC
www.necclassicmotorshow.com



TSSC HQ Christmas Open Day Sat 7th December



Come & Join in the

Celebrations at TSSC Headquarters!

Saturday 7th December 10.00 am to 4.30 pm *Don't miss it this year!*



TSSC Club Shop

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

ST Review Magazine Archive

2 Disc Magazine Archive

Featuring: Car Model road tests,
Technical articles Triumph Dealership info
and Period advertising

REVIEWDVD 2 Disc
£10.00



CoMment

BY BEN BROADBENT

COUNCIL OF MANAGEMENT

Seasons Greetings!

Hello, the Greetings of the Season to one and all. The Christmas Season is well and truly upon us, with the festivities about to begin. The first event on my list is the TSSC HQ CHRISTMAS OPEN DAY on Saturday 7th December between 10 am and 4:30 pm. It would be great to see as many members as possible attending the event, as the HQ staff have made an extra special effort to put the event on. Make sure you can be there to meet up with old friends from other areas and enjoy the usual TSSC warm welcome and frivolities. In the evening, there is also the CHRISTMAS PARTY NIGHT, hosted by the Derwent Valley and Notts Areas. (See Oct Courier advert for full details, although I believe it is now fully booked).

I'm sure each and every Area will be hosting their own local Christmas parties, so best wishes for all those events.

On a more serious note, I have been co-opted onto CoM, to give the lead for Finance and Financial Governance. I'm honoured to be asked to join the Council of Management. I first joined the Club in 1981, in the days when you could buy a Triumph for £50 and get 12 month cheap motoring without spending too much money. So why me?

Well, I have a background in Financial Management Information Systems, with an MBA that specifically looked at methods and processes for ensuring that Financial Information was provided for management and directors to make sound financial decisions. Consequently, to ensure that Financial Information is correct and valid, the Financial Governance of an organisation is vital!

Subsequently, at the CoM meeting in September I



presented a policy consultation paper for the Financial Governance of the Club.

The CoM discussed this paper at the November meeting, with further discussion and consultation to take place over the coming months.

However, meanwhile in a nutshell, the issues discussed concerned building a framework based on the Principles of Financial Management, these being; Stewardship, Accountability, Transparency, Integrity, Viability, Consistency and good Accounting Standards. Within this framework, the roles of the CoM, the Club's Managers, Staff and Officers will be aligned. Obviously, there are many in-depth discussions to be had concerning these issues, and the outcomes will be made available to members at a later date in future editions of the Courier.

I hope you have a wonderful Christmas season!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Moss Motor Dream Paris



Moss is pleased to announce the acquisition of British marque specialist, Motor Dream of Paris, France. From the 1st November 2013, 'Moss Motor Dream Paris' will join our four UK branches, London, Bradford, Bristol and Manchester to offer our full range of British classic car parts & accessories.

Over the years our customer base has grown consistently in France and Belgium, the acquisition of Motor Dream will provide Moss with a branch in Europe enabling us to offer an improved service to our European customers. British classic car enthusiasts in Europe will now have easy access to our extensive parts range of over 45,000 products and benefit from the same competitive prices as our UK customers. *"We have been examining various alternatives to improve service to our European customers. In light of the importance of having a local presence, we are extremely pleased to have concluded a deal with Motor Dream, thus giving us an all French team to service this most critical market"*

Glen Adams, President, Moss Motors.

Motor Dream has been a loyal customer of Moss Europe Ltd for over 20 years, offering expertise and support to the local classic car enthusiasts in France. The existing sales team will continue to offer their

expertise and service from the branch facility in Bailly, with Laurent Dutoya, former owner remaining to manage the Moss Motor Dream Paris branch.

**Moss Motor Dream Paris, 7 rue
Chaponval, ZAC du Cornouiller,
78870 Bailly. France.
t. 01 30 80 20 30
w. www.motordream.com**



FOR SALE

Spitfire 1500 TSSC Display Car

A unique opportunity to acquire a lovely Original Low Mileage Spitfire 1500! With only one previous owner this car has covered just 10, 500 miles from new! First registered in 1979 we have fully re-commissioned this as new Spitfire 1500 and it will come with a years MOT.

It also has a Factory supplied Hardtop. The Spitfire has been advertised elsewhere so please ring to find out whether it is still available.

The car can be inspected at TSSC Lubenham HQ by telephoning for an appointment, ask for **Bernard Robinson. Tel 01858 434424**



Spitfire 1500 1979 10,500 Miles.



www.tssc.org.uk



www.tssc.org.uk



**THE
TRIUMPH
SPORTS SIX
CLUB**

www.tssc.org.uk

INSURANCE PANEL

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

Heritage Insurance
0121 248 9280
www.heritage-quote.co.uk

Peter Best
01621 840400
www.peterbestinsurance.co.uk

HQ OPENING TIMES

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

HQ Open Day Sunderland Court, Lubenham.

SAT 7 December 2013 10.00am to 4.30pm

HQ Closed for Christmas Break

Tues 24 DEC 2013 to Thurs 2nd JAN 2014

JANUARY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

Open from 2nd January 2014

TSSC HQ Christmas Open Day 2013

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

Members ordering Shop Products or Regalia **over the phone** on this day will receive **Free Postage (UK only)** on their order and Save Pounds on postage.

To ensure we have the parts you need just ring the Club Shop. Telephone orders 01858 434424

Council of Management Meetings

JANUARY 12 2014

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, Woodside Cottage, 35 Fixby Road, Huddersfield West Yorkshire. HD2 2JG. 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

Footman James
0843 357 1790
www.footmanjames.co.uk

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

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 five brokers offer a full range of high quality insurance policies, including multi-vehicle.

SPITFIRE MkIV/1500 Register



e-mail.

ford.derek@sky.com

Derek Ford



"Oh I do like those!"

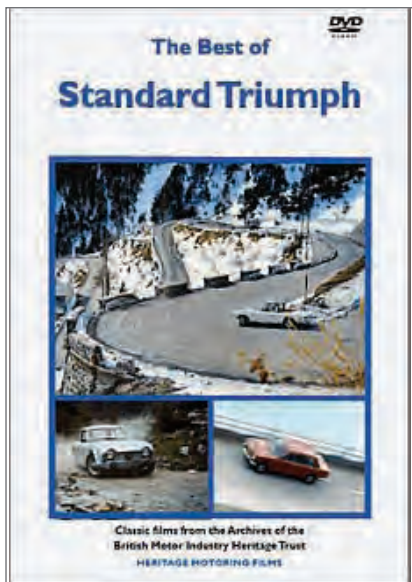
It's that time of year again, time to wonder what we want for Christmas! Now most of us will be aware of what goes on this time of year, catalogues left open at particular pages showing you just what the wife would like for Christmas. Walking through town and just glancing in the jeweller's window. Or the. "Oh I do like those shoes" tactic.

Well this year I'm giving you the opportunity to fight back with a list of potential gifts for the Triumph enthusiast.

How about one of the many DVDs available on the market at the moment. Or a book

about the history of the Triumph name.

For the more hands on owners how about a



nice set of Imperial sockets or spanners.

One of my own favourites are the many Metal signs available to adorn the garage wall.



I also tend to collect Triumph model cars, these can be repainted to match your own car should



you be inclined.

Finally, the ultimate gift for those that have everything. A picture reveal mug.

I purchased one of these last year for a friend. When opened it just looks like a plain black mug, but fill with hot tea/ coffee and a picture of your choice is revealed. Just Email the suppliers a photograph of your car and they do the rest.

May I apologise in advance to any lady members out there and wish everyone a very Happy Christmas.

Derek

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.



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



Dave Rumens

A festive selection of topics

Hello everybody, a Very Merry Christmas to you all. It is the season of good cheer and I hope you all receive those high quality parts for your Vitesse. As we look back at 2013 it was the last Stafford after the best part of 25 years at the same site. Considering the past Internationals of course the highlight for me was the Vitesse 50th celebration in 2012. I guess we must have seen the greatest number of Vitesse's in one place since they were being manufactured at Canley back in the 1960's, [Picture 1](#) Whilst we are on the subject of Stafford I believe times have changed and we should move forward to a new venue where there are facilities that will allow activities which should be of interest to all Triumph enthusiasts. Well done Bern and Garth both, whose idea it was for the change, and for managing all the arrangement/negotiations. I look forward to TSSC TriumFest UK at Donington on 26th & 27th July 2014.

With winter just around the corner my Vitesse is now tucked away until next spring. I should own up to keeping a Spitfire on the road for most of the year. The point when I stop is when they put the classic car dissolving stuff on the road. By that of course I mean the dreaded salt. As a Herald or Dolomite Saloon would be more suitable for keeping the cold winter weather out (Must be getting old!) I am currently looking for a good example to maybe replace the Spit. Though you can never have enough Triumphs! I will keep you all posted.

Last month I hope I answered the question why Standard Triumph fitted the twin Solex carburettors to the earlier Vitesse 6. Whilst we are still on this subject I thought I would put my anorak back on and dig a bit deeper. On the Vitesse 6 up to engine number HB6798 Solex carburettors type PH32 P1H were fitted. These had accelerator pumps which pumped fuel into the inlet when the throttle pedal was given a hard push. Following on-going problems with hot starting Standard Triumph believed drivers were pumping the throttle on start up and this



Picture 1.

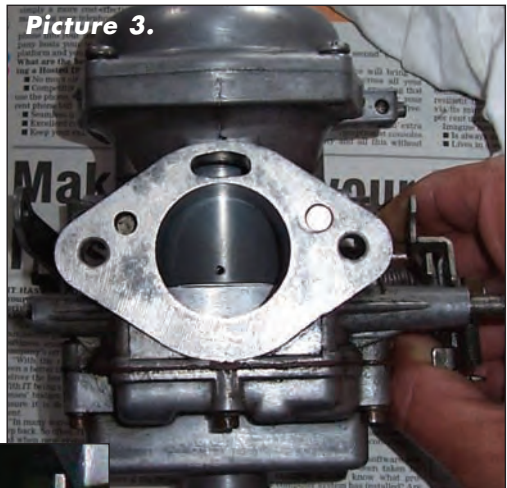


Picture 2.

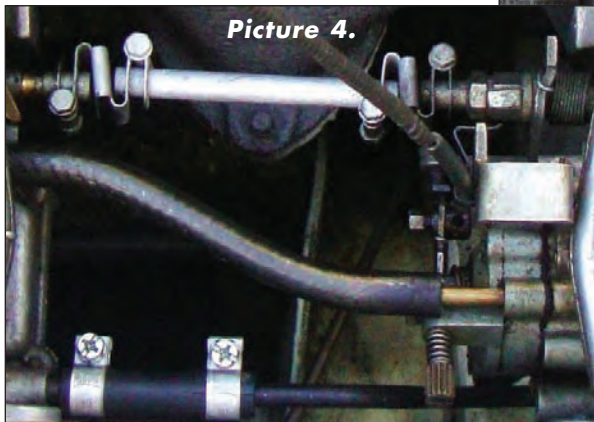
One feature on the early type was that it had a choke lifting bar cold starting arrangement. This lifted the piston and blanked off a small portion of the air inlet to enrich the mixture, [Picture 3](#). Surprisingly piston springs were not used, the needles were 7B. With some changes they were carried over to the 2 Litre (Mk1) model in October 1966. The

was flooding the plugs with fuel on a hot engine. Sounds as if it was a driver problem rather than any engineering design shortcoming. But as a result from engine number HB6799 carburetors were fitted without the pumps. This was carburettor type PH32 1H, [Picture 2](#).

Modification kits were available so the pumps could be removed from cars fitted with the earlier carburetors. I am not sure if these came through the Stanpart system or directly from Solex. The Solex PH32 1H was replaced in mid 1965 from engine number HB27986 with an early version of the Stromberg CD 150 carburetors, these were type 3027 L&R.

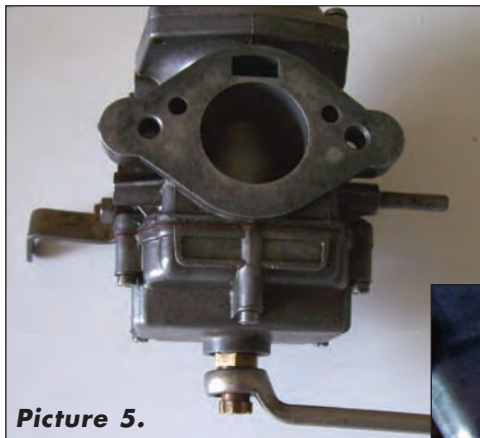


Picture 3.



Picture 4.

type was now 3137 L&R. This time piston springs were fitted and there were natural colour type. The needles also changed and were 6J. The introduction of the Mk2 2 Litre in October 1968 saw a change to the CD 150S type 3224 L&R. The major external change was the replacement of the starter bar with a starter box, [Picture 4](#). This was a fuel enrichment device and only fitted to the right hand, front, carburettor. To enable



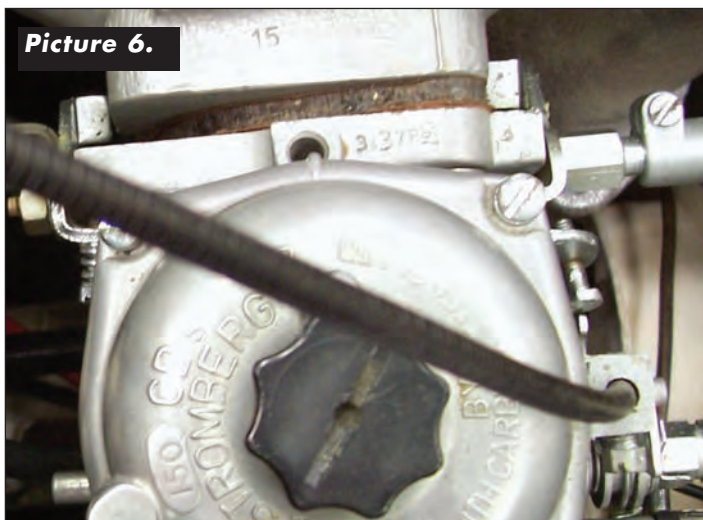
Picture 5.

both carburettors to receive an enriched mixture a pipe was fitted from the starter box to the rear, left hand, carburettor. Blue piston springs were fitted and the needles should be 6AC. None of the needles are self centring on any of the Stromberg carburettors fitted to the Vitesse and therefore require centring if for example the diaphragm is changed, [Picture 5](#).

These days you can get a mixture of carburettors from other Triumph models fitted to the Vitesse. The type numbers, example in [Picture 6](#), that I have given above will help find out if your Vitesse has the correct carburettors. I have also



Picture 7.



Picture 6.

the piston as on the later Triumph models, [Picture 7](#).

Well, has another year passed already?

Still that does mean we can now look forward to the coming season next year and TSSC TriumFest UK at Donington.

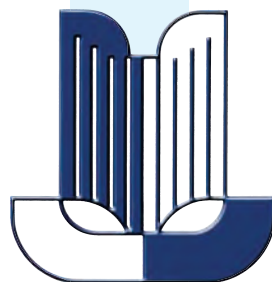
Don't eat too much over Christmas and I will see you all in the New Year.

Safe Driving and
Keep Running On All Six

Dave.

Welcome to NEW MEMBERS

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



THE
TRIUMPH
SPORTS SIX
CLUB

Paul Lennon	Angus	Alexander Buckley	London
Matt Hollingsworth	Beds	Adam Skinner	London
Marc Titmuss	Berks	Jeff Booth	Gtr Manchester
Robert Crouch	Bucks	Nigel Adshead	Middx
Graham Johnson	Bucks	Andrew Murray	Monmouthshire
Tim Smith	Cambs	Adey Hueso-Shaw	Notts
David Hamnett	Cheshire	Frase Old	Oxon
Gary Pritchard	Cheshire	Alan Woodhouse	Somerset
David Woolliscroft	Cheshire	Simon Bath	Somerset
Roy Kontny	Cheshire	Tony Russell	North Somerset
Peter Preston	Conwy	Stephen Scammell	Surrey
Jason Gould	Devon	Ronald Spencer	Surrey
Greory Camp	Essex	Malcolm Ellis	Surrey
Andrew Crook	Essex	Andrew Batten	West Sussex
Robert Cooper	Guernsey	Paul Else	Warks
Gary Case	Hants	Ian Holgate	South Wales
Gary Law	Hants	Alan Burton	West Mids
Robin Reynolds	Hants	John Elliott	South Yorks
Gut Therin	Jersey	Ben Charnock & Assoc	West Yorks
Philip Mather	Kent	Ellis Conoley	USA
Anthony Mather	Kent		
Bob Martin	Kent		
John Groves	Kent		
Arthur Bloor	Kent		
Martin Flint	Lancs		
George Edwards	Leics		
Vyvyan Leonard	Leics		
Howard Davies	Leics		

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

TR7/8 Register



e-mail:

paul_lewis_1966@hotmail.co.uk

Paul Lewis



TR7/8 News

First of all I would like to thank **Mr Green** owner of a 1977 FHC UGN 968R and **Nick Morse** the owner of a 1982 DHC YRW 75X for their IVR forms that I have received. It is always good to gather information on the cars that we have within the club. I am afraid that I did not receive any photographs to show other members, but if anybody has any photographs of their cars and stories to tell then I'm sure other members would love to hear about the adventures.

I am glad to say after last month's article on the prices of the TR7/8 that we have seen a very nice late 1981 FHC in Triton Green with



only 9,800 sell for approx. £10,000. It just goes to show that good cars command good money and the TR7 is a good buy.

We all hope to see the car at shows in the near future.

New release Limited Edition 1/43 scale Triumph TR7 FHC model in Java Green from Vanguards in time for Christmas.

Priced at around £20 it's a must for your Christmas list.



New Vanguard Model TR7

TR8 Dash Out

After dripping what I presumed was gearbox oil all over the floor at the NEC Classic car show in 2012 I decided that the TR8 has come to the point of

shorted out which had led to the wire taking more current than it was used to and melted.



The wire goes from the back of the alternator on the 'S' connection through the bulkhead and into the loom and down into the passengers foot well. So to get the wire out first you have to take the dash out. On removal of the dash I found that one of the two lugs that secure the dash in the centre was broken. Luck would have it that [Rimmer Bros](#)

needing me to show her some TLC, She has been working hard at the shows winning numerous concours events, but time is taking its toll and the list of faults I have need to be rectified.

The oil left at the NEC was not gearbox oil as presumed but engine oil from the sump, I have the gaskets and that will be a job for the winter. I thought I would tackle first the small dash fire I had a couple of years ago when my alternator



Damaged Wiring



failed. The alternator has a sensing wire that goes directly into the battery positive lead and mine had

were selling a brand new old stock LHD dash for a mere £30 inclusive of VAT. No brainer really and it looks absolutely fantastic in place.

Anyway, the job involved de-taping the loom to take the whole wire out.

Some of the adjacent wiring was damaged ([above](#)) and repaired and a new line put in.

The new dash was put in and at the same time my fault list said "clear out the leaves



Repairs Made

in the air vents", that job has been annoying me for quite some time now and has been left over since the restoration.

Before putting the instrument panel back in fully I always check to see if everything works. For some reason the 4 ways were not working so I thought I would put the ignition on and test the indicators first before diving in, nothing! A quick check on the switch revealed that the ignition switch on the back of the unit had fallen apart. Being a US car you cannot just

put on the TR7 switch but have to find the right one, TR7 switches have 6 connectors and the TR8 has 8. Luckily again I found a new old stock Lucas item and all is well yet again.

I need to put the hours back into the car to get it back up to where it was. Ownership is a joint thing where it's a lot of give and take, a lot more giving at the moment. Anyway I hope everyone has a great Christmas and please if anyone would like an article, or have an article on a certain topic please let me know.

Paul

<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>01405 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>
---	--	--

The Land of the Midnight Sun

2014 ARCTIC HIGHWAY CHALLENGE

17 DAYS, 16 NIGHTS
11TH TO 27TH JUNE 2014
FROM £2395.00 PER PERSON



LONDON MOSCOW RUN

A ONCE IN A LIFETIME DRIVING ADVENTURE
30TH AUGUST TO 19TH SEPTEMBER 2014
FROM £2495.00 PER PERSON

ICE DRIVING IN SWEDEN
Feb & March - 4 Days, 3 Nights - £1099.00 Per Person



RHINE & MOSELLE TOUR
11-16 June - 7 Days, 6 Nights - £549.00 Per Person



GRAND TOUR OF IRELAND
26 Aug - 6 Sept - 12 Days - £899.00 Per Person



AUSTRIAN LAKES & MOUNTAINS
4-15 July - 12 Days, 11 Nights - £849.00 Per Person



MILLE MIGLIA 2014
13-19 May (+Fly Drive Option) - £899.00 Per Person



SCOTTISH ISLANDS & HIGHLANDS
June & Sept - 10 Days, 9 Nights - £1499.00 Per Person



TECHNO CLASSICA, ESSEN
4 Days, 3 Nights (+Fly Drive Option) - From £259.00 Per Person

EASTER TOURS (VARIOUS DESTINATIONS) 18-21 April
4 Days, 3 Nights - From £169.00 - £349.00 Per Person

TUSCANY BY MOTORAIL April, May & September
9 or 16 Nights - From £1399.00-£2249.00 Per Person

2014 LAON HISTORIQUE 6-9 June
4 Days, 3 Nights - From £189.00-£299.00 Per Person

MONACO HISTORIQUE GRAND PRIX 6-14 May
9 Days, 8 Nights (+Fly Drive Option) - From £899.00 Per Person

SPA CLASSIC 16-19 May
4 Days, 3 Nights - From £279.00 Per Person

MONACO HISTORIQUE & MILLE MIGLIA 6-21 May
16 Days, 15 Nights - From £1849.00 Per Person

LE MANS CLASSIC 3-6 July
4 Days, 3 Nights - From £199.00 Per Person

LE MANS 24 HEURES 9-15 June
3-6 Nights - From £199.00 Per Person

NORWEGIAN FJORDS 17-29 August
13 Days, 12 Nights (+Fly Drive Option) - From £1699.00 Per Person

PITLOCHRY & THE CAIRNGORMS June & September
5 Days, 4 Nights - From £349.00 Per Person

EDINBURGH & SCOTTISH BORDERS June & August
4 Days, 3 Nights - From £199.00 Per Person

JERSEY INT'L MOTORING FESTIVAL 5-9 June
5 Days, 4 Nights (+Fly Drive Option) - From £379.00 Per Person

IRELAND'S CAUSEWAY COAST May, June, July & Sept
5 Days, 4 Nights - From £399.00 Per Person

SORRENTO & AMALFI COAST BY MOTORAIL April, May & Sept
9 & 16 Nights - From £1399.00-£2249.00 Per Person

ANGOULEME 'CIRCUIT DES REMPARTS' 18-23 Sept
6 Days, 5 Nights - From £459.00 Per Person

CHATEAUX OF THE LOIRE VALLEY May & September
5 & 6 Night Tours - From £579.00 Per Person

BELGIAN DELIGHTS April to September
4 Days, 3 Nights - From £169.00 Per Person

Dates & Prices

THE ISLE OF MAN

May & Sept - 5 Days, 4 Nights - £479.00 Per Person



JERSEY & GUERNSEY

May & Sept - 8 Days, 7 Nights - £599.00 Per Person



LAKE GARDA & STELVIO PASS

June, July & Sept - 10/12 Days - £699.00 Per Person



LAKE COMO & STELVIO PASS

June & Sept - 10 Days, 9 Nights - £749.00 Per Person



ENCHANTING BLACK FOREST

June & Sept - 9 Days, 8 Nights - £579.00 Per Person



D-DAY 70th ANNIVERSARY

April, June & Sept - 4 Days, 3 Nights - £279.00 Per Person



FOR FURTHER DETAILS OF THESE & ALL OF OUR OTHER GREAT DRIVING TOURS - SEE OUR WEBSITE

www.sceniccartours.com



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



Colin Lindsay

From Pivot to Pod

I've been working on odd parts in the garage this month given that not one of my cars has an MOT; it's past time that was sorted but I just don't seem to have any spare! In any case the weather has now got too bad for we fair-weather enthusiasts, first frost of the year was on my windscreen recently so make sure your heaters are working. If your heater valve is faulty, easiest tip is to by-pass it altogether and just join the hoses together – this way at least you'll have heat to clear the screen and if you get too warm, you can always wind the window down....

The main job this month was to replace the pivot pin in my clutch release assembly. The pivot pin is just a dome-headed pin ([pic 1](#)) that slots through the bellhousing and allows the clutch

at the most awkward time. Replacements are available, however many enterprising owners often just use whatever looks appropriate with varying degrees of success.



The photo ([pic 2](#)) shows a selection taken from bellhousings in my garage store.... strange and many fold, as they say, with the centre one being a brand new uprated model purchased at Stafford this summer. There's no way the head is going to wear off this one. Quite easy to fit once the old worn pin is removed (the main problem is getting



release arm to pivot as the clutch is depressed. Unfortunately these have a habit of wearing the head off and so dropping out, leaving you minus a clutch and always



at the top of the bellhousing if your car is complete), they'll often come with a kit comprising two brass bushes and a wrinky tube or tolerance ring ([pic 3](#)). The bushes replace the two in the shoulder of the bellhousing ([pic 4](#)) – they push out from top and bottom respectively – and the tolerance ring goes into the hole in the release arm ([pic 5](#)) hopefully in place of the old one which you've

on more than one occasion.

Pic 4.



Pic 5.

removed using a suitable drift. Line up the release arm with the bushes and insert the new heavy-duty pivot pin from the top; gravity holds it in place. Check that the arm is free to pivot and it's all ready to go. As with many jobs, simple, but a real pain if it fails on the road.

Many thanks to **John Kelly** for getting in touch – his is the beautiful green 1200 convertible I've featured in the Herald register

Unfortunately he's inadvertently pushed the "**I want**" button by showing me pics of his teardrop caravan, purchased from eBay and proving a real hit: ([pic 6](#))

"The previous owner used to pull it with a Honda Goldwing motorbike and at approx 220kg empty it shouldn't prove too challenging for my 1200cc engine.

The chassis is a 2in box section rectangle with a couple of cross spars and rolling on 10in trailer wheels attached to 350kg rated indispension units. The floor is single skin 8ft x 4ft x 13mm ply and the sides are double skin 8ft x 4ft x 8mm with what appears to be expanding foam in between for insulation purposes. the interior roof skin is 3mm ply and the exterior is alloy sheeting with the edges



Pic 6.

bent over the sides to seal the roof. Sadly mine has stayed outside since it was built about 4 years ago and the alloy was quite heavily corroded but a weekend with a tube of autoseal

and a knackered shoulder bought a reasonable shine to it.

The interior was fairly spartan when I bought it, only having a full width shelf above where your feet would go so I added a battery box to house a 110ah leisure battery and a couple of dividers made from some wood off cuts I had lying around to hold a battery powered cool box and 2x2L water bottles. I then wired 3 x12v sockets so I could charge a phone, run the cool box and power a small docking station for my music, lighting is taken care of by 4 LED spotlights, the kind that you touch in the middle to switch on or, if you are flash, you use the remote control to activate them as you stagger back to it after a night in the bar!

The bedding is a caravan bench and backrest stitched together and slid into a duvet cover



and the curtain is a pillow case from the same set, after all it simply must match darling

The exterior was given a coat of Dulux green exterior wood paint to sort of match the car and a tent porch was bought to act as an awning to allow me to stand up to get dressed and it also comes in handy to hang up wet clothes etc.

The only down side is that the weight is now about 270kg fully loaded however I haven't had the chance yet to get it on a weigh bridge. As far as towing goes I found out the hard way that the engine needs to be in a healthy state of tune as on the way to Stafford this year a misfire had me down to 31mph on parts of the M6, not ideal I'm sure you will agree however a quick fiddle over the weekend had me sitting comfortably at 55-60 mph on the return

journey with some in reserve to tackle the hills of the lake district. Needless to say Ian with his Spitfire 1500 has no problems.

The teardrop proved its' use when we got to Stafford in the rain at 11pm at night, no fumbling about putting up a tent. Future plans include fitting a pair of Herald wheels which might prove harder than it sounds as the pcd and wheel offset are different to the trailer wheels currently fitted and then just to get out more often and use it. Hopefully this should show that you don't need a big car to pull a 4 berth caravan to a show for accommodation, one or two at a squeeze can enjoy a teardrop behind their Herald or Spitfire."

Thanks to John and his fellow-club member Ian for the photos of their respective Triumphs and pods; I have more than once remarked that I'd like one of these for the International weekend and have to say I am fighting the impulse very, very hard indeed.

At time of writing I've just bought another Herald, a 1962 1200 saloon in good and original condition; however as the famous quote goes: "The bits that are original are not good, and the bits that are good are not original"... by next month I'll know if it's a keeper or a donor.

As this is the month when the man in the red suit comes down your chimney, I trust you all have peace and happiness, may he bring the parts you require or sufficient credit to buy the same, and may all your troubles be cured by a quick squirt of WD40.

Speaking of which.... (pic 8)



Happy Christmas!!

Colin



JY CLASSICS
Triumph Specialists

01494 866087

sales@jyclassics.co.uk

www.jyclassics.co.uk

***Service, MOT, Restoration & Sale
of TR, GT6, Spitfire, Herald & Vitesse***



Voted 1st place Triumph Sports Six Club Traders Poll
www.tssc.org.uk

Rosewood Farm, Watchet Lane, Little Kingshill, Bucks, HP16 0DR



CLUB SHOP NEWS

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

by Garth Jupp

Ideal Personalised Triumph Gifts

The club shop is pleased to launch a new range of personalised gifts, ideal as stocking fillers at this time of year, or as a Birthday present. We can offer a growing range of classic Triumph designs that can be printed onto a range of gifts such as mugs, coasters and mouse mats.

What's unique is that since each item is individually printed, we can change the **colour, trim and wheels** to match your own preference! So, whether you own a Spitfire 4 in Old English White with wire wheels, or a Triumph TR2 in Ice Blue with matching steel wheels and geranium trim, we should be able to match it. **Additionally for an extra £2 per order** (not per item) you can have your **registration number** on the item, making it that bit more personalised.

The range available is:-

Mug	£13.00
Coaster	£3.50
Mug/Coaster set (1)	£15.00
Mouse Mat	£10.00
Photo Panel	£19.00
Thermal Mug	£15.00
Clock	£17.00
Place Mat	£12.00
Place Mat (set of 4)	£40.00

The cars covered so far are

TR2-6, Stag, Spitfire, GT6, Herald, and Vitesse

All the above prices include VAT and postage in the UK

Call the Club Shop and place your order today 01858 434424.

Please note due to the vast range of options available, all these items are produced to 22



order, we do not carry stock, and they will be despatched direct from the manufacturer.

To get the mugs etc. before Christmas, the cut-off order date is Dec 10th.



Photo Panel & Thermal mug



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

Winter Season Selection

**Seasonal Gifts for
You and Your
Triumph**



Low cost GPS TRACKER Car Security

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

However it is possible to have the same benefits BUT without

The high initial cost.

High running cost.

**Concerns over confidentiality of your
usage of the car.**

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

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

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

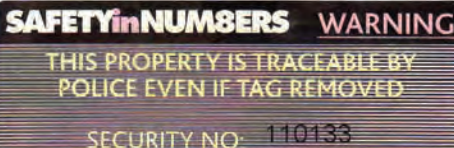
Ring the Club Shop to place your Order

Tel 01858 434424

Easily Hidden



RFID Microchips



These prices are valid until Dec 31st 2013 - Telephone Order 01858 434424

Starting Reliability

TSSC Hi Performance HT Leads

 **TRIUMPH SPORTS SIX CLUB - 7MM SILICONE RFI SUPPRESSED**

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

FL100	... Her/Spit/Dol/1.3/1.5	£15.00
FL200	... Vit/GT6/2000/2500	£18.00
FL300	... Stag 3 Ltr V8	£23.00
FL400	... Dolomite Sprint NEW	£30.00



Lumenition MS3 Coils

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

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

Magnetronic Ignition - Lucas

System by Lumenition

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



Part No	Application	Distributor type	Price	weight kg
MAGMTK003	TR3A, TR4, TR4A, Herald 1200, 13/60	"22D4, 23D4, 25D4"	£85.00	0.21
MAGMTK005	2000, 2500, 2.5PI, Vitesse	"22D6, 23D6, 25D6"	£85.00	0.21
MAGMTK007	Dolomite 1300, 1500, Sprint, Spitfire 1500	"43D4, 45D4, 48D4, 54D4, 59D4"	£85.00	0.21
MAGMTK009	TR5, TR6,	"43D6, 45D6, 48D6, 54D6, 59D6"	£85.00	0.21

CTEK Battery Conditioner/Charger

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

Suitable for 12v lead-acid batteries up to 120AH

NO NEED TO DISCONNECT BATTERY TERMINALS

CTEK3600

£49.50



P & P **1.5Kg**

These prices are valid until Dec 31st 2013 - Telephone Order 01858 434424

Battery Mat

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

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



BM100 ALL CLUB CARS **£3.00** P & P **0.1Kg**

Battery Isolator

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



DC001 DIS-CAR-NECT **£7.00** P & P **0.2Kg**



P & P **10Kg**

Hi Torque Starter Motors

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

Why not fit one of our Hi Torque Starter Motors?

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

6 Cylinder cars

4 Cylinder cars (not TR2,3 or 4)

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

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

Fed up with your old mechanical stays that don't latch? Replace them with our custom designed gas ram kits.

The kits come with all the fittings you need, **easily fitted in minutes**

Kits available for the following fitments:-

Spitfire MKI-III

Spitfire MK IV & 1500

Herald/Vitesse

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



£29.95 Per Kit - P&P **1.2Kg**



CAR PROTECTION Top Quality CAR COVERS

Outdoor Covers



HAMILODC-D	2000/2500 (NOT ESTATE)	£170
HAMILODC-EST	2000/2500 ESTATE	£180
HAMILODC-C	STAG	£160
HAMILODC-B	HERALD/VITESSE/DOLOMITE	£155
HAMILODC-SS	TR2-8/SPIT MKIV /1500/GT6	£150
HAMILODC-LCW	SPIT MK I-III	£145

Indoor Covers



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

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

Cockpit Covers



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

Indoor Covers



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

These prices are valid until Dec 31st 2013 - Telephone Order 01858 434424

NEW for Christmas! **Personalised Gifts**

Range available:

Mug	£13
Coaster	£3.50
Mug/Coaster set (1)	£15
Mouse Mat	£10
Photo Panel	£19
Thermal Mug	£15
Clock	£17
Place Mat	£12
Place Mat (set of 4)	£40

*The cars covered so far are
TR2-6, Stag, Spitfire, GT6, Herald,
and Vitesse*

*All the above prices include VAT and
postage in the UK*

**Call the Club Shop
and place your order today!**

01858 434424



Mugs & Coasters



Photo Panel



Clock



Thermal Mug

**Order any design/car in your choice of
Car Colour, Trim and Wheels.**

**For an extra £2 per order (not item)
we can add your Registration No.**



Place Mat or Mouse Mat design

Tel. Order for Christmas before 10th Dec.

Range of Triumph DVD's

P & P
All DVD's
0.100Kg



Code Name: BOMB

Approx. running time
80 minutes

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

DVDBOMB Double Disc £20.00

Code Name: STAG

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



Approx. running time
80 minutes

The DVD charts the Stag, the only Triumph to use it's secret code name as the final model name, from the original concept by Michelotti through to the success that it is now.

On the way the troublesome reputation is complemented with footage from the archives featuring former Triumph engineers, historians and enthusiasts along with new footage of some surviving prototypes.

DVDSTAGSD Single Disc £15.00 or DVDSTAGDD Double Disc £20.00

Code Name: BULLET

Approx. running time 90 minutes



This disc takes you through the birth of the biggest selling TR range of cars. From the conception at a time when the British car industry was in turmoil and strike ridden, through the styling, assembly, advertising and motorsport.

The disc features input from Harris Mann the original stylist and footage from the ex-competition manager Bill Price. It also has extra footage showing the derivative prototypes Lynx and Broadside.

DVDBULLET Single Disc £15.00

Traditional TR

Approx. running time 180 minutes



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

DVDTR2/6 Double Disc £20.00

Triumph Saloons 1946 - 1984

Main Feature 92 minutes

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



NEW! DVD Saloons
Double Disc £20.00

Clothing Range

P & P
All Clothing 0.7Kg
Caps 0.1kg

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

50th Anniversary T Shirts



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



Limited Stock - Enquire
50th Anniversary T Shirts
M,L,XL,2XL

B8BOND	Bond	£9.95
B8INNS	2000	£9.95

Car Caps



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

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

**State Model of
Triumph when
ordering.**

TSSC Polo Shirt



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

State Size & Type

TSSC Jackets



B3 Fleece Jacket
S,M,L,XL,XXL,3XL,
Black, and Navy
Club logo
Full Zip **£22.25**

**Full Range of Smaller Gifts (Keyfobs, Badges Etc) in the
Latest Club Shop Catalogue or Online www.tssc.org.uk**

T.D.FITCHETT Ltd

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

HERALD/VITESSE

Delaney-Galley heater valve 560612	£58.00
Petrol tank	£145.00
Front lower valance 1200 O.E.	£175.00
Front lower valance 13/60 O.E.	£175.00
Front lower valance Vitesse O.E.	£175.00
Herald 13/60 front lamp panel 812140	£80.00
Herald 1200 front wings	£140.00
Herald 13/60 front wings	£100.00
Vitesse front wings	£140.00
Front wing 'D' plates 703627/8	£10.50
Windscreens 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	£59.50
Front/Rear wing arch repair panel	£24.50
Rear wing front repair panel	£18.50
All chassis outriggers/side rails/boot extn	£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	£10.20 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£55.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 4 Syncro (exchange gearbox)	£315.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£170.00
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)	£9.00
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 XKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£350.00
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	£90.00
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	£95.00
TR7 distributor cap	£9.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£55.00
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	£45.00
Lower steering shaft TKC1088	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£25.00
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)	£250.00
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	£195.00
Recon starter motor (exchange)	£87.50
Service exchange oil pump 215573	£35.00
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	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£350.00
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	£160.00
Recon rear hub assy (exchange)	£110.00
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	£85.00
Seatbelts non-sensor	£120.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
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)	£62.50
Front trunnion 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)	£350.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPIRITFIRE MK I & II & III

Spiritfire MKIII Bonnet Assembly less tubes	£1050.00
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	£40.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£315.00
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 90963/4 PAT.....	£60.00
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 706288/9.....	£22.00
Bonnet hinge pivot box RKC362/3.....	£49.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 91107/8.....	£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.....	£140.00
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/ top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£77.50
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.....	£55.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
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.....	£170.00
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 GWC1110.....	£12.50
Rear brake lever 123135.....	£6.50
Brake shoe set GBS749.....	£10.00
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).....	£45.00
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£40.00
Seat cover set 1906 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.....	£1,050.00
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.....	£85.00
Recon Steering Rack (exchange).....	£55.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rototex GBS750.....	£17.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£225.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle 2300 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).....	£55.00
Gearbox (exchange).....	£350.00
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 undermider 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).....	£75.00
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£25.00
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolomite 1300/1500 recon exch distributor.....	£47.50
Dolomite Sprint recon exch distributor early/late.....	£160.00
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£35.00
Sprint gearbox (exchange).....	£350.00
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.....	£87.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£55.00
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.....	£65.00
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 diff's for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



www.tssc.org.uk/herald
e-mail: philw1360@gmail.com

Phil Willson



13/60s in the Limelight

My article for Courier No. 400 reminded **Chris Pay** of his car's starring roles in 1989/90. Chris still owns convertible RFN 703G which was reported way back in Courier 113, November 1989, in John Griffiths' 'Presidents Intro' column. (Picture 1)

own). It features in a few shots with Paul driving, but unfortunately didn't make it into the publicity shots like RRN 67K! Also, just before the film was produced, my car was used in a big Natwest cinema ad campaign, so it was quite famous for a while. In fact, the then President of the TSSC happened to work for Natwest, and when he heard about the ad, he asked me to write an article about it for the The Courier, which is what led to the film appearance."



Picture 1: November 1989 Courier

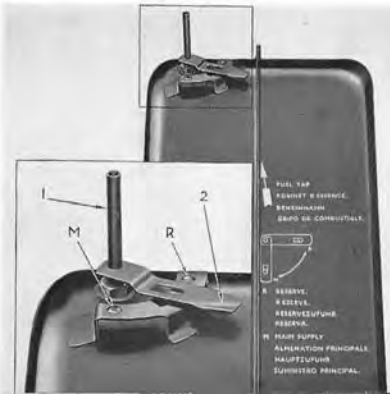
Chris says "I have just enjoyed reading your article in the latest club mag - I had forgotten all about Soft Top Hard Shoulder, but it reminded me of another film from 1990 which featured a 1360 soft-top which I thought you might like to know about.

"It was called Paper Mask, and starred Paul McGann, Amanda Donohoe and Tom Wilkinson, as well as my own white Herald 1360 soft-top, (which I bought in 85 and still

Of course, another famous Herald (actually there was more than one over the years) was Thora Hird's red convertible in 'Last of the Summer Wine'. It was usually accompanied by the sound of crunching gears and her cries along the lines of "*Wesley, what have you done with this car? You've moved the gear lever/handbrake again!*"

On the technical side, this month I will deal with a couple of things that tend to go missing as a result of repainting. Firstly, do saloon and convertible owners realise that you have a small

- 1 Feed pipe
2 Operating lever
M Main supply
R Reserve supply



Picture 2: Fuel tank reserve tap

(about half a gallon) reserve in your tank? When a tank gets repainted the labelling usually disappears and I can't find any mention of the reserve facility in the 13/60 handbook or workshop manuals so newcomers to these cars would be excused for not knowing that it's there. Off hand, I don't know of anyone who produces a replacement transfer for the tank so I will do the next best thing and show a copy of the photo from the 948 and 1200 manuals. The control tap is on the top of the tank, towards the front and its normal position should be pointing to the back of the car. If you are unfortunate enough to run out of fuel you turn the tap to point to the right. Obviously you will have to operate the starter for a few seconds in order to drag some fresh fuel all the way up to the carburettor. You may be able to save the battery a little by using the hand priming lever on the fuel pump or, anyone who has retrofitted an electric pump will just have to turn the ignition on. Once you are running again you will need to fill up within 10 miles or so - and remember to turn the reserve tap back to the normal position ready for you to do it all over again (but you won't will you?).

Capacities: All Herald saloons and convertibles (and the earlier model coupés) up to sometime around 1970 have 6.5 gallon tanks including the half gallon reserve. Later ones - 1970 on - usually have the 8.75 gallon Vitesse tank with a slightly larger reserve. Having said that, I am not 100% certain that the very late cars (1971 on) have a reserve at

all following a redesign of the tank - identifiable by the tank sender being held in by a locking ring rather than the previous screwed type. Perhaps one of you would be kind enough to confirm this (or not) please. (N.B. All estate cars and Courier vans have a 9 gallon tank with no reserve.)

The other thing that is quite often ignored when putting a 13/60 or Vitesse back together after a repaint is to fix the bonnet corner mouldings (part nos. 706161/2) properly - and I'm as

guilty as anyone!

If the front and side trim pieces go back correctly they do hold the corner mouldings nice and tight but it's easy to get lulled into a false sense of security - so screw the mouldings on properly just as in the factory. I lost the one on the left corner of my Vitesse within about a day of acquiring it. Luckily I had a spare set that had been lying around for many years so I was able to replace the missing one, but this time I decided to fix it properly. What you need is a very small (0.25"/6mm) countersunk or raised countersunk screw about 0.1"/2.5mm in diameter. The original part number was YZ3162 (in stock with Rimmer Bros but I can't find it from any other supplier at the time of writing). I managed to find some 1/2" long raised countersink stainless screws in a pot in the garage and decided to use them in cut-down form.

Now, if you've just had your bonnet painted then the next bit is slightly scary but, if you take care, it will be ok. The procedure I adopted (shown in the photos) was as follows:

1. Offer up the moulding and hold it carefully in the desired position. To do this you will have to unclip part of either the front or the side moulding or it won't sit correctly.

2. Using a pencil or fine felt tip pen, mark the position of the fixing holes on the underside of the flanged joint. You may like to put a strip of masking tape on the top and bottom of the flange at this point as it will be easier to mark and will also help to locate the drill used in part 4.



Picture 3: *Marking the screw position*

3. Very carefully make a second mark on top of the flange exactly opposite the first mark. This can be done visually and you should check that you are happy with the alignment before proceeding.



Picture 4: *Drilling the hole (very carefully)*

4. Using an appropriate sized drill (I used a 2mm bit), drill a hole right through the flange. It is a very good idea to put some protection on the bonnet near where you are working just in case the drill slips.



Picture 5: *Cutting the thread*

5. Fix a screw into the hole from the underside so that you cut the thread properly. I used one of my 1/2" screws to do this even though it is too long for the final job.

6. If the screw is too long then cut it down to about 1/4" / 6mm and file the end to get rid of any burrs.



Picture 6: *The cut down screw*

7. Hold the moulding up in position, fit the screw and tighten it. Before doing this I liberally splashed Waxoyl on the flange and inside the moulding before fixing.



Picture 7: *New screw in place*



Picture 8: *The new moulding fixed in place*

An alternative to part 3 may be to drill from underneath but you would have to remove the headlight to give access for your drill.

So, now the Vitesse is fixed and I must do it to the Herald though I have to say that the mouldings are held in so well by their neighbours that it seems a shame to disturb them. We shall see how it goes.

I hope you all have a great Christmas and I wish you a Happy New Year. Don't forget to 'Hark the Herald angels' and 'Join the Triumph of the skies'!

IN THE JANUARY ISSUE OF PRACTICAL CLASSICS

ON
SALE
NOV
27

The Fast and the *Fury*

Unique, beautiful
and engineered for
production - John
Simister drives
the world's only
Triumph Fury

Also Inside..

Rochdale and Farina restorations
Pre -GTI £4k firecrackers tested

More practical content than any other
classic car magazine. News, views, events
and more. **PLUS** – read all about the new
PC Restoration Show at the NEC



BIG SALOON Register



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



Mark Blease

Keeping Rust at bay

Mention rust prevention to most classic car owners and the product that gets discussed is Waxoyl, a treatment that has been around so long, and is used so often, that its name has now become a verb. However, rather than "Waxoyling" our MK1 2000, I thought I would do some research and see what modern alternatives are available. It's not that I have anything against Waxoyl, but having used it in the past I know it can be a real pain to apply, particularly in colder weather, needing to be thoroughly warmed or even thinned with white spirit to make it usable. Its tendency to turn into treacle at the slightest hint of a cool breeze and to block application equipment also made me doubt just how well it would creep into those all-important nooks and crannies.

claims on the company's website are unsurprisingly bold, but they seemed to be backed up by some very positive independent reviews. Unusually, S50 is available in large aerosols for those without access to high pressure equipment, and each can comes with a 60cm long injection lance with a four-way spray head at the end, which I hoped would help get the product to where I needed it (Photo 1).



Photo 1.

The product I decided on was Dynax S50, a cavity wax manufactured by Bilt Hamber. The



Photo 2.

I had decided to concentrate my efforts on the sills and the door posts, well known rust traps on the big saloon range. The sills are



Photo 3.

complex and very difficult to repair properly, so keeping rust at bay for as long as possible is important. The first decision is where to drill holes to gain access. The sills are essentially a three-part construction, with an inner sill, outer sill and a central stiffening rib, and it is important to gain access to both sides of the central stiffener to ensure that the structure is fully protected. The least obtrusive place to drill access holes is under the aluminium tread plates ([Photo 2](#)). I drilled three pairs of holes under each front tread plate, and two pairs under each rear tread plate. These pairs of holes lie either side of the central stiffener, so allow access to both sill 'compartments'.

Triumph very thoughtfully provided holes in the base of both the A and B posts, which are blanked by rubber grommets. Removing the courtesy light switches provides access further up the posts. On the A post I drilled an addi-

tional hole close to where it meets the windscreen surround ([Photo 3](#)) - a well known rust trap. I also drilled an additional access point in the C post, to ensure I could apply rustproofing wax to the lower section of this post-to-sill junction. I opted to drill 10mm holes - perhaps a little large, but gave easy access without snagging the lance, and grommets are readily available for blanking this size of hole.

Although it wasn't necessary to remove much trim or carpet from the car, I did remove the trim panel from the inner wing in the footwell. After carefully pulling away the sill carpet, you will find a very handy access hole here, usually hidden from view with some black factory-applied tape.

With all the holes drilled, it was time to prepare the cavity wax. Since it was a cold day in the garage, I placed the spray cans into a bucket of warm water - not too hot as I didn't want to

risk over-pressurising the aerosols. It is a very good idea to mark the end of the injection



Photo 4.

lance so that when pulling it back you don't continue spraying as it emerges from the hole, covering you or your car's precious interior trim

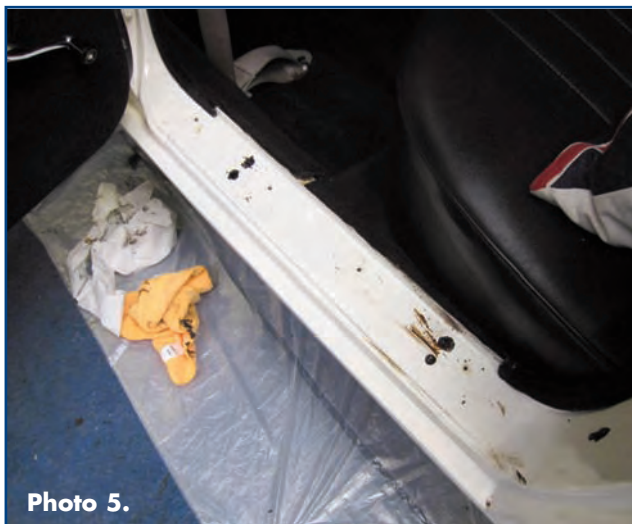


Photo 5.

with a coating of sticky wax. I wrapped a little masking tape around the end of the lance, and marked a bold line (*Photo 4*), so that I would have some warning before the spray head emerged from the bodywork.

Time to do some rustproofing!

A trial spray outside proved that the wax did emerge as a mist in four directions from the end of the spray lance, and although some thick wax did build up on the end of the applicator, it didn't seem to block the spray. As an added bonus, and much to my wife Tracy's delight, the gravel path at the side of our garage is now very unlikely to rust! Applying the wax was a rather laborious process of inserting the injection lance as far as possible through the drilled hole, and with the aerosol button pressed fully down (to ensure full pressure is applied) slowly pulling the lance back whilst gently rotating the can back and forth to ensure even coverage.

My first couple of attempts were a bit hit-and-miss, but you soon get the hang of it. I repeated this process in both directions from each hole along the sills and up and down the posts, meaning most areas were treated to at least two applications from different directions.

The whole task was relatively mess-free (*Photo 5*), and a quick look through some of holes using a torch showed that the coverage seemed to be encouragingly even, though there were some areas where the wax had formed into a more solid mass. I checked that drain holes hadn't been blocked, and will check these periodically to check that any creeping wax doesn't block them - it's a good idea to check drain holes every now and then in any case. Blanking grommets were pushed into exposed holes after coating them with more wax, to ensure they were sealed and that the edges of the drilled holes wouldn't rust.

Hopefully this will help keep the dreaded "tin-worm" at bay for a little longer. Of course there are many other areas worth rustproofing, including inside the doors, inner wings and arches, the box sections beneath the car and the edge of the boot lid and the front slam panel. I'll look at treating these in a future Courier article.

Until next month!

Mark

Hoods & Tonneaus
from only
£51.95

PRESTIGE AUTOTRIM PRODUCTS

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.

Superior Quality

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.

Full Carpet Sets from £64.95

www.PrestigeAutotrim.com

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

Pair seat covers from £88.95

From only £334.56

www.PrestigeAutotrim.com

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

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

*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



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

STAG Register



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

Ben Broadbent



New Model Stag for Christmas?

Merry Christmas and the Greeting's of the Season to one and all. There are only about three weeks of shopping time remaining, so any really important Christmas presents can be bought when you attend the **HQ Christmas Open day on Saturday 7th December** between 10am and 4:30pm. See the Club Shop catalogue for the latest bargains and must haves, for this Christmas.

During the Summer I attend a few classic car events and always found myself when walking around the auto jumble areas, stopping in front of the stalls selling model cars. Now I didn't buy anything this year, but I'm always fascinated to look at the various models of the Stag. I will admit that some years ago I did collect almost all the Stag models that were available. I've probably still got most of them hidden away under the stairs, but I do remember giving a few of my model cars to a friend's little lad! Also, I'm not the only one who collects these cars. When I've visited fellow TSSC members' homes, I've noticed model cars dotted about in discrete corners of the room.

And anyway, when you visit HQ there are dozens, if not hundreds of these beautiful little cars on display.

So what about a model car for yourself or TSSC friend for Christmas?

I started looking around and there are quite a few dealers on eBay, plus the many more of the web!

Whilst I was looking on the web for Stag information, as per usual, I yet again found myself on **Andy Simons** brilliant Stag website, www.stagbytriumph.co.uk. So I am yet again grateful to Andy for his website, the purpose of which Andy states, is to share information about the Stag! Andy provides some excellent pictures of the various Stag models that are available or have been available in the past, so could be available on the second hand market. Here is a sample of what Andy's website has to offer:



Picture 1 shows the White Stag of scale 1/18 made by Jadi, catalogue number 98111, with a price of about £23, but it can vastly vary.



Picture 2 shows the Pimento Red Stag of scale 1/18 again made by Jadi, catalogue number 98112.

3.



Picture 3 displays a White Stag of scale 1/43, made by Dinky, catalogue number DY-28. There are various versions of this model, with a special boxed collectable limited edition

4.



(picture 4) catalogue number DY-28A. Again prices vary considerably, I have two, the first cost £5, the second £15, but I've seen them advertised at £40. A model that I have not personally seen before is the Dinky, catalogue number DY028-B, Green Stag, (scale 1/43), pictures 5 and 6.

5.



6.



7.



The next two model Stags are actually my favourites, pictures 7 and 8 show the Tahiti

8.



Blue hardtop version made by Vanguard's (scale 1/43), catalogue number VA10100, this being a limited edition of 3510. This is followed by pictures 9 and 10, which show the

9.



open top Tahiti Blue model, again by Vanguard's (scale 1/43), catalogue number

10.



VA10102, this again being a limited edition of 3510. I will admit to having both models that only cost me £5.99 each. Current prices seem to have increased.

Now a model that I haven't got is that of the



Stag from the James Bond Car Collection (picture 11), that was issued as part of the magazine collection covering cars featured in the various James Bond films, so I am informed by Andy's website. There are a few on eBay (at time of writing) for about £25.

The scale is 1/43.

Another model I have never owned is Java Green Stag in picture 12, scale 1/43) by



Vanguards, catalogue number VA10103, this model is a limited edition of 3510. Vanguards have also produced two other 1/43 scale models, the Russet Brown Stag (picture 13), catalogue number VA10104, (limited edition of 4410) and the Mimosa Yellow Stag, (picture 14), catalogue number VA10105, (limited edition of 3410). Again, as before there seems to be a variation in the prices.

A final Vanguards model (catalogue number VA10101) is that of the Hidden Treasures Pimento Red Stag, picture 15.

This was a limited edition of 4010, but has now been reissued de-certificated. Again I've never owned this model, but it looks like a good winter project!



So there you have it, some details of a range of excellent Stag models, provided for your enjoyment and information by Andy Simons excellent website. The prices seem to vary, but there are some models at reasonable prices. So get another Stag for Christmas, you can hide it under the bed!

Again, I must state my gratitude to Andy Simons for his website for sharing information about our fantastic Stags. If you haven't visited the website, www.stagbytriumph.co.uk do so ASAP, for vast amounts of very interesting information. It's a must!

Once again the Season's Greeting's to one and all.

That's all for this year, keep those V8's purring
Ben

BUYING | RESTORING | REPAIRING

CLASSICS

MONTHLY

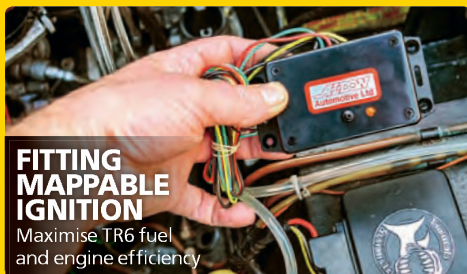
ISSUE 211 JANUARY 2014

ON SALE
5 DECEMBER



STAG RESCUE

Body repairs and panel gaps to make your Stag better than new



FITTING MAPPABLE IGNITION

Maximise TR6 fuel and engine efficiency



WHAT DELAY?

Fitting intermittent wipers to a TR7

**GET OUR
DIGITAL
EDITION**

**START YOUR FREE
TRIAL TODAY***



BONUS iPad FEATURES Interactive navigation, image galleries, video links, super hi-res images and x9 screen zoom for 'being there' detail!

PLUS Download digital back issues right back to issue 157 December 2009.

AVAILABLE ON YOUR DEVICE NOW



* Free Trial not available on Zinio

SPITFIRE I - II - III Register



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

Suzie Singleton



Something a little different

Long-time readers will know that for the December / Christmas issue I tend to try to do something a little different in my articles – ok, so they're all a little 'different' in some way or another.

So, where shall I start - how about with something seriously 'off piste'? There is, dear reader, a link to our curvaceous Spitfires through their designer, Giovanni



about 10 are believed to have survived.

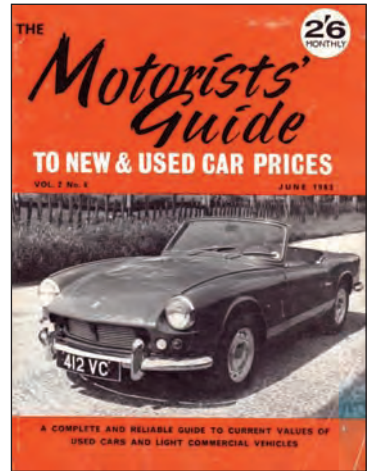
Amazingly this blue one sold recently at Bonham's auctions in Connecticut in June this year for nearly £25k!

Talking about expensive Michelotti cars – as I was – FC1L is still for sale and is being marketed by

Michelotti. He was a very busy man designing cars for, amongst others, BMW, Triumph and British Leyland, of course, and DAF but he also produced a few designs under his own name including the Shellette – this being a beach car with wicker seats and dashboard, designed in conjunction with a yacht designer, Philip Schell.

Apparently around 80 were built of which

Sussex Sports Cars for the Swiss owner at £45,000. It is, indeed, a pretty car but it will need someone with very deep pockets to give this car a new home. I reported in my article in the October 2012 Courier that FC1L was for sale and it doesn't really surprise me that, with such a high price tag, it is still available. Part of the problem is that, at that price, will whoever buys it actually want to use the car on



the roads! - and who would insure it at that Value level!!

Apart from hearing about the Sussex Sports Cars link I was reminded of this car when we found the June 1963 issue of the Motorist's Price Guide at the Restoration Show at the Bath and West Showground recently.

412 VC is proudly displayed on the front cover with a 4 page road test. And to think the model was originally sold for £640 19s 7d (including purchase tax).



I wonder how many of us will wake to one of these in our Christmas stocking?



Stop Press: I have just had a call from Eric Rousseau in North London who is looking to sell his time-warp 1965 Mk2 Spitfire. Eric bought the car from a 94 year old British Naval captain who had rarely used the car. I remember when he brought the car to SEM a couple of years ago to have it valued, and from the photos I took then you can see the mileage on it at that time - 9469! Eric has only put about 800 miles on the car since he bought it and although he has spent a substantial amount recommissioning it the car is still in very original condition having never had any major work done on it. If you may be interested in giving this rather special Spitfire a new home then please contact Eric at rousseave@hotmail.com.

And finally, some bits and bobs from my, well, 'bits and bobs' file. Looking through some old magazines recently I enjoyed an article in a Standard Triumph Review magazine from 1966 regarding unusual signs and particularly



liked the elephant one from Kenya, the sharks one from Aden and the 'facilities;' one in Alaska.

Merry Christmas!

Suzie



*What could be more fun
than a Triumph!*

**Exclusive Rates
for TSSC Members**



THE
TRIUMPH
SPORTS SIX
CLUB

- Peter Best Insurance -

Supporting clubs & their members since 1985

WWW.PETERBESTINSURANCE.CO.UK

 **PBIS**
PETER BEST INSURANCE



TEL: 01621 840400 / TEL: 01376 573033

The Farriers, Bull Lane, Maldon, Essex CM9 4QB

Authorised and Regulated by the Financial Conduct Authority



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



Engine Misfire Final?

The Final Instalment of my
TR Misfire Saga?

MAY 29th

With the engine cold, I removed the rocker cover, it's fixing studs, the heater valve (after draining some coolant) and spark plugs. I then torqued the head down to 102ftlb and set the valve clearances to the manufacturer recommended gap of 0.010". With everything back in place I took the car for a run and there was no sign of any pre ignition.

My intention was to leave it like that and see how the car performed on the Pembrokeshire Classic Car show run (a round trip of just over 200 miles) in four days time.

About an hour spent on this.

June 2nd

Well I managed to keep my hands off the TR for a few days and on the morning of the Pembrokeshire show the TR started first time with plenty of choke. Jack & I enjoyed a great 109 mile drive with the TR performing faultlessly to the show with the S. Wales TSSC area (those members do some mileage) and there was no sign of the engine running on (what I am referring to as pre ignition) at the various rendezvous points. When the engine had cooled down I removed spark plugs 1 & 4 to find that they



Pembrokeshire Classic Car show

were very sooty so I raised each jet $\frac{1}{2}$ a turn. I had expected that the fuel consumption would have been very high because of the plug colour so at the start of our return journey I filled the tank up and the car had been returning 32mpg! We had a stop for



On the road to Pembroke

a natural break and I checked the spark plugs 1 & 4 and this time they were a nice

brown colour. So, with a 223 mile round trip (including a detour for fuel) I felt I had cause for cautious optimism. The only glitch that day was the original bonnet release cable jamming the latch open which meant the bonnet popped up a few times until I disconnected the cable and relied on the reserve cable and emergency latch opening device to release the latch (sorry Action Man, who valiantly thrust his fingers under the bonnet to prevent me damaging the bonnet, temper, temper!) until I sort out the original one. When I arrived home I checked the spark plugs 1 & 4 and they were once more a bit black and sooty so I changed the 4 spark plugs for the 1 grade cooler ones.

June 9th

Well (apart from fitting a new bonnet release cable) I managed to keep my fingers from tampering with the TR for a whole week! I took the car to the Barry Festival of transport with the S. Wales area and after a fantastic day in sun with the TR performing



Barry Festival of Transport

faultlessly I decided to check the spark plugs when I returned home (even though Barry is only about 21 miles from my house) and the plugs were black and sooty, however, as I was due to take the TR on the Under Milk Wood run the following Saturday with a camp over on the Saturday night on the Gower Coast followed by the Swansea Festival of Transport on the Sunday I decided not to make any alterations to the TR as there had been no sign of any pre ignition. So first thing the next morning I changed the needles in the carburettors for the standard ones that I had changed for the "richer mix-



Camping on the Gower coast

ture" ones that were in the car!

June 11th

After an invitation from Mike The Cake to join him on a run with a few other S. Wales members to visit the Wydean area meeting (90 mile round trip)

I checked the spark plugs to find that they were still a bit black so I weakened the mixture by ½ a turn on each jet.

Have I finally resolved the issue?

TR4A Misfire – The final chapter?

June 15th – Under Milk Wood run

Jack & I set out in the TR to meet the S. Wales area for the Under Milk Wood run,



Bracelet Bay Start line

starting at Bracelet Bay Swansea and finishing at Dylan Thomas's Boat House.

The TR performed faultlessly with no misfire or pre ignition. We were camping for the night on the Gower coast and attending the Swansea Festival of Transport the next day so I filled the tank up a few miles before we

arrived at the Gower and after 142 miles of varied driving (very heavy traffic at the start of the run) the TR was returning 32mpg!

When our camp was set up I checked the spark plug colours and they were indicating a slightly weak mixture (at least this showed me I was very close to the best settings as every other time they had been showing a rich mixture) so I turned the jets down one flat on the adjusting nut.

June 16th

The TR started first time and again performed faultlessly on the run to Swansea and then home after the show. On returning home I checked the colour of the spark plugs and they still indicated a slightly weak mixture so I thought I would fit the standard spark plugs and see if that helped, but I am 99.99% there, and I think most people would leave the settings as they are at this point. I had even been encouraged by my friend John turning up to travel with us to the Swansea show in his immaculate TR3, as when he turns his engine off even with no revs, it runs on and he has an anti run on valve fitted.

Conclusion (I hope)

Well I know that the fuel these days can cause issues with an old Triumph and can give ignition problems, but my TR had not suffered with any that I could not alter ignition and carburettor settings to eradicate before the new cylinder head issue so let's look back on how I finally (hopefully) resolved the issue.

1) The issue with the push rod fouling the rocker arm at spot on 0.010" valve clearance and perhaps closing up the clearance when hot was solved by shimming the rocker pedestals.

I believe that this was the main issue.

2) Although there was no change in engine note when I sprayed WD40 on the inlet manifold joint, there was a 0.006" gap when the manifold was placed against the head without a gasket, this was solved by filing the face of the manifold until it was flat.

3) New Burlen needles & jets were fitted along with the rubber type float valves to eradicate any over fuelling (I bought a fuel

pressure regulator, but although I installed it under the bonnet, I have not as yet plumbed it in).

A lesson learnt – I will never fit a different cylinder head without first of all checking the volume of the combustion chambers or checking the overall thickness of the cylinder head even when it is new as the one I bought was and not a reconditioned one, it's too late to do this when installed! If the engine was not a wet liner type I would have removed the cylinder head long ago to check it, but the risk of disturbing the figure of eight seals was too great. There were many times during this exercise that I felt very frustrated and close to fitting the 6 cylinder engine that I have for future use in one of my cars, but as soon as that TR engine fires up and I'm on either a fast open road or meandering around country lanes it makes every second spent working on the car worthwhile.

At the moment I'm very happy, I can go very far in my TR. Thank you for reading this and although the job was finished before it appeared in print, thank you to the TSSC members who took the time to send messages of encouragement.

And now over to one of my regular Register contributors –

Bernard,

I hope that you are OK after a hectic TR Season, & that you had a relaxing Weekend. Now that October has crept up on us I was wondering if you had any recommendations for "Laying Up" a TR4A for the winter months?

For example:

a) Do I need to drain the Cooling System or just make sure that the Anti Freeze concentration is up to %?

b) Do I need to put the car on wheel jacks to keep the tyres off the floor or just roll the wheels over every so often?

c) I assume it is good practice to start the engine & run it for a period every X-Weeks?

d) I assume I put the hood up, clip it in place & then put a Dust Cover over the car.

Your suggestions would be most welcome.

On another subject - I have just purchased some new seat covers & Seat Foam Sets, et al. So my Winter Job is to attempt to re-upholster the seats!! Wish me luck!

Is there anything in particular you think I should watch out for when attempting this job - maybe tensioning the new seat webbing may be problematic as it comes in a roll & not in pre-cut specific lengths.

*Again any advice would be well received.
Regards*

Graeme

Hi Graeme,

S. Wales area had a great run out to Bryn Bach park yesterday, we have a Tulip rally this Sunday and a chip shop run in the week, then on 3/11/13 we will be going to the Bristol restoration show, shortly after that we will be going to the NEC then after that we are going to the ACE Cafe London, so there is always some reason to still be out and about doing something Triumph related.

I use my cars through the winter and have never laid them up (other than not using my 13/60 very often these days and for shorter trips or really bad weather I use the Toledo as it is kept outside), but here are my views on your questions ,

a) Keep the coolant level topped up as anti freeze has a corrosion inhibitor in it.

b) Yes, keep the wheels off the ground to prevent flat spots occurring, leave the hand-brake off and spin the wheels at least once a week, also press your clutch and brake pedal at least every week to prevent wheel

cylinder, slave cylinder and master cylinder seizure. This will also prevent your clutch friction plate from sticking to the flywheel.

c) I don't think it is ever good practice to start an engine unless you are going to get it up to operating temperature, so if you do start it, let it warm up properly, if you are not going to start the engine drain the engine oil and replace it with fresh oil as used oil contains hydro carbons which is less good for your engine than clean oil and turn your engine over once a week either with the starting handle, a socket or spanner on your crank nut or with the starter motor with the king lead disconnected.

d) Either charge your battery every few weeks or keep it connected to a battery conditioner/charger.

e) Buy an ultrasonic rodent repeller and keep it plugged in, I use one of these all year around to stop mice etc from nesting in my cars and making nests from my seats and wiring.

f) Yes, put the hood up to prevent shrinkage.

Regarding the seat covers, if they are a good fit you will find them easy to fit, you can buy an upholsterers stretching tool quite cheaply to stretch the webbing, good luck and send me an article on your seat renovation please.

Cheers

Whether 6 cylinders or 4 a TR is more!

Bern



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

All Specialist Vehicle Insurance

STEWART MILLER INSURANCE

Telephone: **0121 422 2282**

info@stewartmillerinsurance.co.uk

www.stewartmillerinsurance.co.uk

Commercial & Household Insurance



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



Trevor Collett

Twelve on the Beaufort Scale

We've got a very interesting story to finish 2013, not that the other eleven stories I've brought you so far this year have not been interesting too, I hope you agree.

The Hurricane car was heard of for the first time in 1982, when brothers **Robin and Martin Vincent** made their first fibre glass bodies to fit onto the Spitfire/GT6 chassis at Stonor Farm, near Henley. The first car to be completed to roadworthiness, in 1983, was actually built from the third body shell to come out of the mould, and was registered as MFC837G.

Fast forward 30 years: I receive an email from **Derek Balaam** with some pictures and words about his **Vincent Hurricane, MFC837G**.

experience is like mine, that is a very rare occurrence, most people in the street haven't a clue what it is. TVR and Aston Martin are probably the most common guesses!

I carefully extracted myself from the nether regions of the driver's footwell, and was delighted to meet the guy who actually recognised the car. It turns out he knows one of the Vincent brothers; small world. He is also an MGB owner, but we won't hold that against him, will we?

Why A Hurricane?

So what's the story of my car? Well, my first car, as a student, was an original Spitfire 4 (we now call it a Mk1), so it's the usual story: decided to relive lost youth, got another Spit



How cool is that – the very first Hurricane is still alive and well. Aren't you dying to hear what Derek has to say; wait no longer:

What On Earth Is It?

It was late summer 2013. The voice boomed out from the direction of the road as I worked on the car in my garage, "Is that a Vincent?" Now, if other Hurricane owners'

around 1995, then another, then a TR6, interspersed with various Jaguars and a TVR, even an MX5 for a time, and a Lotus M100 Elan. It was time for a reasonably easy restoration, so what about a Hurricane? The chances of a rusty body are slim, to say the least!

So it was that in spring 2010 I found myself in a barn near Bridport, looking at this rather

Before Purchase

grubby and neglected Hurricane, which had graced the barn for several years. The owner was determined that it would move under its own steam, and he succeeded, so something was still connected. A deal was struck, the car soon trailored to my home and the work began.

This is not just any Hurricane (not that there were very many anyway, perhaps 50 - 60). It is the **FIRST Hurricane** built for sale to a customer in the early 1980s, featured in marketing literature and was used in magazine reviews. Originally based on a 1969 MKIII Spitfire

chassis and engine, but with MKIV rear end, it now sports a GT6 engine. So a bit more oomph then, which is nice. Now BRG, it was originally red. You can find it and many others on **www.vincenthurricane.org**.

Getting to Work

On close examination, it was clear that the chassis was good - relief. I don't do things like lifting bodies off chassis! The engine ran, after a fashion, and all it needed was for the twin SUs to be refurbished and the seal between carbs and manifold made airtight. A little smoky sometimes on start-up, but it goes well. Most of the work I have undertaken is in the interior and dash area. I decided to complete-

ly redo the dash myself, so removed old veneer, made a new centre piece (because I was changing the electrical switches), fitted new veneer, smoothed it, lacquered it and rubbed it down many times. The finish is not 100% smooth, but I think it very good for a DIY job. Lovely colour with burr walnut. I fitted all new push button switches, each with a new relay, and included a starter button - nice! And I also treated the dash to a thermometer - in and

out - so I can tell when my eyebrows are about to freeze up with condensation as I blast around the New Forest in January!



The seats were gonners, so I decided to upgrade to a set of reconditioned MX5 seats. Comfortable, but a tight squeeze in a Hurricane. I originally considered getting a trimmer to do the interior but after the guy I contacted didn't turn up to look it over I decided to do it myself. So what was left of old carpet and vinyl was removed and used as patterns. New carpet fitted throughout, including the boot. This is quite a task, but taken slowly and carefully I have obtained good results. I made the right decision, especially considering the likely price of a professional job. Homemade new door cards and vinyl were also fitted. New door, window and



boot rubber seals have also improved things. The interior is the last main area to be tackled and is now nearing completion.

More Work

The under bonnet bulkhead was grotty, so everything was removed, correctly matched paint obtained, and the whole bulkhead



refreshed. I know you can't see the bulkhead when driving but I always like a nicely painted body colour area under bonnet! Brakes were resealed, new ball joints and track rod ends fitted, and it was MOT time. By now it was autumn 2012. Apart from perished "new" rubber boots on the ball joints, which were easily replaced, it gained a clean sheet – now I could give it some exercise. Tax is painless on the bank balance and insurance only a

small addition to my multi-car policy.

The car has only let me down once during the summer of 2013, and this was the electronic ignition control unit. When I got the car, part of the plastic case showed signs of overheating and after a few months of use it decided it had had enough. Very quickly diagnosed by the breakdown guy, and quickly replaced via

eBay. A post mortem on the old unit left me wondering how it had ever produced any spark at all in my ownership!

The paint job is excellent, but there is some cracking in a few places. Several hours with T-Cut have removed most of the barn years' remains. The painted wire wheels have been treated to new silver paint, which has cheered them up considerably. The straight-through twin exhaust is great, so don't bother thinking about a radio! Rechroming the radiator grille and bonnet side vents was an expensive luxury. Another time I might have considered cheaper options, like paint!

Satisfied Owner

All in all, the car is now up and running, and great fun. I've not touched the engine (apart from a new pushrod), gearbox or diff (which growls sometimes!) It is surprisingly free of squeaks and rattles. As always there is still stuff to do, but that's what it's all about. It certainly has rarity appeal. But with changing circumstances it may be time to sell soon...

Well, thanks very much Derek, it's always interesting enough to hear about any club kit cars, and it's been a while since we've had a story about a Hurricane, which became a much



number 82H1003) was assembled by the third Vincent brother, Jerry, who helped iron out some first time bugs in the design.

It was MOT'd and taxed in January 1983, this car is registered as MFC837G.

Unfortunately it suffered from fire damage later on in its life and was rebuilt again by Jerry for his

respected marque almost from the day it first appeared. But, to hear about this one particular Hurricane is a bonus indeed.

I can vouch for the provenance of MFC837G, in my archive I have publicity photos of a Hurricane from the Vincent brothers at the time of launch, and it is indeed MFC837G. I used photos of the car in my column in the Courier in May 1988, which was my first year as Specials Register Secretary.

Although the photos are black and white I can tell you that the car was, as Derek says, then red, not the green it is now.

Here is an extract from the Vincent Register web site, *"The first completed Hurricane (body*

brother-in-law.

Its last known incarnation happened when it was sold on and the tuned 1300 engine was swapped for a six cylinder engine".

I've always thought that there's a lot to admire in the Hurricane – not only is it undoubtedly (well, I've never heard of any doubters) a good looking motor car but it delivers a level of comfort and sophistication that other Triumph-based kit and specials cannot even dream of – wind up windows, for heaven's sake. This is due the way it is constructed, making use of the donor Spitfire/GT6 door shells. You also get to keep the Spitfire folding hood. All in all – as its name suggests – the top of the scale.



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**



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

Guy Singleton



New Parts & Projects

I would like to start by wishing everyone Seasonal Greetings and a big Ho Ho from Santa and some bling for Christmas – for your cars of course!

Some news on possible Christmas presents, Stainless Steel rear bumpers are available from the Harrington Group website: www.groupharrington.com, they have been made for Gilberns which also use them.

David Kelly, who I mentioned last month and

find. At present I do not know the costs but the Gilbern ones (pictured) are £509 a pair plus shipping (£39.00) from Vietnam where they are made. I hope the Bond ones will be a little cheaper as the 2 litre Equipes do not have over-riders which are included in the Gilbern price - watch this space as they say.

Harringtons also do bumpers in stainless steel for TR4 - 6, all Spitfires & GT6's and Stags so these may be of interest to members with these cars - the cost is in line with getting originals re-chromed so not unreasonable considering that these will not rust in the future. I have no financial interest in these and have not knowingly seen them on a car, although I have had good reports from a Stag owner who fitted them to his car.

I am looking into having a batch of Air Scoops made for the 4s, 2 litre models and Mk 1 Triumph 2000 - if successful these will be made

from stainless steel, and as such will be similar to, rather than copies of the originals or even the chromed aluminium ones I had made before. The cost looks to be in the region of £60-70 each but I will need to have about 20 firm orders before I can afford to get them made, so if you are interested then please let me know ASAP.

Moving on to restoration matters, as mentioned above I have heard from David Kelly that the restoration

of his Convertible is proceeding well. Photos are of the car being collected from its previous owner - hence her big smile!



will also feature later in this article, has been in touch with them and they have agreed to produce front ones which are very difficult to

On that subject he tells me that he still has the Mk 2 2 litre Coupe for sale and is urgently looking for a new home for it, and then



hopefully his wife will also be smiling again! - I understand that it is a solid car with overdrive which will come with the car as long as the new owner promises to restore the car and at £350.00 I think it a fair proposition.



If anyone is interested in this then please contact Dave on mach3h1@gmail.com if you would like to take this on, he can give you



further details about the car.

Dave has managed to fit a new rear floor to the convertible tub and is building up the chassis and running gear when he gets a chance, he has had the front suspension galvanised which should stop it rusting, I hope to have some pictures of this for next month's article. You can see that he has a big project ahead of him but I do wish him luck, and as much help as I can give.

For those not wanting a restoration project and have a deep pocket, there is currently a very nice looking 2 litre convertible currently



on Ebay (121209558278) as a classified ad for £7450 – if they get that it's the highest priced Equipe yet. If the car is as good as they say and it looks then the price is not a mile



feel that an enthusiast from the club should have a look as it is easily restorable, having a sound chassis and a good interior. There is the usual rust on the bottom of the doors, and some surface rust elsewhere, but nothing daunting."

If you like the sound of this please contact me and I'll put you in touch with the owner. In the meantime it may appear on ebay so keep your eyes open. The car is in Cheltenham.

Guy

away from where it should be. If anyone is tempted the seller is Stephen Hunter Specialist Cars in Ayrshire on 01985 214169.

And finally, on a more affordable scale, and slightly less of a project than Dave's car is this 4s. I heard about it recently by a friend of the owner who told me about this "barn find" 1968 Bond Equipe that has been stored in a garage since 1997 or 98. *"It is not my car and I do not have the space or facilities to bring it back to life, but I*



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



1950s - 1980s 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

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Cumbria Fell Run 2013

By Pip (Manchester Area)



A

massive thank you to Roy Ross and the Cumbria Area for a fantastic day out on the recent Cumbria Fell Run

A motley Crew and we all managed to make it to the end of the Run



Our leader Roy Ross's nifty little Number

**Wrynose Pass & Hard Knott Pass is exhilarating
Soooo scary**



Stunning Scenery!

Hard Knott Pass, heart stopping, not for the faint hearted!!!



**We live in a
beautiful country
in a beautiful part
of Britain wow!!!!**

**Thank you
Roy!!!**

**At the rendezvous
point, Greenodd**



Showtime continues Overpage

A Tail of Two Spitties

From Phil & Lyn - TSSC Coventry Area.

A TAIL OF TWO SPITTIES



Now here is a tale of poor old Phil,
Our gallant Centre Leader,
I will tell you a tale of his bad luck,
If you'll listen well, dear 'reader'.

Now Phil, dear chap, has a pleasant knack
Of always being there
If we break down he's first to stop
And offer help, its fair.

We've been in debt so many times
To his jump leads and his kit tools.
Problem is it gives him a buzz
And makes us look like tom fools

At Weston Park right next to Phil
E-Type it failed to fire
Phil leant across and said to him
Here's a spark, to help him out the mire

Another time another E
Misfiring very badly
Twas Pete's V12 and not his Spit
His Jag was broken sadly

Out came Phil with tools and tow,
Fired up the E, bright red
If it failed to start, Pete could stay the night
Phil had offered him a bed.

Now me, myself, three times he's helped
With Dizzy, Carb and spares
So you see I feel quite safe
With one who really cares.



However, one can feel a twang
When will 'HIS' Spitfire break
Well at last, we can get him back,
His turn the 'Mick' we'll take.



For Charity run we do arrive,
Classics in all their splendour,
Paul he says "me Spit won't start,
there's no volts,
The charge is very slender"



I must admit, I hid a smile,
As umbilical cord we mated.
At last, Phil Smith your time has come
My friend, you're finally fated.

Area Showtime

His charger failed, his battery filled
From my Spits alternator
Don't start it now, save up the amps
We'll complete the run, just later

A plan was hatched, a spare would come
From Steve, where home he'd hop
We would fit, at Bosworth Trust,
Where we, were due to stop.

And so we set, for 40 miles
We thought we could complete
But two miles later, dismayed we found
It all ended in defeat

Phil's Spitty pulled, across the road
And stopped with some dismay
This left a chain of Classic cars
All stopped, in disarray.

A knocking just from one rear hub
Had spoiled the 'voltless' battle.
What was wrong, would wheel fall off,
What was this dreadful rattle.



The jack was out, the drum was off,
Nothing bad was found.
But all around, all had agreed
It was a dreadful sound.



By now our cars had all parked up,
Causing some attraction.
But still "the team" Bro Maurice, Pete, Me,
Keith and Steve
Could give no satisfaction.

Now a second plan was needed,
Phil's car was out of action
They would go in Herald with Steve
The Spitty had no traction.

First replace the wheel, we said,
But off the jack it fell.
Maurice, Pete, Me and Phil,
All ran like ***** hell.

When all was calm and car re-jacked
And Phil a little pale.
All we heard from the Brothers Smith was
We'll never get our ale!



At last we all got going again,
Phil thought he was the Baron
While Lyn sat in the front with Steve
Phil sat in the back with Sharon.

The Spit was dumped, with due aplomb,
At Keith and Trish's home
And so we went upon our way
With 40 miles to roam.

10 more miles on well known roads
Our Spit full-well it knew
Round the corner, was an excellent pub
With the most delicious brew.

So to all, with shock surprise,
Our Spit took off, fled into the lead
So we could duly stop them
On local brew to feed



The rest of the route, which was quite good, was splattered with some rain.



Undaunted, two Smithy brothers
found us a pub
To ease the growing pain.

After 40 miles our destination
At last came in view
But by now it was depleted
Cars left were very few

As rain came down and hoods go up
We think of our dear WAGS
They keep us fed and picnic us
And even wash our oily rags.

Our dearest wives and lovers too
Joan, Sharon, Two Anns, Trish and Lyn
Say the park's too wet to sit and eat at
Lets move or throw it in the bin

Keith waves his wand and forms a plan
He grants Lyn's fondest wishes

We'll leave the park,
we will not stay
We'll go back to his
and Trish's

Now Gentlemen, we
must agree
For our Wives we
must just yield
For a picnic in dear
Trish's lounge
Outdoes A
***** FIELD.



*written by Paul Cheshire,
photo's by Paul & Joan Cheshire.*

TSSC Coventry Area

Don't forget our meetings
are at
The Bull & Butcher, Corley Moor,
1st Tuesday every month
from 7.30pm

All makes welcome, please invite any
classic car owners,
you know they will all be welcome.

Phil & Lyn



With you every mile

Footman James is one of the leading specialist insurance brokers for classic car owners and collectors. We always go the extra mile to secure our most competitive rates for you.

All Footman James policies offer more of the benefits that are important to you.

Policies include as standard:

- The agreed value of your classic
- Specialist claims repairer – choose a repairer you trust
- Limited mileage

AND 24 hour breakdown recovery in both UK and Europe

At home in this market, our friendly UK team is available to quote.

0844 826 9021

Visit: footmanjames.co.uk

**SPECIALIST
RATES
FOR CLUB
MEMBERS***



**Footman
James**
We share your passion

We can also quote you for your  Modern Car  Modern Motorcycle  Household



Footman James is a trading name of Aon UK Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection. * Subject to eligibility criteria. Terms and conditions apply. FP7814.02.13

Aon is one of the world's largest insurance brokers, providing insurance solutions for thousands of customers worldwide. Aon UK Limited negotiates with all major UK insurers. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 1pm.

'MEGAJOLTING'

A HERALD

by Darren Groves



There are several options open to us as regards to the ignition system on our cars, the completely original points and condenser, electronic ignition modules such as those from Aldon or Lumenition, or the 1-2-3 Distributors that allows the use of different timing curves. For a long time I've used an Aldon Ignitor fitted to my original Lucas distributor, providing years of reliable motoring without the need to worry about burnt or pitted points of poor quality condensers.

I had been building up a spare engine that wasn't going to be standard, it had larger valves, warmer camshaft, ported head, twin SU's, K&N filters and four branch manifold. Using the existing distributor would be fine but I wanted something that had a bit more flexibility and control, so rather than go the routes mentioned above, I decided Megajolt was the answer. For those unfamiliar with Megajolt it is a fully mapable 3D ignition system that uses a purpose made ECU, a Trigger Wheel & sensor and a selection of parts from 1990's Fords, leaving your original distributor redundant.

The main advantages of such a set-up are the ability to run a timing map perfectly matched to your car, being able to switch maps depending on your driving needs (even as you're driving, with a helper in the passenger seat of course!), timing is 100% accurate as there are no moving parts prone to wear and all the parts are known to be long



Pic.1.

lived and reliable.

To do the conversion your shopping list should include an ECU (MAP version in my case), 36 minus 1 trigger wheel slightly larger than your crank pulley, VR sensor, VR Sensor mounting bracket, manifold hose barb, hose bulkhead connector, vacuum tube, Ford coil pack (Generation 1 or 2), Coil Pack mounting bracket, Ford EDIS-4 unit, HT leads to fit the coil pack, twin core shielded cable, loom and a serial to USB connector if your laptop doesn't have a serial port. All of this is available from **www.trigger-wheels.com** but you can save money by making your own brackets, loom and getting some of the used items from breakers yards or EBay.

Trigger Wheels have 35 teeth and a gap (missing tooth), the missing tooth tells the sensor where TDC is, each tooth representing 10°. They come in a variety of sizes to suit most applications; I chose one with a 5.125" outer diameter with a 4" hole as this was a bit larger than the crank pulley. Mounting the trigger

'Megajolting' a Herald



Pic.2.

wheel centrally on the pulley is critical, any offset will at best cause a poor signal or at worst destroy the sensor. To ensure accuracy I used a local engineer who machined a recess in the back of the pulley to accept a mounting plate, which was also recessed to accept the Trigger Wheel, you can bolt the Trigger Wheel and pulley together if you wish, but I chose to weld them. Before doing this you must decide where to have the missing tooth, I placed mine at the TDC mark



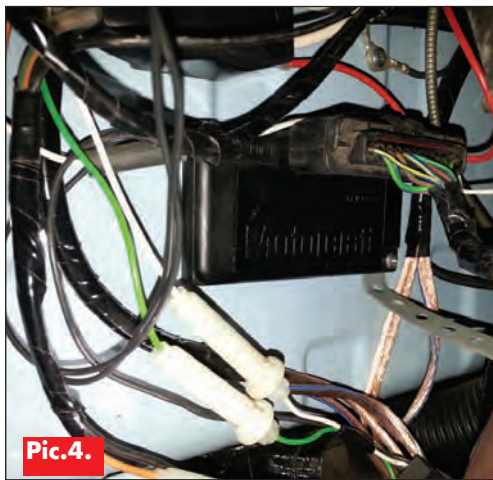
Pic.3.

on the pulley as I was mounting the VR sensor at 90° after TDC which is the default layout.

(Pictures 1 & 2)

The VR sensor has to be 1mm or closer to the trigger wheel and be free of any vibration to ensure a good signal. You can buy universal mounting brackets, but I chose to make mine from some thick steel I had to hand. Whilst the design is a little crude it does provide movement up, down, left, right, in and out to allow for fine adjustment in all directions. *(Picture 3)*

Coil packs and EDIS units are easily sourced as they were fitted to a large number of 4 cylinder Fords from the 1990's, I got mine from EBay, ensuring they came with the connectors and pigtails so I could solder them into the new loom, replacements connectors are available but can be pricey. Where you mount these is personal choice, I chose to have the coil pack where the



Pic.4.

old dizzy currently was and the EDIS unit up behind the dashboard, though many have both in the engine bay. *(Picture 4)*

You don't need the ECU to get the car running with this set-up, the EDIS unit has a 'limp' mode which allows the car to run at a fixed 10° BTDC in the event of ECU failure. So as long you have the trigger wheel, VR sensor, HT leads, coil pack and EDIS unit connected, you can test that the basic set-up is at least correct, with this in mind I chose to make up the loom next.

You must use twin core shielded cable from VR

www.autosparks.co.uk.

now is.



My first attempt at getting the car to run in limp mode ended in failure. This was because I'd used a ignition power feed for the coil pack & EDIS that wasn't live during cranking, a quick re-routing of cables cured that. The second attempt wasn't any more successful, the problem this time turned out to be a faulty VR sensor. With a new VR sensor fitted I tried

With the dizzy now redundant there's no need

(Pictures 7 & 8)

set HT leads for an Escort off EBay,



'Megajolting' a Herald



Pic.7.

Once connected I picked a timing map for a Spitfire, flashed it across to the ECU memory, started her up and she ran great straight away (*Pictures 9 & 10*). At the time of writing I have covered around 700 miles and have been pleased with the results, even though I'm using a timing map for a different set-up to mine. You can of course experiment and create your own timing maps, this would involve a great deal of trial and error, at some point in the future I shall be taking the car to have a rolling road session where it can be professionally set-up.

I appreciate this isn't for everyone, if you have a standard set-up in good condition the benefits are probably marginal, but for anyone that has something non-standard and enjoys the



Pic.8.

bought a set of spark plug connectors and rubber boots and shortened them to fit. Last jobs were to blank off the vacuum connector on the carb, remove the original coil and tidy up the routing of the cabling and hoses. The Megajolt kit comes with a CD with the



Pic.10.



Pic.9.

challenge of doing something a little different, then I strongly recommend it.

I would like to thank those users on the TSSC and other forums that helped during the engine rebuild and Megajolt installation, as always the advice from the wider Triumph community is invaluable.

Anyone wanting more information please feel free to contact me via: <http://triumphherald1360.co.uk/>

software you need to connect to the ECU and a selection of timing maps.

TRIUMPH SPORTS SIX CLUB *CLASSIFIED*



Spitfire



MK3 1968. 1300cc 810 miles since rebuild. Taxed. MoT July 2014. SS Exhaust. Overdrive. Not Unleaded head Valuation £5,500. Robert (Rutland) 01572 737412.

MKIII. Good Condition. Restored, Unleaded Engine, Electronic Ignition & Lots of Other improvements. Full restoration History. £5,500. Clive (Corfe Mullen) 07791 833193.

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

Herald



1200 CONVERTIBLE 1966. Mechanically sound. Body requires some attention. SORN. Garaged. Lots of Spares.. Ideal winter project. Peter (Sandhurst) 01344 750836.



1360 CONVERTIBLE 1971. Wedgewood Blue with White Hood, Resprayed and 80% restored, unable to complete, sale or exchange considered, Most parts available - many new. £2,000. Ian (Peterborough) 07816 599804.

Vitesse



1968 2.0LTR CONVERTIBLE. Wedgewood blue. Bottom half restoration 2011. Leather interior, hard top, tonneau, dust cover. Alley Cat wheels and orig wheels. Great car. £5,900. Neil (Somerton) 07730 552923.

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



MK1.2.0 CONVERTIBLE. Thousands spent on this lovely car. Re-built Engine. Carbs. Respray. Tax Exempt. MOT. Heritage Certificate. £5,500 ONO. Simon (Cumbria) 07901 842248.



MK1 2.0Ltr CONVERTIBLE. 1969. Rare Dolphin Grey with Matador red interior. Paintwork in good condition. Chassis in excellent condition, painted and wax-oiled. Roof and rear window like new. £4,500. John (Batley, W. Yorkshire) 07718 513928.



**TSSC HQ
Christmas Open Day
Sat 7th December**

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

Saturday 7th December 10.00 am to 4.30 pm

Don't miss it this year!

CARS WANTED

SPITFIRE Wanted. I am looking for a MK4 Spitfire in French Blue. 1300 tax exempt preferred but would consider a 1500 also. Karl (Haslingden, Lancs) 07967 170228.

WANTED GT6 Mk1. Will consider any condition and any Colour. Please email with Photos and information to the following eMail: busuttimelanie4@gmail.com Would also consider Mk2. Budget £7000 to £8000 for good car. Happy to travel to UK to view anything suitable. Martin (Malta) 00 3569 9221 064

SPITFIRE 1500 Wanted. I'm looking for a 1500 Spitfire with a solid frame and must free body work! In BRG or red and with over drive. Alex (Netheravon) 07909 428428.

HERALD ESTATE wanted, must have long M.O.T. and be in good usable condition. Thank you. Alan (Northampton) 01604 719435.

**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!!!!

PARTS 4 SALE

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

FIBREGLASS BODYWORK SPECIALIST. 30 years experience. From Cracks to Full Restoration. Also, You Strip, I'll repair, You Paint/rebuild. Details. Barry at BH. Classics (Norfolk) 07802 497474. Mob. (Trade)

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)

"SEATS" Rebuilt Original Seats Exchange - Ask Mike

Vinyl Seats (pair) from £285 or Leather Seats (pair) from £395

Includes New Foam Bolsters
Spitfire gt6 Herald & Vitesse
Seat Covers & Foam kits

Seats Collected & Delivered anywhere

Tel. 01752 227789

"Classic British Sportscar Trim"

Visa - Mastercard - Debit Cards

Photos & Enquiries - e-mail

cbstrims@hotmail.co.uk

VITESSE MK2 used Boot lid Rusted. Slightly Rusted, Offers. Power (Lancashire) 0759 4604 523.

TR3 HOOD & SIDESCREENS PVC, black. New set arriving for Christmas. £200. Robert (Malton N Yorks) 07778 154530.

VITESSE 6 OD Gearbox (box only). 4 speed (no synchro on 1) recently rebuilt with new gears etc. £75. OD unit available extra. email for more info. Tim eMail: timsj79@gmail.com

SPITFIRE/GT6 Upper A post repair panels and OS sill. Pair of upper A panels repairs, not required £30 each. Pattern OS sill, flanges punched for welding. £25. Aaron (Manchester) eMail: hobbyjnr@yahoo.co.uk

MIKE PAPWORTH. GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel. 07768 775170 or 02476



www.tssc.org.uk

TSSC HQ Christmas Open Day 2013 - 7 Dec

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

Members ordering Shop Products or Regalia over the phone on this day will receive **Free Postage (UK only)** on their order and Save Pounds on postage.

To ensure we have the parts you need just ring the Club Shop. Telephone orders 01858 434424

PARTS WANTED

A 2ltr Vitesse Mk2 distributor to recondition. george (Carlisle) 07968 338919 or geeshan@gmail.com

ACCLAIM TOW BAR wanted please phone or email me with details thanks. Richard (Durham) 07886 416688.

SPITFIRE MK3 vinyl cover/trim which surrounds the wood dash fascia panel. Part no. 617037, but NLA new. Thanks, Chris. eMail:

chrisbayne@waitrose.com

GT6 ROCKER COVER CAP with a breather on the top. Do you have one or know where I can get one? Paul (Woodchurch) 07899 796515.

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

**ADVERT FORM IS ON
THE BACK OF YOUR
COURIER ADDRESS**

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 fittings:-

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



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

Heritage Insurance
0121 248 9280
www.heritage-quote.co.uk

Peter Best
01621 840400
www.peterbestinsurance.co.uk

The Key Benefits on all TSSC Insurance Policies

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

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.brodiemotorservices.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 JAMPHLARS ROAD
CARDENDEN FIFE
SCOTLAND

CHIC DOIG

CLASSIC
SPORTSCARS

VISA DELTA

**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

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS
Young Member £21.75 (Age 17 to 25)

RENEWALS

£43.50 UK £46.50 EUROPE £52.50 OVERSEAS
Direct Debit Membership/Renewal UK £38.50
Members joining/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 MEMBERSHIP 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

HERITAGE CLASSIC CAR INSURANCE
Tel: 0121 248 9280

PETER BEST INSURANCE SERVICES
Tel: 01621 840400 / 01376 573033

VALUATION SERVICE

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

TSSC LIBRARY

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

CLUB SHOP e-mail: clubshop@tssc.org.uk

TSSC HQ, 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
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

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG
Tel: 020 8302 0059 e-mail: philw1360@gmail.com

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE
Tel: 01672 514241 e-mail: spitfires@cadley.org

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: guy@bondequips.org

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 Forshaw Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.
Tel: 07875 944541 e-mail: benbroadbent@btinternet.com

BIG SALOONS

Mark Bleas, 43 Charlotte St, Buersil, 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/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprenau, 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 101615 e-mail: paul.lewis_1966@hotmail.co.uk

AMPHICAR

David Chapman, e-mail: amphicar@tssc.org.uk
Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARY

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

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

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chrisbaker_7@hotmail.com
Dan Chudleigh 1 Cottey Meadow, Kingsteignton, Newton Abbot, Devon, TQ12 3GB.
Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk

INTERNATIONAL WEEKEND EVENT MANAGERS

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

INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor,
Ripley, Derbyshire. DE5 9RL.
Tel: 07827 891471 e-mail: tonys@slsdesignconsultants.com

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,
Dolphinholme, Lancaster. LA2 9DQ. **Tel: 01524 791607**
e-mail: pip1272frank@homecall.co.uk

TSSC PUBLIC RELATIONS OFFICER

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.
Tel: 01527 894125 e-mail: vickydredge@yahoo.com

CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**
Julie Hazell **Tel: 07813 589799**

December 2013



TSSC

Area News Review

Contents

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



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

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

This Christmas Open Day is going to be one to remember. **There will be fun and games for all the family** including a **FREE** raffle. There will also be a prize for the best Triumph on the day.

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

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

Saturday 7th December 10.00 am to 4.30 pm

Don't miss out this year!!

Tel 01858 434424 www.tssc.org.uk



AREA DIRECTORY

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

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

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/grampiantrb	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	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st 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 White Swan - DEIGHTON	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: 01484 541185	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487623	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580	DE7 6FY	
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire Hill: 07971 017012	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
EAST NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	Nigel Hill: 07976 163006		
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		May to Sept W. Mids Police Social Club BIRMINGHAM	3rd Tues 7,30pm
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

NORTH WALES	Roger & Helena Hill	The Plough Inn, Gresford	1st Tues. 8pm.
	01691 600215	The Plough Inn at St Asaph	3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - Cardiff CF36YA	Last Tues. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet 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	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

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

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: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 OPX	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 Rising Sun, WESTON, SG4 7DR.	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Morrison: 01444 450941	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SALISBURY	John Moore: 01722 710429	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
	Steve Hopkins: 01278 653888	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Grote Sloot 78, 1754 JH - BURGERBRUG	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd.,Kelston - AUCLAND.	
PORTUGAL	Carlos Camacho: 00 351 962721862	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWEDEN	Odd Hedberg: 00 46 173 17131	president@tssc-norway.org www.tssc-norway.org	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	

AREA ORGANISERS REGISTRATION FORM 2014

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The term of office to be for one year from **1st January 2014 to 31st December 2014**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

I Membership Number:...../.....
wish to register Area Area Number:
with the Triumph Sports Six Club for **2014**.

My address is:

Postal code:..... Telephone Number

e-mail address:.....

Signed: Date:

Area Meeting Venue:

..... Postal code

Meeting Day/Time:.....

Seconded by:

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

Second..... as

Area Organiser for **2014** Signed Date:.....

Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officers so that the Area Directory may be kept up to date.

This form to be **RETURNED AS SOON AS POSSIBLE** to:

**TSSC Area Registrations.
Pip Flegel and Frank Spencer
Wyreside Lodge,
Chipping Road,Dolphinholme,
Lancaster. LA2 9DQ**

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



ALO REPORT ANDOVER / NORTH WILTS . . . AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Attention!!! Attention!!!
A New TSSC Event in place of Stafford next year.
TriumFest UK!! Donington 26/27th July a totally new Triumph experience!

Full details in your award winning Courier we hope you can make it and lend your support as ever.

I am still looking for Piccies/Text for your Area Showtime throughout the winter I am not bothered when they were taken they will brighten a cold winter's day and advertise to everyone what your area gets up to.

Don't forget the **Xmas Open Day is Saturday December 7th** at H/Q there will be an informal A/O Seminar so please bring along views and ideas.

Congratulations to Pete Lewis (Herts & Beds) & Dave Woodward (North Staffs) Henry Jones (Cheshire) & Martin Marrison (Sussex) we got your registration in the first week in November blimey that was quick! Well Done!!!

It's that time of the year now when you must start thinking of Registering your Area!!!!

There is an Area Registration Form in the November/December editions of the Courier, or there is a hard copy in your 'Tool kit Packs' or on the CD within the pack (just change the Year) don't forget to pick what size Polo shirt you require.

Remember, You are Not Insured Without it!!!!!!!

We are looking to make The TSSC more attractive for new and existing young members to this end we shall be carrying out a survey of all A/Os to establish how many young members each area has and what assistance they feel they can either give or want.

We would like to Thank all Area Organisers, Register Secretaries, and members that have contributed with their enthusiasm, dedication and support throughout 2013 it is your support that makes our TSSC!!

Merry Xmas and keep TriumFest through 2014

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

We're doing well with these impromptu Area Meets lately, we had another one in Marlborough Tesco when we were there the other day to find that Burbage Bob and John & Sue were also there filling their trollies. I hope our meetings at Grately and The Bruce Arms continue to do as well next year.

We've had a mixed bag this year, some very busy meetings and some very quiet ones. It would be great if we could encourage some of those who were asking Pip & Frank about a Swindon area meet to come along to join us at Easton Royal, and if they do start a Swindon meet then we look forward to going along there too.

The Plough, Grately

It's definitely getting wintry in the evenings and it was quite chilly for our Grately meeting but Robin somehow persuaded Ann to make the journey topos! So perhaps he was ruthless and she

was roofless? (still working on jokes and puns for this year's Christmas Crackers). Southampton Bob & Ed came in their TR6s so half the cars in the car park were Triumphs - the other half from our groups were Japanese imports - even we cheated and took the Honda Del Sol that evening - with the roof firmly in place (of course Honda were a major supplier of the last Triumph!)

The Bruce Arms

Quiet again at The Bruce Arms but Graham was able to join us again as was Burbage Bob. Nice to be able to tuck ourselves into the nice warm snug there.

Don't forget that we will be having our Area Christmas dinner at The Plough on our regular second Thursday meeting night. By now hopefully everyone has booked their meal and made their meal choices. However, if anyone reading this suddenly finds they can join us that evening please do contact us asap and there's a good chance we'll be able to fit you in.

Don't forget our traditional 'naff' raffle we hold at our dinner and make sure you have your gift/surprise/thing you can't wait to get rid of wrapped to disguise it if possible ready for the present swap during the evening.

Next meetings:

12th December - Christmas Dinner at The Plough, Grately, SP11 8JR

18th December - Last meeting of the year at The Bruce Arms, Easton Royal, SN9 5LR

26th December (Boxing Day) - Informal classic car meet at Romsey, Hampshire

And otherwise, particularly to those we won't see again for a while, we hope you all have a very Merry Christmas and a Prosperous New Year (although we understand the latter is a rarity to anyone who owns a Triumph!)

Guy and Sazie

AVON

Tel. 01454 327059

Not sure if this will make it in time, but a reminder that our **Christmas meal is at The Wishing Well on Monday 2 December** and this replaces the normal monthly meeting. The meeting in January will be the first Monday as usual (6th) and this will be when we elect AO for the year ahead.

A merry Christmas and happy new year to you all.

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstsssc/index.htm

e-mail: mark@serapeum.co.uk

First a note - PLEASE NOTE THAT DECEMBER'S MEETING WILL BE IN A DIFFERENT LOCATION, FOR XMAS DINNER! (see below)

Nice to see a few familiar faces at the meeting this month - Andy, Richard, Jeff, John, Mickey and me. The nights are dark now, but that didn't stop Andy bringing his new poo (Russett) brown Dolomite 1500 along. A slight flat tyre was sorted while we were at it, and we found a couple of leaky pipes under the bonnet, but it's a very presentable little car and a bargain to boot! No other club cars this time, and soon they'll be salting the roads for the first time of the winter, but I might see if I can get the brown thing MOT'd soon and start running it around again, especially as it now has a nice new soft top.

I was relieved to hear from John that the diff I checked out for him earlier in the year, which was for fitting into one of his customers' cars, has turned out to be good like I thought it was. Silent apparently, so I'm very relieved! The trouble is, now that the rear end is silent, apparently the gearbox is sounding rough by comparison! More work soon then! We were musing on why the rear diff mounting bolt was so difficult to remove - apparently John had to make four cuts with a hacksaw to remove the diff. Not fun. However, I've done a diff swap in three cars now, and both me



TSSC AREA NEWS

**BERKS EAST
BUCKS SOUTH . . . CAMBRIDGE**

Berks East Continues

and Andy reckon we've never had a car where the long diff bolt didn't just slide out. All of them were overdrive cars, while the Vitesse that John was dealing with wasn't, so my theory is that overdrive boxes pee so much oil out the thing stays lubricated!

Richard told us about his Standard Atlas van. It's all bare-metal now, and is going to be properly sign-written. Even though the original engine was only a 948 (I think?), the rear axle was the big Triumph type as on the saloons/TRs/Dolly Sprint, with a ratio of 6.66 to 1 - worrying for those of us with a superstitious leaning! I had always thought it'd have the Standard 8 / Herald type diff, but I guess they wanted it to be as robust as possible. Anyway, it's going to receive a 1500 engine, stroked to 1650cc (I'm not sure how much of a good idea that is, but then again it's a van and low rpm plus torque is what it needs) by offset grinding the large type big ends to the earlier smaller diameter, and it's going to have a 3.7 to 1 ratio diff, plus overdrive. Should be good for motorways with that lot. Something else we didn't know which Richard told us about was that the original Standard gearbox didn't have the overdrive mounted close-up against the end of the gearbox casing like Triumph gearboxes do, but instead had it mounted on the end of the long tailshaft extension piece. A bit weird, but maybe the overdrive has a separate oil supply? Anyway, various clearance problems are anticipated when he does the swap - Richard thinks that the 1500 engine's head is taller than the 948 head by a centimetre or so, and that the sump is probably deeper to clear the longer crank throws. Anyone shed any wisdom on this?

Apart from Andy's new (old stock!) Dolomite, he's been having some work done on his GT6 by Moonface Cars in Hook, which he reckons are good. A few repairs around the tailgate, to the tailgate itself, rear valance and front valances, plus a rear-end respray. It's looking ship-shape now, so maybe we'll see it again soon. He's been modifying the Dolly already so it seems - relocating the clutch slave cylinder bleed nipple up to the bulkhead. Nasty job bleeding those things so he tells us. I think I might have to re-bleed the clutch slave cylinder on Bob the brown spit too - last time I tried the clutch it didn't seem quite right. By the way, does anyone want a reasonably solid 1500 spit hardtop, without glass for about £25? It'll need respraying but there's not a lot of serious rot and I have a better one for Bob which I'm going to transfer the glass into. Let me know and we can strike a deal. East Berks members/attendees get first dibs!

Right then, talk also turned to the **Xmas meal** and there was pretty much unanimous support for **Sweeney Todd's pie shop**. It'll be on the normal club meet day at the normal time, just different location - so **8pm on Tuesday 10 December at Sweeney Todd's pie shop, which is at 10 Castle Street in Reading town centre, RG1 7RD - www.sweeneyandtodd.co.uk**

So far, we have about 8 of us that have said yes straight off. I'll give the usual suspects a call too, and if there are any more late entrants when this gets published I might be able to squeeze you in so let me know asap. The next normal club meeting after the Xmas dinner will be on **14 January 2014!** I look forward to seeing as many of you as possible for pie nosh on **December 10th** at Sweeneys!

Cheers,

Mark

EARLY DEADLINE

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

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

Hi again, hope you and yours are well. Well, here we are! It doesn't seem that long ago since I was writing about the 33 degree temp at the Heathrow classic car show!

Maybe just wishing thinking!

Dan and I did the monthly visit to the Ace café on 8th October. We took my 540 as my 2000 as developed its running fault once again. It seems very much like the coil issue that it suffered from a short time ago, so, for the cost, that's what I will try first. It was really busy at the Ace as it was a nice evening and one of the last reasonable nights of the year. I generally have to explain what the 540, and how old it is. They call a classic anything with a non year reg, ie anything before the year 2000. The 540 is a 1997 car but looks quite a lot newer and is generally clean. I was allowed to park in the side car park away from the 'proper' classics! Great mix of classics, with a good selection of Triumphs.

A good turnout at the monthly meet at The Squirrel on the 16th October. Paul and Liz and the sheep, Rob, Phil, Dan and myself made up a good group and had a good chat about various subjects. Sadly, it had come to light that Sean Edwards, the Porsche Supercup race car driver had been killed while instructing at a race track in Australia. He was having a great year in the Supercup with a win at Monaco, won the Nurburgring 24hr race. A sad loss of a great young driver. Joins Richard Burns in passing away in November. The late great Richard was back in 2005. (Nov 25th). The rest of the evening discussed much happier issues, and several had enjoyed a good meal too!

That leads me on to the **Christmas meal**. Confirmed now to be at **The Squirrel on Saturday 14th December**. 7 for 7.30 start. If you haven't let me know and would like to attend, please let me know asap so I can get it sorted.

Other events being **Ace café classic car night Tues 10th December**. Please do let me know if you would like to come along. The last monthly meet of 2013 will be **December 18th at The Squirrel**. Please do come along if you can!

Wishing you and all your family and friends a superb festive time, and share a thought for those who are no longer with us.

Take care,

Carl

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

The usual bunch turned up for the November meeting in a nice mix of Club cars. This month Vinnie arrived as a passenger without a car, to collect his latest purchase - Mike's blue GT6 MK3, so that ups his car count to 13, with 4 Triumphs. I also reckon that he's been averaging one car purchase a month for the last few months!

New car fever seems to have struck several other members, with Tim acquiring a rather tasty race prepped road legal TR5, and Toby arriving in his newly acquired Porsche 911, which he wants to take out for a track day or two - I wonder if he knows how much a new set of tyres will cost!

The discussions about organising a week(ish) long, leisurely, European tour for Couples, concentrating on driving good roads with great scenery, with plenty of meal stops and overnight hotels, continued, with Tom taking the lead. He has some contacts that know about car trains that run from Holland down to southern Italy, so it would be practical to let the train take the strain to get to there, and then enjoy the fun roads of Italy, Austria and Switzerland for a drive back without having a long slog drive on French or German motorways to get there and back.

Christmas Dinner - The meeting on the **2nd December** will be for our Christmas Dinner. We have booked a table at **The Plough** for those that said yes at last night's meeting. If anyone else in

CANTERBURY CHESHIRE . . . CORNWALL

the area wants to join us, please get in touch as soon as possible so that we can book a larger table.

A merry Christmas to all those that don't make it to the December meeting, hopefully we will see you in the New Year.

Date of next meeting **2nd December**

1st Monday of the month (unless it's a bank holiday) 8pm onwards - The Plough, Fen Ditton, CB5 8SX

2013 Meeting Dates - 2nd Dec (Christmas Dinner)

2014 Meeting Dates - 6th Jan, 3rd Feb, 3rd March, 7th April, 12th May, 2nd June, 7th July.

Kevin

CANTERBURY Tel. 07810 438074

e-mail: Progers01@onetel.net

www.canterbury-triumphs.org.uk

As it is November, the weather was very November-ish at 8 o'clock when we met. As black as your hat and while not actually raining, always threatening to. Not surprising then that not many Triumphs broke cover to grace us with their presence. One that did was a maroon Vitesse belonging to new member John. A big welcome to you John and I hope we made you feel welcome.

As there was business to be conducted a meeting was convened in "The Snug" to discuss the following issues.

Steve B no longer feels able to continue as our Treasurer, a role he has performed for the last two years. A replacement was requested and Derek H volunteered with Del offering to be the second signatory on cheques. Thank you gentlemen. A big thank you also to Steve, who has taken the role so seriously over the past two years and always been the voice of wisdom.

While on the subject of money, we were all very conscious that we had not yet made any contribution to mark the passing of Eddie Brown. As it is now almost two years since his passing we all agreed that now was the time. Del pointed out that Eddie had followed the restoration of the Vulcan bomber with considerable interest and would love to have seen it flying. It was therefore decided to donate half of the sum available to the "Vulcan to the sky" charity. This will help keep the last flying Vulcan XH558 in the sky. Del will research how to go about this.

The other half of our donation pot will go to the Kent Air Ambulance. Rather than just send a cheque, it was decided to make the air ambulance base at Marden the finishing point for "Drive it Day 2014" and donate in person. Dianne S agreed to plan a scenic route for this, our traditional first run of the season. I will contact Marden nearer the time to make sure we are expected.

Moving on, our **Christmas dinner** this year will be on **Saturday 18th January 2014** at "The Jackdaw", Denton. I am currently finalising the menu choices with Helen, the Landlady. The cost will be £17.50 a head for three courses and coffee. Be aware that there is no overnight accommodation at the venue. Charles H has agreed to devise a cunning Triumph related quiz for later in the evening. I would like to start collecting money at the December meet. I will e mail everyone the final menu so you can make your choices when I have it from Helen.

There being no further business, we adjourned to the bar for "chips n dips" and general conversation until thrown out. All for now.

Phil R

CHESHIRE Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

Season's Greetings! It's complete chaos (as opposed to the more normal state of simple chaos) in the Jones household as the management will be retiring early next year and has decided that her everyday transport should become red, have two seats, an electric roof, and 160bhp @ 7000rpm, and the previous small low powered car should be retained as ideal transport for a 17 year old about to start learning to drive. Consequently we have a surplus

TSSC AREA NEWS



of cars (as if we didn't before) so Hark the Herald has tootled over to Halifax to spend the winter in a garage there and prepare for a new owner in spring.

Those who read their emails and/or visit the Cheshire web site will know that there's a Vitesse convertible in several pieces in Glossop, for sale for a similar reason to the above, space needed. A man from Royston travelled to Glossop on a very rainy day and decided that the project was more work than he had envisaged, so he went back home without the kit of parts, which is a shame. If only I had the space (see above!).

If I understood the man from Crewe, his Herald Estate's body is now somewhere near the chassis, so the target of end of October seems to have been met, and he is now trying to sort out the puzzle of what the correct mountings are. Amongst this puzzle, the big washers that Triumph fitted to hold the boot outriggers to the boot floor have gone AWOL and some potential replacements cost a whopping £7 from a local DIY emporium.

There was also mention of another target for this project in the near future but I must have stored that bit of data in volatile RAM because it's not available at present. I'm also impressed that applying cellulose paint to the bulkhead hasn't resulted in paint dust all over the place.

Three of us travelled to the Restoration Show (in two separate cars, of course) but Roger had been unable to find us. Perhaps it was the invisibility cloaks Adrian and I were wearing on the day? Originally we'd planned to go the NEC for the Classic Car Show – having thoroughly enjoyed it last year – but a better (more interesting) offer has been made to go to Gaydon the following weekend to admire the cars and for at least one person to go to the Toy Fair (read model railway fair) and buy things his wife will not approve of. So, we'll get a report on the NEC from Roger.

At our meeting, I was once again voted in as AO, so you have my usual plan for the year – runs out in some form in **June, July and August, help with tickets for Tatton and other shows**, and the usual rabbit at our meetings. And John has returned from his holiday in the West of the US with tales of driving along bits of Route 66 around Williams, and of course catching the train to the Grand Canyon, amongst many other things.

To be brought up to date on the purchase (or not) of a Vitesse in darkest Scotland by another Area Organiser, please visit the news section of the Cheshire web site.

Our next meeting is on **Thursday 5th December at the Cock and Pheasant**. See you there, about 8:30.

Henry

CORNWALL Tel. 01872 573763

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

e-mail: cornwall@tssc.org.uk

Our Winter Sunday lunches got off to a good start, there was about a dozen of us who met up and had lunch at The Gurnards Head Hotel, Zennor. After a short drive down the A30 from Zelah, we took to the lanes near Lelant and drove down the beautiful coast road. The weather was very kind to us and we were able to make the best of the sights ... and everyone was in a Triumph! After a very nice lunch; I can see why we needed to book into the huge restaurant, we had another drive further down the coast road and back along the south coast through Mousehole to Penzance. Our convoy then made for our various homes. It was a nice way to spend a Sunday, good weather, good company and very nice food!

Only the day before John and I had competed in the Throckmorton Challenge. This is our third rally and the first that we thought we could try and be competitive. After a rusty start on the first Regularity section, we soon got into our stride and started getting closer and closer to our Regularity Times. Our Autotests were also going well, being Gold Standard on six of the first ten tests. After 4 Regularities and 15 Autotests we waited



CORNWALL . . . COVENTRY DERWENT VALLEY

TSSC AREA NEWS

Cornwall Continues

for the final results. We ended up 3rd in Class (out of 10) and 20th overall (out of 110) with John moaning that we were only 40 points off second place! We were beaten by a Stag and a Porche, but we beat much more exotic machinery, in fact, we were about the smallest engine in our class. We are delighted with the results and are now preparing for LEJoG again, so watch this space! The aim this year is to finish!!!

Our Fireworks Party ended up getting cancelled, unfortunately; too many people couldn't make it, including Anthony (the firework lighter) and Brian (the Rocketman). So here's to next year.

As predicted last month, meetings have become the usual cosy winter affairs, all sat around the roaring fire – it's almost nicer than being at home – almost. No one has, so far, come forward to volunteer themselves (or someone else) as AO for next year. If you fancy a go, please give me a call; it's not a particularly difficult job and can be very rewarding, we all pitch in and help organise stuff.

Diary Dates; DECEMBER

**Thursday 12th Meeting at The Hawkins Arms, Zelah,
8pm onwards Pre Christmas drinks!**

JANUARY

**Thursday 9th Happy New Year Meeting at
The Hawkins Arms, Zelah, 8pm onwards
Sunday 26th Bowling, County Bowls, West End,
12 noon – Mike Crewes TBC**

So, if you don't come to a meeting before Christmas, may I wish you all a very Merry Christmas and the happiest of New Years, hopefully we will see you out and about next year.
Best wishes

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com

Hi Everyone. Only a few events this last month starting with the Fun Dog & Car Show at Wolston, Saturday 5th October, a new local show in aid of the Dogs Trust Charity, a couple of enjoyable hours giving our money to the charity and a good show of cars, about 50 in total, 16 of us in our group in 8 cars, the weather was great and if you liked dogs you'd be in your element, finished off the day with a visit to the Royal Oak at Brandon for the obligatory refreshments.

Sunday 20th October was the Heart of England meet at Bulkington, not a very nice day, went in camper as it was to wet to take the "Smiffy Spitty", a few other stalwarts turned up with 6 classic vehicles in total and a number of others in there every-day cars. After about an hour we all retired to the club where they opened up the lounge for us and 16 of us had good chin-wag and a pleasant drink together.

The next Sunday the 20th it was Dalos Day (Drive and lunch on Sunday) the route was planned by



Steve and Sharon and daughter Sam. 12 of us in 7 classic cars met up on the outskirts of Nuneaton to commence on a great drive through the North Warwickshire countryside through Atherstone, Polesworth, Kingsbury and many small villages in between before concluding the run at The Lord Nelson for lunch. Many thanks for a great run Steve & Sharon, once again in great cars and great company and guess what? yes great weather, well "the sun always shines on our Dalos Days"

Our monthly meeting at the Bull & Butcher, Corley Moor co-incided with Bonfire Night so a meeting with a difference, 13 of us had a meal in the restaurant before the fireworks started, yes I do mean the explosive type and not the agenda at the meeting and we must congratulate the Bull & Butcher for a fantastic display. It was a lovely dry night and we were able to go in the "Smiffy Spitty" with the hood down and yes we did get a few weird looks especially on the way home.

New dates for the Diary :- **Saturday 7th December Christmas open day at Lubenham**, meet at the Elms at Lutterworth at 11.30am to travel in convoy to arrive approx 12 noon.

May 16th-18th 2014 weekend we have been invited to join the **Armstrong Siddley Owners Club for a Spring Rally** at Church End Brewery, a suggested itinerary was distributed but if anyone has any other ideas or suggestions please speak up.

January 1st New Year Day Run, we are joining Rikk and Jeanette on the MYPV run if you want to join us your welcome details to follow.

Also depending on weather we are thinking of taking part in **Derwent Valley's New Year Run on Sunday 5th January**, anyone brave enough to join us let us know so we can travel up together.

The big event of **2014 Triumph Fest at Donnington Park, 26th & 27th July** see Courier for details.

That's all for now folks

Phil Lyn

Forth coming events :-

Saturday 30th November The Heart of England Xmas Dance & Buffet with live entertainment from 7.30pm at Bulkington Workingmens Club, tickets £6.00 including Buffet, all proceeds to Marie Ann Evans Hospice let us know ASAP if you are joining us.

Tuesday 3rd December our monthly meeting at the **Bull & Butcher, Corley Moor** incorporating our **Christmas Fayre Dinner**, 7.00pm in festive dress.

Saturday 7th December TSSC Christmas open day at Lubenham Headquarters. Meet at The Elms in Lutterworth at 11.30am to travel in convoy to Lubenham

Sunday 8th December Heart of England meet, should be back at the **Griffin Inn Bedworth** from 11.00am

Sunday 15th December Dalos Day Run to be planned by Maurice and Ann details to follow.

Wednesday 1st January 2014 New Years Day run details to follow.

Sunday 5th January Derwent Valley New Year Run subject to weather.

16th-18th May ASOC Spring Rally, Church End Brewery, Ridge Lane, Nuneaton.

26th/27th July Triumph Fest Donnington

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

Our November was our AGM and it was a little low on numbers but we had to get on with the boring bit.

It was sad news that Colin has decided to resign as joint A.O. with Roger. We didn't see that one coming but we are now looking for another member to act as "Joint A.O." to help Roger as he said he would carry on if someone is prepared to help.

Gary confirmed that he wished to continue as treasurer, as did Paul and Kim as Peak Run secretary and Colin will manage website. Well that's our formal part over with.

The nights activity consisted of a Halloween quiz of general knowledge and music lyrics not a bad try for everyone but the lads

DEVON . . . ESSEX

won by Richard Wheeldon knowing the rolling stone songs. In the end the winners were Richard W, Bob, Nigel, Colin, and Paul who were all pleased with themselves. Angie served up Mushy Peas as it was bonfire night. We ended up with the raffle and singing happy birthday to Colin with a surprise cake from Ang but no candles, we wasn't going to be embarrassed even more. Colin went through some events what is coming up in next year calendar which got us all thinking were we are going.

Dates for your diary:

3rd December 2013 - Derwent Valley's monthly meeting and Christmas buffet. Smalley Common Ex-Serviceman's Club from 7:30pm. (DE7 6FY). ALL WELCOME.

5th January 2014 - Derwent Valley's annual

NEW YEAR RUN. See website or Courier for details.

7th January 2014 - Derwent Valley's monthly meeting.

Smalley Common Ex-Serviceman's Club from 7:30pm. (DE7 6FY). ALL WELCOME.

Regards

Colin & Roger

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

<https://www.facebook.com/groups/134271493433942/>

A shorter than usual Devon write up this month – thank goodness some of you may say I guess. However, our Treasure Hunt will take place after the copy deadline and you will read all about that next month. We must have had one of our biggest gatherings for October Club Night at the Star where some 30 members were present, and it was good to see quite a few who have not been able to make it for a while. Amongst these were Phil R and Andy W. Andy has already booked to go to Classic Le Mans in July and we know Shaun will be going too. We were busy sorting out the menus for our Christmas meal, which will have taken place by the time you get this Courier. Although there were only a few Triumphs out, Dan's Herald, Jasmine's Stag, Mike's Spitfire and Tony's 13/60 estate, I was pleased that they at least outnumbered the little Japanese cars ending in an X5!! Sadly I had to confess that one of them was John's.

We forgot to mention last month the progress Ian is making on his very special Herald Pick-Up while taking a rest from his house building. Now why didn't Triumph think of that?

Congratulations to Jas and Chris on the safe, if a little hurried, arrival of Malachi, a little brother for Gabriel, born at the end of October en route to hospital.

We now have our 2013 Devon Calendar for sale at only £6.00 each with Dan's stunning photos. Due to the rise in postal rates, we will have to charge £1.50 to send them out to you, but they do make a unique gift for the petrolheads in your family, and your car may just be featured. If you would like one, please let us know asap.

Dan, Louise, the Treleavens and ourselves joined the SOC for a drive from the House of Marbles at Bovey Tracey to the Burrator Inn at the end of October. Scheduled for the day the hurricane was due, we did wonder if anyone would turn up. Certainly there were no rag tops out, but Dan brought the 2.5pi and Marc the GT6. There was one Stag out, a nice Carmine one wearing its hard top, and Lee's Toledo along with Mike's Dolly Sprint from the Dolomite Club. The House of Marbles was too full for a coffee beforehand as they had a coach in, and we set off on the route over the moor. Some of us got a little lost, and the best of the views were obscured by the worst of the squalls, but we all made it to the Burrator Inn where we had our usual good lunch and where the landlady, Phil, always makes us very welcome.

Although we have yet to hold our annual meeting, when I sounded members out about next year's Area Organiser role, I was reminded by Jackie that a) I am not pregnant and b) I am alive, which sounds as though you may be stuck with us yet again, as the qualifying criteria is apparently that we are AOs until pregnancy or death!! So, with that in mind, we already have a num-

TSSC AREA NEWS



EARLY DEADLINE

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

ber of ideas for next year, which will start with Allan & Jackie's now traditional **January lunch at the Smugglers Inn, on the coast road at Holcome near Dawlish**. This will be on **Sunday 5 January**, when we should have recovered from the festivities. We are hoping to do an **East Devon run in February** and Colin has offered to organise a **run up to Bude**, possibly in March, and in April hopefully there will be a **run to Finch Foundry in Sticklepath**.

We are really excited with our plans for **Drive It Day** next year – put the date **27 April** in your diaries now, and we are set to go to **Crealy Adventure Park at Exeter**. Central for us all, and a brilliant attraction for ALL ages, with rides for all of us as well as the children!! Watch this space – but we will be inside the park with **FREE entry to all Triumphs**.

Can we beat this year's 109??

As everyone will be busy towards Christmas, and the pubs are unlikely to want a group at a weekend, we have decided **NOT** to have a run in early December. However we will have **Club Night at the Star as usual on Wednesday 18th December** when we will be pleased to wish everyone a Happy Christmas, with the hope that our cars get the presents they want or need!

Finally for the year, we would like to say a big thank you to Rob Northcott who maintains the Devon website, Dan Chudleigh who has set up our local Facebook page, and Steve Wilkinson for his continuing efforts to get something going in the north of the county. We really do appreciate all you do.

We have had a number of new members in the last few months, with quite a few in the mid and North Devon area. Welcome to you all and we look forward to meeting up in the New Year.

As many of you know, we have an e-mail list of local members who we try to keep right up to date with events etc. If you are not receiving our emails and would like to do so, please do contact us via devon2005@tssc.org.uk with your details. We do promise not to inundate you with rubbish!

DEVON DIARY

Wednesday 18 December Club Night at the Star Inn

Sunday 5 January Lunch at the Smugglers Inn, near Dawlish

Sue & John

ESSEX

Tel. 01375 672072

www./sites.google.com/site/tsscsexesarea/

AO's office - The last report of 2013 looking back at the year it has been a yet another year of AO reports written at the last minute not as many miles on the clock of the Triumph as I would have liked but between family work and my car accident it was an interesting year but most of all thanks to all the club members for their support. I have a local member trying to trace a Vitesse his dad owned CYO 418c if you know anything about it can you give me a call

My office - The spitfire chassis has now gone along with some other spit bits to a good home, a project that should be on the road next year, this gives me room to get back to thinking about the trailer. I have started some serious measuring (yes I still have it) Some of us went over to Grays to look at a transit van belonging to a members daughter, but the patient was pronounced dead, but the Coffee and dinner was good

Out and about - Part two of the Jedi warrior abroad

When the new cylinder arrived on the Thursday I fitted it and we went further a field during the day, still taking the bikes with us and parking outside the town and cycling in. On the Saturday we went to the De Rijke car museum. De Rijke is a transport com-

Essex Continues

pamy in the museum they had over 200 fords ranging from the model T to 1970 mustangs. Fire engines, Lorries, buses and many other cars of various makes. They were all in perfect condition and made a lovely day out for us. The weather up till now had been lovely so we still continued to use the bikes a lot. On the Wednesday we packed up and headed down to our friends campsite in Buyssecheure, France. We headed down through the new Terneuzen tunnel. Which only cost 5€ for the 8Km toll road. We had a lovely drive down and received a more than lovely welcome from Guy and Bernadette. We've stayed at their site, Camping La Chaumiere, for the last 5 years. So this being our 6th time they know us and didn't have to do any of the showing us around and just left us to settle in ourselves. After setting the tent up and getting everything sorted it was time to head down to the bar for an afternoon cold beer with Guy, where we then spent the rest of the day and evening there, having a lovely dinner in the restaurant on site, cooked by Bernadette. Thursday and Friday we had a few trips out around the local area, and had some nice afternoon teas out in little coffee shops in small villages.

Come Saturday it was market day in the main local town, St Omer. The market here covers most of the town and sell's everything from bathroom towels, to clothes, to fruit, to fresh meat and even some live chickens occasionally. Sunday morning it was time to pack up and get everything sorted for the drive home. As we packed up a large number of classic cars started arriving for the local classic car show they do at the site, in the top camping field. There were a good number of cars ranging from jag's to Mercedes, to Volvo's to of course Triumph's. But only one French classic car, an 1950's Renault. After a look around the cars and plenty of chatting we left about 1pm to head for Dunkirk for the 4pm ferry. As we parked up on the dock waiting for the ferry, two Triumph Stag's pulled up as well. After much chatting and story telling the ferry arrived and we all settled in for a very rough crossing, by now the winter weather had set in and a 2hr ferry journey soon turned into a 5hr journey as we sat outside Dover waiting for the ships to clear Dover, but couldn't due to the wind. We were parked close with the Stag's so the chat's still continued once on the ferry. After the delay on the ferry we finally arrived home about 9:30pm(English time). In all we did about 850 miles, even with the small breakdown, which didn't put much dampener on the holiday. What fun would a holiday be without a small hiccup here or there?

Club report 20th October - There were loads of members at club day probably too many to mention but will give the cars instead. There were 3 Spitfires, a 2.5 a Toledo, and a Herald, a Spit with a V8 inside and a Stag. There was also the MG/rover club there in the car park so Allan had a quick chat with a couple of them re our MGZS. We all settled down to drinks or dinners and then the AGM followed by the talk about the IOW trip in May 2014.

Booking forms were filled in, some deposits given although i now don't need the deposits until Jan/Feb so sort out later. Marion has agreed to run the 50/50 bingo to raise some cash for a few bits and bobs our first winner was Cat.

Joe had happy birthday sang to him and he cut his cake can you believe he is 19! No I can't.

The AGM - Allan and Janet were re-elected as joint AO's for the club, Cheryl was re-elected as treasurer. Plus a new post of fund raising was taken up by Marion. We are reinstating the 50/50 bingo in an attempt to raise some funds for new things such as a gazebo. Allan said that at this point last year he was not sure

he would continue as AO for Essex, it is all down to the members who have supported the club and the AO, with ideas and enthusiasm. This year has been a good one, with Janet taking a more active role as a joint AO. The IOW trip will be organised by her again this year.

We did 11 events 3 tours IOW, Bath and Garden of England, 12 club days, we tried to involve members at all times. We have a few more events left for this year yet. Next year we are looking forward to once again going to the Isle of Wight Club event, and possibly the Mile Of Triumphs which seems to be back on. Even maybe a trip abroad we shall see.

Fireworks at Southend. 2nd November - The fireworks at Southend are a regular event for the club. We arranged 2 meeting places one at home base car park Pitsea and the other on the seafront outside Neptune's fish bar. There were quite a lot of us. Lesley, Ray, Maisiey, Kirk, Lucy, Lucy's little sister, Marion, Mike, Bronwen, Stuart, Jack, Cat, Wes, Toby, (nicely tucked up in his pushchair), Allan, Janet and Joe. On arrival it seemed that Neptune's was closed!!! So we headed out onto the seafront and ended up in the Pavilions fish and chips just by Peter Pans Playground. Although we had to eat outside on the veranda and it was a bit windy, we enjoyed it all the same i think!. We just finished eating and the fireworks were about to start, there was a massive crowd of people. The fireworks as always went on for about 15 minutes and were massive. After the fireworks we headed out for the arcade but after a short while it was decided to go separate ways.

Some headed for the pub, some stayed in the arcade and the rest of us headed out for McDonalds at Hadleigh for coffee or ice cream and some had both! A pleasant evening with friends and the ice cream was good too.



Up and Coming
30th November Rochester Christmas market
a day trip to Rochester.
7th/8th December Christmas dinner and dance including a trip to HQ on the Saturday.
15th Club day,
21st December our Christmas dinner at the Ship in East Tilbury.
29th December auto jumble at White Webb's followed by Sunday lunch at a nearby pub.
Into the New Year we have 4th January breakfast run to Southend arches

Welcome this month to: Philip Jackman, Mark Butcher, Geoffrey Johnson

December birthdays for courier. Chris Brewster on 4th in Spain. Len Willis on 6th Alan Davies on 11th in Australia. Ray Goldstone on 16th

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

Hi folks here we are in December and once again where has the year gone?

Seasons greetings to you all, I know it's only the start of December but some of you will be totally organised, some will be thinking about it and others will be building up to then last minute Christmas eve dash, either way I hope you enjoy!

Well it has as ever been a full year and the lovely summer weather ensured that we were able to enjoy a full calendar including the Isle of Wight weekend, the international at Stafford, the area



HERTS & BEDS . . . WEST KENT LANCASHIRE

camping weekend in the new forrest, the Spa classic and the Dutch spitfire weekend too. All were enjoyed to the full and lots of other days out and runs too.

A big thank you to Jane for all the effort she's put in to lead us along and make available all the embarrassing photo's that appear in various published forms.

Thanks also to Vicky the raffle dolly for always remembering the raffle tickets and sometimes the "odd" prize too, oh yes and to all of you for coming along and making the whole thing complete. Well that's the annual review now a newsy bit.

The Resto show at Stonleigh was an enjoyable wander round gathering goodies to use at leisure as was the Footman James Resto show at shepton Mallet

Last months meeting brought along OB and Spenser to join in the gathering Ob has a 1500 spitfire and Spenser is the "proud" owner of a MK3 Spitty too which is in need of some considerable love and attention, one to watch as it evolves into a butterfly.

Both of these can be seen on the area web page if you want to take a look or come along to the meeting and kick tyres with the rest of us.

The Glos news in print has been a little sporadic this year and for that I apologise and unless I get sacked at the area AGM I promise to try harder, something most of my teachers insisted I do as well, if however there are any gaps next year I will take this opportunity to wish you all a very happy new year, Happy Easter, a lovely summer, don't forget to put your clocks back and once again Happy Christmas!

Don't forget to come and see us at the **Dec meeting, Mon 16th Dec** for mince pies and festive cheer.

Andy

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

All quiet in the area, Christmas is coming, our dinner on 6th Dec is well booked, we have decided to change our meeting venue for 2014, your committee toured 9 pubs thought to meet the objectives and we decided we move from the 3 Moorhens in Hitchin to **The Rising Sun, Maiden Street, Halls Green, Weston, SG4 7DR.**

We continue to meet on the **fourth Monday each month**, we did a scatter of members locations taken from our register of the past months and this zone is still central to the many, a few will travel and extra 12minutes but the move to a country pub gets the benefit of atmosphere, our own room to use, and things like a cosy log fire in the bar, so we move from a main roundabout commercial chain pub to country lanes, a more personal touch from the landlords and hope this brings us some benefits.

I held a garage sale for a MK member who sadly passed away which was not as good as hoped but on the bright side we made a donation of £70 for the local MK hospice he attended. Well done.

If you have some nice photo's of your car (and you too) we need some sharp snaps to produce next years Area Calendar of events e-mail them to me or Barry Huffer any nice photo will be considered, it can be of any subject, you your car, an area outing or local beauty spot.

Geoff Brace and Christine Anthony have joined the committee. The Area is registered at HQ to cover PLI at meetings and events and I carry on as Area Organiser

So all that's left is **HAPPY CHRISTMAS** to you all, the next meeting will be at **The Rising Sun January 27th 8pm**...we hope to have a New Years buffet available.

That's all folks

Pete

EARLY DEADLINE

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



TSSC AREA NEWS

WEST KENT

Tel. 01732 743747

www.freewebs.com/tssc-west-kent/

Del kindly penned the following together as I was unable to attend the meeting due to family reasons

Steve

Last month's meeting was typical of any winter season meeting – just a chance for a good natter and a pint. But first of all we had to welcome a new and quite young member. Oliver Willoughby-Jones came along (with a non-member friend – we'll show him the error of his ways) with a very nice Dolly 1850 HL, which pleased Colin Robertson no end. Discussion continued out in the car park. Mention of Colin reminds me that it might be an idea to have a look at, and contributed to, the web-site he is setting up for all of the TSSC South-Eastern areas to contribute to. Colin has copied a lot of the stuff on our area freewebs site, and added to it. Look on www.tssc-southeastern.org

If you have read some of the blogs on the club's web-site (Messageboard, then HQ) about the proposed offer to standardise area sites – at £100 for the site and £35 a month to run it and keep it up to date, you begin to realise what good ideas Colin's and also Steve's freewebs.com/tssc-west-kent/ sites are. This expensive proposal was publicised in Pip and Frank's Area Liaison report in the November Courier, 400, page 78, but originated from Shropshire area. But nobody seems to have mentioned where all of this money would be going. £35 a month from even half of our 50-odd areas runs into five figures.

In addition to Oliver, we had visits from Phil Willson, 13/60 register sec. – and learned a bit about his other collection – of buses, at which point Colin chipped in about his experiences driving Routemasters around LT depots at the age of ten sitting on his grandfathers knees!! How did he reach the pedals?

Accompanying Paul Dennis, was TR6 owner Mike Bean. We'll have to persuade him to become a member too. It's interesting to see how – shall I say – more senior members are opting for the six cylinder cars. Even Phil is heading in that direction, having just acquired a rather nice Vitesse.

When I get some time, I'll scan and e-mail (to those whose address we have) a copy of the **Christmas Dinner** menu that Glynn has on offer for us – that's **Friday 17th January**, as usual meet at 7:30, sit down at 8pm. It's a superb menu at £24.95 each.

Finally, we need to look at the date of our December meeting. When would you like it – New Year's Eve or Christmas Eve?

Del

LANCASHIRE

Tel. 01257 482569

www.tssclancashire.yolasite.com

e-mail: Patricia23@tesco.net

Facebook: TSSC Lancashire Triumph Sports Six

Hi All. For those that missed the Sunday Drive out in October what a brilliant day you missed, the wet weather managed to stay off for part of the day but it did dampen the day when it did appear. 12 cars gathered at the Canberra Club which included members from the Manchester area were we all set off with our tulip notes in hand. We made our way up the A59 towards Clitheroe then Skipton turning off for Sawley this is when the country lanes started, we made our way to Settle and then onward to Leyburn for our lunch stop at the Manor Café. This café was a brilliant stop with all sorts of food and such a warm and friendly place, you can check out their web site at www.manor-cafe.co.uk After our lunch stop we made our way back along some lovely country roads to Kettlewell then onward to Skipton, Gisbon and finally meeting up at the Spread Eagle pub Sawley, well you can't drive past a pub. It was nice to see members from Manchester joining us and hope they enjoyed the day as much as us. I would like to say a very big thank you to Deborah and Leyland for organising this brilliant day and producing the tulip maps.

On the note of Deborah a very big congratulations is in order for



LANCASHIRE LEICESTER & RUTLAND . . . M25 EAST

TSSC AREA NEWS

Lancashire Continues

winning the Hill Climbing Championship and in her own words "I came third on the day, and won the championship AGAIN!"

Beating the same chap AGAIN! can't wait for you to show off your trophy.

Pam and I would like to thank everyone for coming to the monthly meeting over the last 12 months and hope you continue for 2014. A big thank you also goes to the members who have attended car shows or organised drive outs, it is very much appreciated for all your efforts.

We would like to wish everyone a Merry Christmas and a Happy New Year.

Take care, drive safe.

Mark & Pam

LEICS & RUTLAND Tel. 07530 307371

Firstly many apologies for not writing for the last issue of the courier but events at work overtook me somewhat and by the time I remembered to do it the deadline had passed. Our main event lately was the Sywell Pistons & Props event that saw us out in big numbers along with the Northants gang.

I think we had 22 cars and the club stand manned by Angie all shoe-horned into a space for 10 cars. There were clubs with 3 cars with the same amount of room as us!

The general consensus was that we put on a great display along with Northants but the show itself was poorly organised and no-one from our group seems in a hurry to return. We were camping and the camping set-up was very disappointing as they would not let the first people to turn up save spaces for the late comers even though we had booked and paid in advance. Northants didn't have this problem as they were on their own doorstep so went home at night.

The show itself was a bit disappointing too so I don't think anyone from our group will be returning.

Our AGM was on Friday 8th November and we had 41 people in the bowling alley at the Red Lion.

Dave Smith and I will continue to be A/O's for another year despite everyone else wanting to do the job!!!

We welcomed 2 new members Howard and Jenny who recently bought my TR6 that I had to very reluctantly part with. I don't have enough room and I needed some funds to push on with my 2.5 Pi rebuild. This has been frustratingly slow due to a hold up at the welders.

At the AGM we discussed last year's events and we all agreed that 2013 has been a brilliant year.

Some of us did the Laon Historique, followed by a trip to Spa then home again. About 1500 miles.

The next 'biggie' was our trip to Skye via the Lake District, Callendar, Tormory, Oban, Ullswater. Another 1400 miles.

Lots of great days out and a few weekends throughout the year with such



great weather, especially compared to 2012. The Peak Run was rather unlucky with the weather but a great weekend as always.

2 of our long standing members, Graham and Ade have emigrated to a distant exotic country....Wales, so we wish

them all the best in their new adventure.

Our thoughts are now turning to next year and we are all fired up to continue the theme and push ourselves a little bit more.

Suggestions so far are, Le Mans, A weekend in Mid Wales, A weekend with the Devon group, A long weekend in Bruges and the revival of our own "Sunshine Rally". This will be sorted by Dave Smith and me over the next few months.

It will be a camping weekend on a good campsite based around Rutland Waters with some optional driving and evening entertainment. All in the club (and outside) will be invited as soon as we have the details.

We also discussed the proposed Castle Donnington "International" for the TSSC and things are looking promising at the moment. We know the guys at headquarters are pulling out the stops to try to make this a good event and we will be of course be supporting it.

Our **Christmas dinner** is the evening of **Saturday 7th December** and we are now fully booked at 45 people. As usual there will be presentations and a lucky dip raffle based on a classic car theme. Lots of prizes and of course Brussels sprouts to be won.

Well that's another year nearly over and one to be remembered. See you all at the Christmas dinner.

Keep running on 4/6/8

Neil

M25 EAST

Tel. 07938 526324

e-mail: herald1360@virginmedia.com

www.tsscsm25east.webs.com

Hi all and welcome to this year's Festive Area News. Coming up this month is the **Area Christmas Dinner**, which most of us are booked in for. Can't wait for that one, don't forget your party hats. Also we've got Kev's 50th Birthday Party which all are invited to. The Monthly Meeting is back at the Albion for this month and lastly on **Sunday 29th it's the Autojumble at Whitewebbs**, always a good day out. After browsing through the autojumble too we then head off to the local garden centres for knock down prices on Christmas Decs, already for next year. When the wallets and purses are exhausted we normally finish up at the Plough for lunch. So, what's been going on recently - My much ridiculed paint bubble on the front valence has been rectified. Strangely, there was no rust underneath, just a bit of filler that had blown. All it needed was a rub down and repainting, result!

All turned out very well although the valence was a bu**er to line up again. My next task is to re - varnish my steering wheel as it's wearing a bit thin.

Chris has had the underside of his bonnet repainted, that's dedication for you. It's surprising what a difference it makes to the look of the engine bay. Barry has purchased a pair of MG front seats for the Vitese and they do look very nice in his front room. I think Laura secretly likes them there ha ha. After the disappointment of our last show of the year, Canvey, being washed out we had a bonus at the end of October. Mangapps Railway Museum had their Steam and Transport Day and as it was a bright day a few of us went. Considering it was right at the end of the month there wasn't a bad turnout of vehicles. We managed 8 cars plus Neil's mate from the Stag Club. There was



also a few Pop Pop engines merrily chugging away, vintage buses plus the museum was open with steam train rides as well. We all went 'en masse' for a ride on the train which gave the opportunity for

TSSC AREA NEWS

EARLY DEADLINE

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



some silly photos (see our Facebook page). The museum had many interesting exhibits including railway engines, carriages and a London Tube Train. All of which we could go on, again, more silly photos. Back outside, it was just warm

enough and sunny enough to sit with the cars for our usual picnic and nattering. Richard spent a lot of his time fussing and polishing his car, Mike was busy investigating his leaky water pump and Chris was demonstrating his new gadget, a car camcorder. Stuck to the windscreen you can make videos of yourself driving, I can see a few of these being bought. By the time you read this I should have mine ha ha. Be prepared for lots of very amateur videos appearing ha ha.

Much of the talk lately is of our big trip next year to **The Classic Le Mans**, our first trip abroad. So far, 7 cars from our area are booked in. To say we are excited is a bit of an understatement, Richard is having trouble sleeping already. It's ok mate, only another 8 months to go. A couple of things we've bought recently are the calendars and the new flag. At the time of writing the calendars have been delivered and some given out. They turned out pretty good and everyone seemed pleased with them. We're still waiting on delivery of the flag but probably by the time you're reading this it'll be here. It's done to the same design as the banner. It was easier that way as I already had the design saved, didn't have to tax my brain too much on designing something different ha ha.

It's now the time of year when we're on the lookout for new shows n stuff for next summer. If anyone hears of anything interesting let me know. One date already released is for the **Triumph Show at Stoneleigh. It's on Sunday 2nd March**. 2014 see's it joined up with the MG Show, so it's now called **The International MG and Triumph Show**. This should mean it's a bigger and better show with more traders and of course more displays. I will try and get the Dib Dob Bus and we can have a weekend away.

Camping...we only managed one camping trip this year so we'll have to try and remedy that for 2014. We've already got Le Mans pencilled in but there's also the SEM, which we missed this year and the new **TriumphFest UK Show at Donnington**, which sounds good. Got to do a few camps as the Dandy's getting cobwebs ha ha. That's all for now folks, it just leaves me to say have a great Crimbo and a happy and more importantly healthy 2014. Cheers

John.

December Events

Area Xmas Dinner – Sunday 8th

Key's 50th Birthday Party – Saturday 14th

Monthly Meeting – Sunday 22nd (12 noon, The Albion)

Whitewebbs Xmas/New Year Autojumble and Pub Lunch

Sunday 29th

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

8 of us joined Lancashire Area on a run out to Leyburn on a very wet Sunday morning, but that didn't deter from seeing some fantastic scenery. It was a really good run with lunch in a biker's café in Leyburn and a beer or two in a country pub on the way back. It was a brilliant run and we would like to thank Lancashire Area for a brilliantly organised run sorry we can't thank you for the weather though.

I would like to thank Mark n Tracy for taking the November meeting as Frank and I were in-disposed (not the footy) probably something to do with the meeting falling on bonfire night, European football night, and other reasons only 15 members managed to make the November meeting may I say a warm welcome to New Members David and Joanne, who braved the elements to bring their lovely Herald 13/60 along.

Balances were collected for the Xmas Do. If you haven't paid yet, please let Janet have your balance ASAP details of what you owe are on the TSSC Manchester Area website. We would also like

£50 deposit per couple no later than the **January meeting please for our Northern Ireland trip**.

We have opened a new bank account with 'Santander' we will let you have full details and reasons at the next meeting. We now have the facilities for members to pay for events and bookings by direct bank transfer, cheques are still welcome made payable to 'TSSC Manchester Area'.

We will have attended a COM meeting at HQ on Sunday 10 November, a full report will be in the December edition of the Courier, we are also happy to pick any items you need from the Club Shop to save on postage at **TSSC HQ Xmas Open Day - 7 December** – the Club Shop, Museum and Bernie's Bizarre Bargains stall will be open, and there will be mince pies, nibbles and a guest ale on offer at the Herald Bar. Full details in the Courier.

Pete still needs your photos for our 2014 calendar! If you have any favourite photographs of your car, other Triumphs in the club or from events we've attended, Pete needs as many as possible for the new calendar.

Are you interested in **Derwent Valley New Year Run - 5 January** – a charity run departing from Ripley in Derbyshire at 10.30am, with a Sunday lunch stop at 2.00pm. Optional fancy dress theme this year is 'pirates' with prizes for best costume and best decorated car. Let us know if you'd like to attend.

Next year 2014 the following event will be in place of the International weekend at Stafford namely **'TSSC TriumFest UK' 26-27 July** - our new international event at **Donington Park!** Exclusive use of the Donington Park Farmhouse Campsite, a Friday night beer festival, live Saturday night entertainment, auto jumble, concours and a cavalcade on the Donington Heritage Loop, with more still to be announced!

Don't forget if you would like to change the organisers in your area or have a go yourself? Please let us know at the next meeting

Events to remember in December

Tues 3rd Dec Manchester Area Meeting Barton Aerodrome.

Sat 7th Dec Xmas Open Day TSSC H/Q.

Sat 14th Dec Manchester Area Xmas Do

St Ives Hotel Lytham.

25th Dec Xmas Day.

Finally have a great Xmas!! And all the best for 2014!!!!

Pip n frank

NEWBURY

Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

The classic car show at Dunstan Park at Thatcham saw Ian in TR7, Malcolm and Josie in GT6, Malcolm and Rae in Vitesse and Dave and I in Smiley Spit. The weather wasn't too bad and there were some unusual cars to see. As is the nature of this show, cars came and went during the day, so even if you only have an hour or two to spare it is well worth visiting, especially so as it is part of the Thatcham Festival and there are lots of other things going on in the town. This is the last show event in the area for this season.

Thanks again to Malcolm and Josie for holding the fort while Dave and I were in Scotland.

The **Christmas meal is on 11th December**. Please be there as soon as you can after 7.30 ready for a prompt 8p.m. start to the meal. We will have our local area AGM at this meeting. As always Dave and I are quite happy for someone else to be AO – just let me know if you are interested. Remember we only have 5 years more notice to work out before someone else has to take over!



NEWBURY NORFOLK . . . NORTH EAST . . . NORTHERN IRELAND

TSSC AREA NEWS

Newbury Continues

Don't forget your £5+ present for the lucky dip. If you don't put one in you won't be able to take one out! There is no dress theme for the evening, but if you wish to dress up feel free. This is a pre-booked only event. Hope you bought an Area calendar - some very interesting photos in it.

Just remains for Dave and I to wish you a very Merry Christmas and a Happy New Year. No second meeting of the month in December due to the date it falls on.

Meetings

**11th December Christmas meal at the Berkshire Arms
pre-booked only**

NO MEETING ON 25th December!

Keep 'em flying

Mary and Dave R.

NORFOLK

Tel. 01502 476699

e-mail: mike.carroll01@btinternet.com
www.norfolk-tssc.co.uk

A well attended AGM was held at a new venue in Dereham on November 4 and it was great to see some returning members and one new face in Steve Mulford from Fakenham. I (Mike Carroll) was re-elected as Area Organiser and Colin Cole was elected as Treasurer. Colin has the task of managing the current bank balance of just over eight pounds – best of luck Colin and a huge thank you from me for volunteering.

The future direction of the local area was discussed and it was generally agreed that monthly meetings do not necessarily need to be held at the same venue every month and as the County is large an attempt should be made to hold meetings at various venues across the County. If anybody has any suggestions for future venues then please contact me.

As the **MOT** was a success even though the organisation was left to the last minute it was agreed that the event should continue and be held at the same venue next year hopefully reverting back to the usual time of the **third weekend in September**.

There will not be a December meeting but all are invited to the **Christmas Meal** that will be held in conjunction with the TR Register at the **Bird In Hand at Wrenningham on 7th December**. Please contact **John Jarman 01603744785 to book**.

Some members will be attending the following events this month.

December 7th Visit to HQ.

Next meeting to be held at the **Bird In Hand, Wrenningham on Monday 13th January 2014 @ 20:00.**

Contact me if you need further details.

One request from me. If I do not have your e-mail address I cannot send you the Local Monthly Newsletter. If you are not receiving the Newsletter then I do not have your email address can you please contact me via email at the following mike.carroll01@btinternet.com.

Mike

NORTH EAST

Tel. 07917 738091

e-mail: northeast@tssc.org.uk
<http://tssc-northeast.blogspot.com/>

Hi all. Quite a decent turnout in November for our AGM and a couple of club cars outside. Lack of time after family fireworks fun stopped me getting my Spit out to play, nice night but got really cold and the gritters were all over the roads on the way back.

Anyway, there was quite a bit of discussion re the area, as a result, the AO team will be myself and Geoff for next year, we'd like to collectively thank Andy Dunning for all he's done over the years for the area, and also to Anne who has been involved with the area funds. The treasurer will now be Kevan with assistance from Gavin and Chris. Also new will be a 'tool share' register. This is to be co-ordinated by Brian Armstrong, basically, we're collecting information on some more

specialist tools that are owned by area members who are willing, subject to conditions, to loan them out or assist other members in their use. Once we've got a decent idea of what is out there we'll have a list for the meetings, we will probably supplement those already available with other tools bought from area funds for the benefit of members, these would be subject to a deposit and hire charges.

That's the main gist of what happened.

Also at the meeting, Mick congratulated Julie on her forthcoming birthday, there was some debate/speculation about which one it was which I won't go into here cos she's scary! Julie also suggested that, rather than write each other Christmas cards, we put a donation into a charity hat at the **December meeting**. Also at the December meeting we'll be having a Joe G. quiz, bingo and a raffle. If anyone coming could bring a donation, but wrapped so the winners don't know what they're getting. We've also had a £25 donation from Joe following a win in a feedback competition for the Corbridge show earlier this year, very generous, thank you.

Don't forget your silly hat/loud shirts for December as well. The curry trip date will be decided at the December meet as well, may be December but quite likely in early to mid January instead.

Kevan sorted his poorly running GT6 out, years of crud and tar in the tank blocking the outflow at inopportune moments. A thorough clean and treat with POR15 has sorted it out and strengthened his arms at the same time, much tank shaking and turning was involved.

Geoff has taken on the task of co-ordinating/organising the CLM 2014 trip from me as I'm not going this time, anyone interested should get in touch with him direct (or via me if you don't have any details). Big change in the trip in that they're going DFDS from North Shields, choice of dates available, also there are a couple of people looking for passengers as well. Couple of the interested parties don't currently have roadworthy cars either – the clock is ticking ever louder.....

Thanks to everyone who has organised something for area members this year and helped out in anyway, all the best for the festive season, Merry Xmas and Happy New Year.

Cheers

Mark

NORTHERN IRELAND

Tel. 028 9029 2722

e-mail: northernireland@tssc.org.uk

Hi. The nights have drawn in and temperatures have dropped. Hopefully you are sitting somewhere warm and comfortable enjoying your favourite car magazine.

October saw the last of the Northern Ireland's areas official runs. It was meant to be organised by Mark but that unfortunately fell through.



However Alan French stepped in and at very short notice organised a very enjoyable run through parts of County Down, up into the Mourne and then down into Newcastle. There was a good turnout, the weather was surprisingly mild (note most cars have their hoods are down in photo) and to finish off the day most went for a meal in a nearby restaurant when we reached Newcastle.

Bill Ashe called round to the house with four boxes of parts which he had been given by a former club member to pass on to me. The boxes turned out to contain a variety of Spitfire and GT6 parts as well as parts from who knows what - anybody know what car came with twin Stromberg CD125s? In any event most parts will soon end up in new homes - Padraig has already earmarked a pair of 1.5 SUs so he can replace the single Stromberg on his USA Spitfire.

Paul attended the Association of Northern Ireland Car Clubs (ANICC) AGM on the 4th November and managed not to get elected to anything which is definitely a good result. The invitations are now out for the ANICC prize giving dinner on the 25th January 2014 in the Armagh City Hotel. So far four club members have confirmed that they will be attend-

NOTTINGHAM . . . NOTTS EAST PETERBOROUGH

ing. If you want to go please let us know as soon as possible.

Attendance at the November meeting was much improved on last month and there were even two Triumphs in the car park. Most of the discussion was around forthcoming events - the Triumph Art Display on the 8th and 9th of November and the film night on the 13th. Reports on both next month. Don't forget **December 4th is our own AGM** including the election of the AO(s) for the year ahead.

Best regards

Jaqui & Paul

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



Welcome to Decembers newsletter & welcome to our newest member **Mina Jaime Solis, born on Friday 8th Nov weighing 6Lbs 7oz.** Mum & baby are doing fine & home from the hospital.

So, Santa is just around the corner and I'm sure there will be bits to be ordered for our cars. Mine had to come early after the clutch on Sybil the Spitfire started to fail on the way home from work, the whole car juddering like I had traction control. Thanks to all

who offered help and advice here on the parts to replace and how to go about it... At the time of writing though, I've not yet swapped it due to decorating bedrooms for the new arrival.

We have finally made some progress on Johns TR7, with the carpets and seats going back in. There are a few issues that have been highlighted that we still need to tackle before taking for an MOT, such as the headlights not popping up again, which we suspect is down to an earth issue. We are moving the date forward for completion due to needing garage space for the Spitfire for the clutch and paint work. Hopefully we may have two refurbished Triumphs for the area on the road next season. Then we have the second spitfire to rebuild one day. Not much else to say about this month. Don't forget the club HQ open day. Usual festive fun and frolics etc at the premises and probably the best decorated Triumph on the day.

So, may I wish you a Merry Christmas & a Happy New Year on behalf of all at Notts TSSC. Don't forget to look on our website www.notts-tssc.org.uk or @notts_tssc on twitter for what's planned for 2014.

Best wishes

Andy

NOTTS EAST Tel. 07976 163006
Tel. 07837 110325

Hi and welcome to East Notts TSSC for all Triumph and classic car enthusiasts to join us on evenings socialising, runs to events/interesting places or even weekend's away.

Last months meeting saw 30 members (some new face's) with Scott Hutchinson performing a live music quiz which went down well with everyone, thanks again Scott. With winter well and truly here its the perfect opportunity to get those little jobs done on our cars ready for next season (Don't forget we have a **new years run on 5th of January**) My own vehicle (2500s) is currently heavily stripped with engine /box / frt. suspension all removed for a full engine rebuild , detailing under bonnet and change to manual O/D. Will it make New years run - No E.T.C. March - Maybe. Nigel has been adding to his Fleet and is due to pick-up his 2500 PI which I can't wait to see.

We have been thinking of producing an Area Calendar with pictures from Various events on and where possible dates of events, to make this possible we would need to gauge interest from yourselves. Let us know urgently please.

Also a regular to our meetings is the Club Shop Manager Garth please introduce yourselves and feel free to ask him any parts related questions.

TSSC AREA NEWS



Future Events of Possible Interest

25th November - Notts Area Meeting
Our Friends meeting at Rolls Royce Club Hucknall
7th December --- Club Xmas Open Day / Xmas Party Night @ Hinkley Island Hotel
Two events 1st the Clubs Xmas open day lets you visit Club HQ, meet other members /officials, view museum, purchase spares from shop (10% discount) & free entry raffle.
2nd See's us head to hotel for dinner dance Xmas party with disco til late - Recommended
3rd December --- Derwent Valley Area Meeting
Our friends area meeting at Smalley Common Club DE7 6FY
9th December - xxx Our Meeting xxx
2014 Events

5th January 2014 --- New Years Run

Annual event for Charity organised this year by Derwent Valley Area see us meet up and enjoy pleasant run in your classic (modern if classic is hibernating) culminating in a slap up meal. This years theme is Pirates so decorate yourselves / car accordingly - Recommended

2nd March - The International MG & Triumph Spares Day - Stoneleigh Park, Coventry a must for Triumph car enthusiasts! An International Triumph Show with car club displays, trade stands, auto-jumble, spares, accessories and cars for sale

30th May - 1st June - Northants Area Camping weekend - Annual event at Wicksteed Park very good event for family and adults lots to see at the park with its own lake/train ride & Theme park. Northants area put on a full weekend with a daytime run and 20's fancy dress and new this year a murder mystery - Recommended

13th June - 15th June - Manchester Area Fun Camping Weekend - Details TBA but knowing Manchester lot will be a great Madcap event

19th June - 23rd June - Derwent Valley Area's 26th Peak Run Camping Weekend or Day event - Extremely enjoyable weekend of entertainment filled with fun games stunning run's in its 26th year and unbelievably gets better every year one not to miss come for whole weekend or just run on Sunday truly one of the best events of the year. Very nice camp site with very clean shower blocks and with function room for Derwent to entertain us. - Highly Recommended.

4th - 6th July - Lemans Classic - TSSC Priority Bookings open now - TSSC bi-annual event offering a tried and tested formula always gets great reviews from members, ask Nigel for more info as he has been many times.

25th July - 27th July - Silverstone Classic - Provisional Dates for One of The Biggest Classic Event In Britain 2014 Price £42 per Person for a 3 day all Access Pass/ 6 Live bands entertainment Friday & Saturday Evenings And All the Classic Motor Sport you Can Handle! All Works Out £14 A Day !!! With the Club Discount Code !!! Ask Adrian over this event - been many times - Recommended

26th July -27th July - New Event TSSC Trium Fest UK Donington Formerly Triumph International Family Weekend more news in later newsletters
That's all for now

Nigel & Adrian.

PETERBOROUGH

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

The November meeting of the Peterborough area is also our group's AGM so it was nice to see a decent turnout at the Red Lion. In the past we have always joked that members would use any old excuse to miss this one and thus avoid being press-ganged into a job - as if we would!

I must apologise for being a little late myself. A last minute rush down to see my elderly parents in London meant I was struggling to get back in time but I eventually made it in time for the main part of the meeting.

No real surprises then, with Doug and I being re-elected for (yet) another year as joint AOs and Steve Abbott continuing in his role of treasurer. Steve actually had to send apologies as he was working but Doug was able to give a summary of our finances, which appear to be in a very healthy state.

The one point that Doug and I must stress (again) is that our lives have changed dramatically in recent years. Doug has taken on a huge



PETERBOROUGH SCOTLAND CENTRAL WEST . . . SOMERSET

TSSC AREA NEWS

Peterborough Continues

voluntary commitment with the Federation of Small Businesses and since launching my own business two years ago I now find myself working most weekends. So whilst we are more than happy to represent the area and to do the basics - like the monthly newsletter, attend the TSSC AGM and AO meets etc - we do struggle for time to get too involved in many of the weekend activities. To this end we are really keen to get as many of our group as possible involved in organisational duties. In this way we hope many hands will make light work and it will not become an onerous task for any particular individual. It was good to see a decent level of support for this at the meeting and for my part I will commit to getting a comprehensive list of 2014 events published, both on our area calendar and as a separate sheet, as soon as possible. That will hopefully give the framework for others to pick up and work with.

Most also seemed keen to try to organise our own event(s) in 2014 and Colin kindly offered to give this some further thought.

Moving on, and dare I say it but Christmas is now fast approaching! Our next meeting will be our **Christmas party** and Marie and the team at the **Red Lion** will be preparing a sumptuous three-course Christmas meal for us on **Monday 9th December**. The take up for this has been most encouraging and we have already taken deposits for 27 places. If anyone else would like to come along then please let us know as soon as you see this newsletter - we will do our best to squeeze you in! We have decided to go back to the traditional Christmas Turkey menu and the price is £19 per person. Contact Doug or myself asap if you wish to come along. We will meet a little earlier than normal so please take note 7:30pm meet for 8:00pm sit down.

As this is our first dinner at our new venue we will have to give some thought to the raffle. Traditionally we have always donated the money we have raised to the cancer respite charity supported by Pete at the Bertie Arms. I think it would be a very worthwhile gesture to continue to donate the money raised to a good cause but perhaps we would like to consider a new beneficiary? What do we all think? If anyone has any suggestions please let us know.

Before I sign off I would just like to remind everyone that the **TSSC HQ** will be holding its traditional **Christmas Open Day on Saturday 7th December** from 10am to 4:30pm. As Lubenham is so close to us as a group we do often send quite a contingent so hopefully some of you will get along for a little Christmas cheer.

Finally for those of you that won't be able to attend our Christmas Party it just remains for me to wish you, on behalf of Doug and myself, a totally triumphant Christmas and a happy and healthy 2014.

We hope to see you and your Triumph at a meeting in the new year! Cheers

Paul

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

The November meeting was well into the darkness, but undeterred we had a very good turnout of 13 members, (plus 2 apologies) with 3 club cars out too. We had the added bonus of a football match being on at Ibrox too with all roads being full to capacity. We invented a new activity in the car park. (Steady). Autojumble by torchlight. Ian O brought a car load of bits taken off his Spitfire and from his garage. Michael also brought a boot load of useful stuff. We all got something to keep us amused. The most unusual was a locking glove box (gun cabinet?) from an American Spitfire. I have never seen one before. We had a new car at the meet requiring a vehicle check, so once finalised it should be out and about. The car park was busy and we found out that there was a retirement function in full swing, so we just joined the queue at the bar. Not much to discuss, just as well as the lights and music were on full, as well as the dancing girls. (See what you miss).

We will be supporting the new TSSC TriumFest UK at Donnington, but Silverstone Classic may be on the same weekend. Donnington is, approx. 20 odd miles further than Stafford. New experience, let's go. Unless you have tickets for the Commonwealth Games. Le Mans has some takers too, with plans for travelling being looked at.

The Triumph Spares Day at Stoneleigh is combining with MG Spares Day for 2014. This will obviously give a better show with dual suppliers benefitting, but what about parking? We always take a while to get from village to the door and out again.

Next month will be the AGM. Try to come along or you may be nominated for something in your absence.

This is the last News of 2013 so probably time to reflect. The area has been out and about a lot throughout 2013 beginning with The Monte Start, through the numerous shows, The Mugdock Weekend and The Last Stafford. Good turnouts at the shows and meetings, although I could not make some of the latter ones. Thanks to all members who have rallied round and helped out when I was occupied with other matters. The area has really got a following and this is bringing benefits of spares and cars coming to our attention. I did not manage to Lenzie Autojumble or Stoneleigh in October, so a rest from them will mean all the more next year.

We have ideas for next year and will have to wait for the SVVF Yearbook to see what is on when. Again next year there will be changes to our events to maintain interest. More discussions at meetings so think about what you would like to do, or not do/change.

Remember that The Monte Carlo Historique Glasgow Start is at the Riverside Museum in January 2014 (23rd for the start, 18th for display in Glasgow town centre and our night out).

There may be reports on the remaining shows next month. I will put as much info in the News as possible.

Remaining Dates for 2013.

TSSC Scotland Central and West Area Annual General Meeting - 4th December 2013

There are no more dates for 2013 shows, BUT 2014 is coming up fast, Provisional Dates for 2014.

Area Xmas Get Together. 18 January 2014. Venue TBA plan is to see Monte cars and go for food and drink in Glasgow. All welcome.

Monte Carlo Historique Rally Start 23 January Riverside Museum, Glasgow.

Triumph and MG Show - Stoneleigh March 2nd combined show for both marques.

Classic Le Mans 4-6th July, let people know when you are going, travel together.

Erskine Hospital 13th July

Donnington, TSSC TriumFest UK 25th, 26th, 27th July. Vroom, vroom, we need to claim a Scottish corner! But Commonwealth Games are on too.

More to Follow.

NEXT MEETING will be on **Wednesday 4th December** it's AGM time. Come with thoughts and ideas for next year. There will be a full discussion on the night.

The **January Meeting** will be a week later on **Wednesday 8th January 2014**.

Please come and say hello at the meetings, even just for a short while. There are cars coming up for sale on line, locally, plus club cars, so keep looking. A lot of info comes from the meetings and contacts at shows etc.

If you come to a meeting PLEASE check you have left me contact details if you are looking for something. We have a Spit 1500 bodytub for sale, so if you are the person looking for one get in touch. It may be on ebay or gone by now.

That's all for 2013. Thank you to all Area members who have met, driven and, helped throughout the year, a fantastic group ready for anything. All that remains is for me to sign off. Have a Very Happy Christmas and Good New Year when it comes. There may be another Courier in between this and 2014. I did notice that one car store had restocked the Herald Airfix Starter Kit. So put one in your letter to Santa.

Gregor, signing off for 2013.

Gregor G.

SOMERSET

Tel. 01278 653888

e-mail: somersetssc@gmail.com

Hi All. We have come to the end of the season with our usual finale. The Restoration Show at the Bath and West Show Ground.

This year we titled our entry as "Bottom Cog" a word play on Top Gear. The centre point of our display was John Stewart's Herald 1200 convertible, fitted out as James Mays' sailing (dinghy) car. "Captain Slow" himself turned out to be rather static but overall the effect was OK.

As the organisers like to see some work being done on a vehicle during the show I (Steve) decided to remove and insulate the gearbox cover on my GT6, so anyone visiting the stand may have only seen feet, or

SOUTHERN . . . NORTH STAFFS



TSSC AREA NEWS

other body extremities poking out from the car. No prizes for the stand this year but a constant supply of cake seemed to keep us all happy. Nice to see the usual contingent from south wales, complete with huge cake beautifully decorated and nice to see Jed and Wife from Essex, who must surely have travelled further than any other TSSC member to be there.

John returned home with one more car than he arrived with, courtesy of the auction, and Phil had to haggle, but still managed to sell his Stag! So a good weekend all round really.

Out next meeting will be at **The Fox and Goose on the 10th of December** from 8pm. Hope to see you there!
Cheers for now

Steve and Derek

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Greetings, by the time you all read this there will be 24 days left 'til Christmas, those of you going to the Xmas dinner will be looking forward to that (and don't forget your secret Santa gift) and I will have had delivery of the area calendar. Until then you can read what our intrepid leader has written.

Hi all. By the time you read this the season will be finished, last show for us being on the 26th October. I would just like to say a few words thanking everybody in the club for the support you have given me throughout the year at regular meetings, roaming meets and Sunday lunches. For those of you who will not be at the Christmas dinner, I wish you a Happy Christmas and the best of New Years.

If you would like a change of leadership, I would happily stand down to let somebody else have a go. It's your choice!

September 8th saw the terrible trio journey down to Eastleigh for the Concorde classic car show. Not a brilliant run, tops down but a tad damp, meeting up with Neil and Robin. Heavy showers all day, top up, top down! A good selection of interesting cars.

Friday 13th saw Mike and myself travel to Goodwood Revival for a look around the classic car park, but thanks to Neil supplying us with two entry tickets we were able to get into the event proper (with a slight hitch!). We had a very enjoyable day mooching about soaking up the atmosphere and watching some of the practice. By the time the only race of the day started (Twilight race) some 90mins long, it was raining and also gone past twilight. Half way into the race, they pulled the plug; it was dark (some cars without lights) and lots of spray making it too dangerous for the machines and drivers. It was very entertaining whilst it lasted. Mike and I were a trifle wet by this time although we had umbrellas the wind was pushing the rain against us so back to the Stag to start up, heater on, off we go with rain all the way home. Lots of standing water but we had thoroughly dried out by the time we reached home. Saturday saw us repeating the journey. All was well on the way down but as soon as we came off the road to enter the car park, we were presented with 300 years of 1 1/4" thick slurry (30mm for you Europeans). Needless to say the car was caked with mud. We had an enjoyable day watching some excellent racing from the stand this time but boy was it cold with a north wind whistling through. An uneventful trip back to base, all over for another year. If you have read this far you are probably thinking thank goodness for that!

Sunday saw the threesome taking a trip to Tilford. Soon after we had arrived, Mickey and Julie arrived and we helped them with erecting their gazebo. We were duly rewarded with cups of coffee all round, always nice to see them both.

The weather was not too good and it rained early afternoon. The event was well down on numbers but still a good show.

On Saturday 28th September saw the three of us attending the Herald Alton Show. A glorious day with more entrants every year and lots of stalls in the high street. We were joined by Peter Harper (sorry Peter, no prizes this time!) Sunday saw David and me as my passenger journey to Kingsfold. Another lovely day, a good mix of vehicles and plenty to see. We hunted down Mark, Vanessa and the kids who were down for the weekend with folding caravan. Adam and Louiza enjoyed the kite flying and the gun fights at Deadwood. David and I spent the day strolling round the cars, commercials, fire engines, tractors etc.

Merry Christmas

Mike

Thanks Mike. Neil has asked me to mention an area trip he is organizing next **June Llanderchindda Farm**

The club has arranged the booking of the guest house at **Llanderchindda Farm in Carmarthenshire, Wales** for the nights of **June 6th to June 8th 2014**. The weekend will include a tour on the

EARLY DEADLINE

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

Saturday and another on the Sunday around the beautiful countryside of Mid-Wales. Dinner, bed and breakfast for the Friday, Saturday and Sunday is included. If you are interested in taking part in this venture, then would you please contact

Neil Fletcher. e-mail neil.fletcher57@ntlworld.com

Cheers Neil

As usual next year our regular meetings will continue to be at the **Seven Stars GU32 3PG on the first Tuesday of the month.**

Below is a list of Sunday Lunches and the roaming meets for 2014

January 19th, The Hampshire Hog, PO8 0QD

February 16th, Hen and Chicken, GU34 4JH

March 16th, Fishers Pond, SO50 7HG

Roaming meets

April 17th The Bat and Ball, PO8 0UB

May 15th, Pub With No Name (aka The White Horse) GU32 1DA

June 19th, The Ship, Langstone, PO9 1RD

July 17th The Titchbourne Arms, SO24 0NA

August 21st, The Golden Pheasant, Farringdon GU34 3DJ

September 18th The Jolly Drover, GU33 7QL

As you may have read in the Courier or on the web The Family International Weekend held at Stafford is no more, due to spiralling costs and dwindling numbers attending. Now we have **TSSC TriumFest UK to be held at Donington**, a slightly smaller venue but hopefully with more to offer. Myself and a few others will be going, I hope that a few more (especially our younger members) will support the event. Even if you do not camp I believe there is a very good website for B+B's in the area (Destination Donington).

Just a few thank you's, To Mike, our intrepid leader, to Barbara and Auntie Val for the raffle, to Paul for updating the Yahoo messages, For Neil, for financial and trip organising. To Vanessa for deciphering Mike's ramblings. And to the rest of you for your support over the past year. I wish you all a very happy Christmas and best wishes for the New Year.

Take care

Mark

NORTH STAFFS

Tel. 07939 603061

e-mail: triumphsportssixstaffs@gmail.com

Web. www.tssc-staffordshire.co.uk

Not my favourite time of year, clocks going back dark nights, storms lots of rain and cold. Now that I've cheered you all up, I hope those of you who attended the restoration show at Stoneleigh on the 27th Oct picked up some bargains for your Triumph. I understand that at the next shows you will need a shot gun rider as it being combined as an MG and Triumph show.

Not much done to my car since removing inner wing as I've been busy relaying my drive in between the rain which has prolonged the job, as heavy rain and cementing don't mix, (well if you want the cement to stay where you laid it and not to run down the drive). Having raised some funding from the sale of a front panel for a TR4a, I hope to have purchased another new wing for the bonnet by the time you read this. The next job is removing said wing and welding the inner wings together ready for reassembly, that is when my welding skills improve.

Some sad news we will be losing some stalwart members in the new year, who have supported the area since relaunch. Ian Karen and Steve Howard will leave a big hole in the team, but the good news is the Yorkshire area will gain only two fantastic members, as unfortunately I understand Steve is selling his Spitfire.

We wish them all the best with their move to Yorkshire and hopefully we will see them at some of the Triumph events in the future.

We had a excellent turn out at the October meeting including new member Tom Henshall who has a GT6, unfortunately I didn't get to speak with Tom to much, I hope he will join us at the next meeting especially as he had the privilege of drawing the raffle and picked out his own number. There were extra prizes of cans of Spitfire beer left from our spin the Spitfire game used at Stafford as the sell buy date was



TSSC AREA NEWS

North Staffs Continues

31/10/13, not that alcohol goes off??? I'm still here and I've drunk lots of cans with dates long passed there best before date, or is that why I'm passed my best?

In last months report I gave a hint about a possible new Triumph joining the stable of cars I have, however a certain AO in the neighbouring county let the cat out of the bag in the last Courier and I believe on their web site. My intention was to buy a relatively cheap car to fill the absence of a usable Triumph until mine is back on the road, as I have had a few jobs about not portraying the best image of the club as an AO using a non Triumph car. To rectify this a suitable car was spotted on the said auction site, but as this was some distance I first dismissed it as a contender. As the week progressed I kept looking at said car thinking that price had remained low I exchanged emails and phone calls with seller and my interest grew.

As the end of auction got nearer and looking around at what else was for sale I thought it was worth a gamble, as I was assured that the chassis had been fully restored.

So as I left for the last show of the season on a Sunday morning I thought lets live dangerously and go for it, so bid was placed and off to the show we went, which by the way turned out much better than expected.

On return from the car show the PC was fired up and checks made on the result.....

Congratulations you won the Vitesse. Soon the realisation of the task hit home, but I like a bit of a challenge so friends were contacted who had been asking when we were going to visit there new lodge near Berwick they had moved into last year. I asked if their offer was still on to put us up for the night, which they said we would be most welcome, so that was the second stage of the trip sorted.

Next was to find a spot over point in Scotland which is so easy these days with Internet, next trains are booked and we ready to go. It was very pleasant journey up to Scotland, but I start thinking this train is doing between 80 to 120 mph, and I will be doing about 50 mph if lucky, I will certainly see lots of scenery on the return journey. Eventually arriving at station the car is waiting to take me to sellers home, were a welcome coffee is most appreciated, and first impressions of car are good. Checking around car the chassis as nice new outriggers and the main has been shoot blasted and has a coat of shiny black paint, and shiny new pipes running along it. The body has had a number of repairs which of cause is expected but the welds could have been dressed a little better, I was not expecting much from the interior as I was aware of non standard seats.

So the deal is as good as done, that was until I tried to fasten the seat belt, I don't know if this was made worse by the non standard seats but it was almost impossible to fasten, but with great effort and much breathing in click went the belt, leaving me in what could only be described as a straight jacket. Then closing the drivers door turned out to be another major task bang! Bang! BANG! And it still refused to close but hay ho they never did close that well from the ones I've had.

By this time the light is failing rapidly so lights are turned on and all seems well until dipped beam is selected and suddenly darkness falls on the driveway.

Out to inspect lights on main beam one of the off side lights is not working, on dip none of the lights are on, bonnet raised and quick checks for loose wires are made, I'm sure we have all been there in the dark trying to sort such problems. I'm now thinking I just can't drive this car 10 miles let alone about 90 in a straight jacket with no lights and a strong chance of the drivers door flying open.

With no time to stay and the owner at work the following day unable to take the car to be repaired and time running out to get to my overnight accommodation. These are I suppose relatively minor things in the light of day, perhaps I started to panic a bit about spending the night on the cold streets in an unknown town, so with some sadness we agreed cancel the deal, I'm returned to the station and head for the travel lodge for a good nights sleep.

The next day the journey to the friends lodge was not as enjoyable as the trip up on the train due to 8 noisy slightly merry Scotsmen at one end of the carriage and what sounded like 8 of the opposite sex the other end, at least it was good to spend the day in the fabulous lodge and have a nice meal and a bottle or two of wine with friends.

The Christmas meal on 18th Dec so far we have 16 booked by the

NORTH STAFFS SUSSEX . . . THAMES

time you read this it will probably be to late to join us, lets hope that its as good as last year. Seems strange to be wishing you all a Merry Christmas in October but as the December Courier won't arrive before then I wish you all a very Merry Christmas and Happy New Year of Triumph motoring.

Dave

SUSSEX

Tel. 01444 450941

So we have 16 place booked for the Christmas meal on the 8th December. If you can let me have your choice of roast dinner on the meeting on the 4th. Please note that the meal is at the Green Man in Ringmer not The Anchor this year.

Out meeting on the 6th November was well attended with 14 regulars. I did have a phone call from a new member Sam from Hove with a 2000 but he didn't make it. So hopefully we will see you next month.

Le Mans - So it looks like just Clive and me are off to Le Mans classic from Sussex next year. Hopefully we will be taking two Spitfires, if Clive's is ready. Pete is battling away with painting the car a nice "primrose yellow" colour which will be very fetching when it is finished. Also Clive's broken his Dolomite again and blown the head gasket so he has now been out and bought a MX5 to say him fixing it. To quote Clive's own words "he's now going to take up hairdressing to match the car". I can't possibly comment on this but he isn't the only member of our area with a MX5 as our esteemed editor Bernie has one too!

AO for next year. So I couldn't persuade anyone else to volunteer so you have to put up with me for another year.

My Spitfire managed to survive the Rolling Road session at CCK historics as I thought the manual fuel pump wasn't man enough for the 2.5 Litre engine. So a new Facet Silver top fuel pump went in and it now runs much cleaner at the top end. I did limit the rolling road session to 5,000 revs. The interesting thing was once the pump was replace everything else was fine so a quick "thank you" to our area mechanical expert and engine builder Pete who always willing to help people out. He always does an excellent job and provides help to us less mechanically minded people.

My Spitfire is going to the Triumph Trackday at Goodwood on the 25th and Clive is taking the MX5 so it will be interesting to see how it goes and how the two compare.

Dates coming up:

4th December meeting in the Anchor Inn Ringmer

8th December 3.00pm THE GREEN MAN, Ringmer Roast Dinner for Christmas Meal

8th January New year meeting.

(note we are not meeting on the 1st January!)

Regards

Martin

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Season Greetings to one and all! Hope you are all in the festive mood, if so why not join us for our New Years Meal to be held on Sunday 5th of January lunch time at the Fox & Castle. In the need of some fresh air on New Year's Day try a drive out to Brooklands Museum in your Classic car. AO's renewal is up for grabs if you would like to try it step forward and you will have our full support. Julie & I have had a great time this year and wish to thank you all for your support and look forward to next year as AO's or supporting a new AO for Thames Area.

SOCIAL EVENINGS AT THE FOX & CASTLE
10TH OCTOBER - A quiet evening at the Fox & Castle, to keep Julie and me from snoozing off we had the wonderful company of John C, Chris C & George B. Just Chris C Spitfire was the only Triumph in the car park. No work or dramas were reported. We enjoyed our meals and doing Georges crossword.

24TH OCTOBER - At the Fox & Castle this evening we had Tony H, George B, John P, Mike H to keep Julie and I entertained. We had two Triumphs in the car park tonight, George's Mk1 Vitesse convertible and our Mk2 Vitesse convertible. Work on our Triumphs has been:- George is planning to rebuild his Stromberg carbs. John has top up his gear-box oil on his Vitesse. Mike returned a Spitfire steering wheel used as a prop from their latest amateur dramatics show.

Our next meetings at the FOX & CASTLE are from 8 pm in December

NORTH WALES . . . SOUTH WALES

on the 5th & 19th & in December on the 5th & 19th. Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events are

December 2013
7th TSSC Xmas open day HQ Lubenham
January 2014
1st New Year's Meeting Brooklands

Mickey & Julie

NORTH WALES Tel. 01691 600215
www.wrexhammgandtriumph.co.uk
email: helenahill@btinternet.com

Hello, everyone. Well, as we have said before, another month has gone by so quickly. Tuesday 1st October was our monthly meeting, which went very well indeed, well attended yet again. Our first show was on Sunday 13th October, which was a cool, windy and rainy day, but that didn't stop our Chester and Wrexham group from giving a good turn-out at Ruthin, a hardy lot we are in North Wales! Vitesse Roger and Stag Mick were already on site when we arrived, and the tractor display was beginning to spread at this time, so they moved their cars to ensure that we were all together, which made a good display for our group. There were classic cars, motorbikes, tractors, steam rollers, and static machinery, once again a good variety that makes an interesting day. A very good cafe on a rainy day was a benefit, serving all kinds of drinks, cakes, biscuits and hot meals. Very welcome.

Saturday 19th October was our visit to the Llangollen Food Festival. Our cars were displayed outside the Pavilion, facing the public car park. A very well presented Spartan based on a Vitesse chassis is now up and running, and this was on show with our cars. Built by Chris Smith, who attended the show with his wife Laurel, it really looked good as part of our display. In the Pavilion there was a great selection of food and drink. These were sampled, of course, and several purchases were made. Outside the entrance to the Pavilion the Llangollen Brass Band played to a large enthusiastic audience, the weather again being kind when this entertainment was going on. Another good day.

Sunday 20th October was the Eiddig classic car and bike show. This was not so well attended as in previous years due to the terrible weather forecast, but still a good display from our group with a good variety of classics from other clubs, and the usual Morgan display in the inner courtyard. Our gazebo was in use due to the sharp showers, but you could still enjoy the cars on show. The house and gardens, historic displays in restored buildings and of course a very good restaurant all made for another enjoyable classic day. The trouble with these shows and "car nuts", not to mention any names, Richard and Barry, is that you can end up doing or getting something that you had no intention of doing or getting when you arrived at the show in the morning. These two trouble-makers came to the gazebo saying "Have you seen that Herald 13/60 for sale, it looks a real bargain buy". So Mick and Roger, amongst others, had to have a look and they were right, so there is now another Triumph in the shed, and work has started on her. There is a slight noise from the gearbox, so it's out and a new mainshaft bearing is all that is needed, so work is in progress. At the end of the day, between the showers, the gazebo was dismantled and put in Richards car, and flags and poles in our Spitfire. We said our goodbyes to each other, and set off with the weather not too bad. But before we got home, the rain was lashing down again. Our Spitty, despite the rain, was still reasonably dry inside. Well done, gel!



TSSC AREA NEWS



Mick Cohen and Roger Bryant attended the Restoration Show at Stoneleigh on Sunday 27th October. Mick reported back what a good show it was, spread over four halls. No major purchases, but an enjoyable day.

That's about all for now, but remember our monthly meetings at the Plough Inn in Gresford run all through the winter period, starting at 8.00 p.m. and held on the **first Tuesday of the month**.

Not a lot to report for forthcoming events for December, so now is the time to start getting those repairs and services done. Take care on these nasty winter roads.

Best wishes,

Helena and Roger.

SOUTH WALES Tel. 02920 315260
www.triumphwales.moonfruit.com
e-mail: gwyndjevans@dolomite1300.plus.com

PHOTO SHOOT FOR 2014 CALENDAR OCTOBER 6th

I left my house in my 13/60 convertible (TR4A already photographed at the venue) with the roof down in the glorious sunshine and met with Paul & Barb G (TR6), Eddie & Mo (13/60 saloon) and Mike The Cake (Spit MkIV) at Cardiff gate, our small convoy then continued on to the rendezvous point at Nantgarw where Action man & The Hammer (13/60 conv) & Rob & Pete (Vit 6 conv) were waiting. At the allotted time to leave, area super hero Paul Johnny Breakfast Price made his usual dramatic late entrance (Spit 1500) and the seven cars headed to Bryn Bach Park for our photo shoot. When we arrived, there was Gwyn waiting for us at the entrance to one of the car parks that he had arranged to have cordoned off for our specific use, he opened the gate for us and we parked our cars alongside Gwyn's Dolly, Tim's Spitfire 1500, Mike, John & Heather's Acclaim, Paul W's Spitfire 1500 and Steve W's Vitesse 2L convertible, a great turnout of 12 cars, along with other images that Gwyn had already taken previously at this venue for members who were unable to attend that day or had more than one Triumph Gwyn will have to carry out some creative editing or produce a 17 month calendar for next year!

With our area cooker assembled Rob filled the kettles and tea and coffee was made available for the duration of the shoot along with Mo's pasties and sausage rolls and a cake from Mike (naturally).

Gwyn and Tim were very patient with us and their organisation was second to none as each car was photographed separately, then with its owner, then as a complete group. There was also a group shot of the Spitfires. Rob did a great job of discouraging people, geese and dogs from walking behind the cars while images were being taken, not an easy task when you take into account the amount of people who were enjoying the weather and the park. For those of you who have never been to Bryn Bach park, it is a fantastic place, a large lake with a path to walk or cycle around, a visiting centre with a cafe that serves hot and cold food and the staff are really friendly, we cannot thank them enough for their hospitality and for allowing us the sole use of one of the car parks. It is our intention to have an area chip shop run to Bryn Bach in the spring of 2014.

Well the time just flew by and we all left for home mid afternoon. It was a great few hours out and it would be a miss of me not to say a special thanks to Gwyn & Tim Evans for organising it and for the other visits that they had made to photograph those who were unable to attend that day, but wanted their car to appear in the calendar. We drove home in convoy with people turning off at various points for their homes and once again, what we had in numbers was more than surpassed by the quality of those who attended, thank you all for supporting this initiative.

MIKE THE CAKE RUN OCTOBER 13th

I arrived at Cardiff gate in my Toledo to find Mike TC and Damian (Spit MKIV), Rob & Pete (Vit 6), Young Eddie & Mo (13/60 Saloon) and Action man, The Hammer & Mal (13/60 Con) waiting for me. At the allotted time we set off for the Coldra MacDonald's, the start point of Mike's run, he had based it around the 2012 Tredegar House Tulip rally, but had modified it to incorporate a breakfast and lunch stop to suit our needs as well as a more convenient start and finish point. We managed the first 100 metres without incident, then the Vitesse 6 started misfiring, but Rob & Pete managed to nurse the car to the Coldra. When we arrived there Rob soon had the bonnet up and petrol was pouring out of the front carburettor, the TSSC TR2 - 6 register secre-

South Wales Continues



tary was with us and he instantly diagnosed either a stuck or holed float or a stuck float valve," try giving the float chamber a light tap with a soft implement, if it's just a stuck float it may free it up". Pete picked up a rubber mallet and started whacking the rear carburettor!! Oddly enough this didn't solve the problem! Our reg sec then said it would be better to

remove the float bowl and check the float and valve which Action man and Rob sprung into action to carry out before Pete walloped anything else! With the valve freed up the Vit 6 was back in action. While this was going on Steve & Colin (Vit 2L conv), Paul & Sue Watson (Spit 1500), Paul & Barb G (TR6), Gwyn & Babs (Dolly) and Ray & Lynda Hill (Vit 2L conv) arrived making a total of ten club cars and 20 members, an excellent turnout on a cold damp

October day to support Mike The Cake's run. Mike set us off in groups of 2 cars at 10 minute intervals so that we did not cause



any traffic congestion as many of the roads were single track with very steep winding gradients. Paul & Barb went first with me following and relying on Barb's navigating skills, she did an absolutely magnificent job, we did not make one wrong turn throughout the day (despite Paul G's intervention, as I was told afterwards). Our first stop was at Tintern Abbey where myself Paul & Barb waited in the cafe and had a good

laugh at the other groups of cars arriving in a different order to how they had actually left the start point without actually passing each other!

After everyone had arrived and had eaten their breakfast we continued on to Crickhowell, the



route was very arduous and I'm not sure that many of the "roads" that we travelled on really fitted that description, the Toledo had a few power slides on many of the bends.

After everyone arrived at Crickhowell some went into the town for lunch while others who had brought a packed lunch with them stayed with the cars. Sue Watson was feeling unwell and Paul had to cut their day short to take her home, a shame as this was the first time for Sue to attend an event and not everybody had had the opportunity to have a good chat with her, we hope you feel better soon



Sue and we look forward to seeing you in the future. Ray and Lynda were also attending their first TSSC S. Wales event in their beautiful Vitesse and it was great to get the chance to meet them after only having had e mail contact with them in the past, we hope to see them both on future events, thanks for supporting this event Ray & Lynda and thank you for your kind note and the images that you sent me later that day.

Gwyn and Babs had to head home after Crickhowell as they had other commitments for the afternoon, but the rest of us continued again in groups to the next stop by a lake on the top of a mountain where we had another tea/coffee break.

After this we were on the homeward stretch and as Ray & Lynda and Steve & Colin had to pass their homes on the last few miles they turned off for their respective destinations. The rest of us continued to Cardiff Gate where we thanked Mike The Cake for organising the day out and the magnificent trophies that he awarded each entrant at the Crickhowell stop.

It was a great day out and a good testing run for the cars, I had clocked up 126 miles by the time I arrived home, it was Mike The Cake's first shot at organising a whole day out and we were all extremely impressed and grateful to him for his efforts, thank you to those who turned up to support Mike, a great turnout, and what we had in numbers was more than surpassed by the quality of those who attended.

CHIP SHOP RUN OCTOBER 23RD 2013

Jack and I arrived at Cardiff West services junction 33 in our Toledo to find Paul & Barb G (TR6) and young Eddie & Mo (13/60 saloon) waiting, we were joined shortly afterwards by Action man, Mal and The Hammer (13/60 convertible) then Mike The Cake (Spit MKIV) and at the allotted time we made our way in the falling light (especially Paul's TR6, pardon the pun Paul) to Barry Island. After we parked along the front we took a stroll to our regular fish and chip cafe to find that it was closed on Wednesday's, a certain someone's name (who will remain anonymous - Rob, oops!) was mud as we had changed the run from a Thursday to accommodate him and he hadn't turned up! We turned this into a positive and with young Eddie leading our small convoy we took a route through Barry and Sully to Penarth and visited a locally well known chip shop that served extremely generous portions, so generous in fact that Mike The Cake only had room afterwards for 95 welsh cakes and 33 chocolate button filled chocolate owls that he bought from a shop as we strolled through the town after our chips.

It was a very pleasant evening with the weather nice and mild for October and as there were only 9 of us we were able to catch up on what had been happening in each other's lives. A very good last chip shop run of the year.

We then made our plans to meet up early to have a meal at the Unicorn Inn before next Tuesday's meeting and young Eddie then led us on our homeward journey with the intention of travelling through Cardiff Bay, however, the tunnels were closed for maintenance so we diverted through Canton with Action man peeling off for Pontypridd while the rest of us continued onto the A48, Young Eddie and Mike The Cake turning off at the Llanedeyrn roundabout then Jack & I at the Pontprennau roundabout leaving Paul & Barb to continue home along the M4. A great evening out with even better company and what we lacked in numbers was more than made up for by the quality of those there.

Cheers

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

If you are reading this it means that you will no doubt be thinking of the festivities ahead which means 2013 is drawing to a close.

The last year has generally been a good one for us with a varied list of activities. These included a variety of shows - the Basingstoke Festival of Transport, the STAR Anniversary Rally at Gaydon, the Lulworth Castle Show, the Poole Bay Classic show at Breamore, and the Simply Classics Show at Beaulieu.

Our annual New Forest Run attracted a record number of entries.

We were also able to take full advantage of the unusually good summer weather with the camping weekend at Janet's.

Now the winter months are with us it is time for the more keen of us to retire to the garage and carry out those running restoration jobs in time for the next year. However, Jerry, Gary and myself have taken things that bit further... Jerry, who is putting the finishing touches to his Herald Coupe following its recent restoration, has taken on another project - a Courier van to add to his fleet! Gary has now stopped pulling his GT6 apart (I think) and is nearly ready to re-attach the body to the chassis -

WEST MIDLANDS WORCESTER . . . WEST YORKS



TSSC AREA NEWS

all he has to do is get over a recent injury to his knee! Myself, well I have begun to re-assemble my GT6 although it is currently putting up a good fight and resisting me all the way. Let's just say, we have plenty to keep us occupied at the moment!

Due to popular demand, our normal monthly meetings will continue to be at the **Avon Causeway Hotel** for the foreseeable future on the **last Thursday of the month** - 8pm onwards.

This year's **Christmas meal** will also be at **The Avon Causeway Hotel** on **Saturday 7th December**. I have around 19 definite's - so this promises to be a good evening.

We are starting to plan for next year's activities including the **New Forest Run** which is scheduled slightly earlier than in previous years. In order to avoid the large Cycle Event, which has caused us some concern in previous years we have opted to bring the date for our event forward by one week. So we are intending to hold the **Run on Sunday 6th April 2014**. We will shortly begin the process of planning so if you would like to get involved why not come along to our meetings - if only to see what all the fuss is about.

We are also looking forward to attending the **2014 Le Mans Classic** - our very own "Tour Operator" Alan has very kindly volunteered to arrange bookings again for us. If you have not already booked but would like to go just let me know and I will ask Alan to let you have the appropriate details.

That's about it for 2013, so I wish you all the compliments of the impending festive season and hope to see as many of you as possible at our normal monthly meetings during 2014.

Trevor

WEST MIDLANDS Tel. 07969 024999 Chris. 07505 110922

Our **Christmas Meal** will be held this year on **Tuesday 3rd December** at **'The Dog' public house, Hagley Road West, Warley, West Midlands B67 5EU**. The pub is easy to find. Take the main Hagley Road out of Birmingham the A 456 and when you pass the main traffic light junction of Hagley Road with Bearwood Road the A 4030, the 'Dog' pub is on the right hand side of the dual carriageway at the next intersection. There is a large car park at the rear.

We have arranged to meet at the venue for 7.0pm. There is an attractive menu and I have no doubt that like Christmas Meals in the past a good time will be had by one and all.

Please note - Christmas or Funny hats a must.

At our meeting on Tuesday 5th November 2013, it gave me great pleasure to give those attending an outline of the status of the club. We have a very stable bank balance, and quite a stock of equipment such as gazebos and camping equipment. I have over the last few months asked for someone to either take over the Area Organisers role or for someone to come forward and act as my deputy to hold the fort whilst I take a long overdue vacation visiting first Australia in April, followed by I hope the United States later in the year.

Chris Allen has volunteered to assist so now if you cannot contact me for anything in connection with the area, Chris Allen will be available. His telephone number will be displayed alongside mine in 'The Courier'.

The year is quickly coming to a close and Christmas will soon be upon us, so I would like to send to everyone in the West Midlands Area Triumph Club, and their families my very best wishes for Christmas and the New Year.

I would also like via the pages of 'The Courier' on behalf of the West Midlands Area to send our best wishes for the festive season to all other areas in both the Triumph Sports Six Club, the staff at TSSC headquarters, Club Triumph and all those other clubs who enjoy owning, driving or simply looking at the many versions of a great classic motor car. Lets hope that during 2014 we will all be able to meet at the many functions held throughout the year, and share a drink and a chat.

Do not forget to check the strength of anti-freeze in both your radiators and windscreen wiper bottles, or if you are not going to be driving your car over the winter months drain the water out of the systems to avoid damage.

Looking forward to meeting with everyone on the **3rd December**
Best wishes

Roger

EARLY DEADLINE

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

WORCESTER Tel. 01527 894125 www.tssc-worcester.org.uk

Well Folks 2013 is drawing to a close so I thought I'd better put in this news piece in case I forget the last one of the year next month!

Things have quietened down as the nights have got darker and the weather a bit more miserable but members have still managed to get out and about. We did the last Shelsley Walsh breakfast meet of the year in the pouring rain, so whilst we managed to put away the breakfast in style, the customary walk up the hill to help get rid of the sausage guilt will just have to wait until the New Year. A couple of shows were attended by members, the Shepton Mallet show and a Malvern show saw the colour of some TSSC money as items were purchased for squirrelling away to be used sometime never - soon to be joined by the bargains bought at the NEC Classic but that's for next months news!

A few of us joined the Stag Owners Club for their last event of their season, a fabulous treasure hunt around the Malvern area. The weather was absolutely superb and the Sunday lunch at the end was well worth the circuitous route it took to get there. On the same day a small gang trooped off to the Moat House meet and had a lovely time sat in the sun eating, drinking and watching cars, a normal group outing then. I am just putting the finishing touches to the Worcester calendar so if there is something that you would like to be in addition to the fish 'n' chip run, pub runs, a treasure hunt, Le Mans Classic camping trip, an area weekend camping trip, a few trips to the seaside and probably a run to the hills, please feel free to come along to the **December meet** and pitch your idea. As long as it involves driving, food, drink and friends (although not necessarily in that order) it will usually get in.

Cheers for now

Vicky

WEST YORKS Tel. 01484 541185 www.tssc.org.uk/westyorks

Thanks to everyone who came to our November meeting. Once again the room was buzzing with chatter. We held our AGM at the meeting and the following was decided: I was re-elected as Area Organiser Bob Waddington was re-elected as Treasurer

I would like to offer my thanks to Bob, for once again doing such a good job as treasurer, providing me regular reports and keeping things on track with area funds. We have seen a slight decrease in club funds, due to the fact that we have taken slightly less in via raffle money but also because we have spent a small amount for the benefit of members e.g. providing two pie and pea evenings.

It was decided as part of our fund raising efforts for the Macmillan charity we are to donate £100 from funds. This is in addition to the £20 initial donation when the charity visited earlier in the year and the as yet unknown amount which has been deposited into the collection pots. We will however be formally handing this over to the charity and I'll let you know the total.

We passed around a list for those intending to come along to our New Years celebration meal at The Silver Birch on the 18th January 2014. If you want to come along, you're not too late, but please either give me a call or drop me an e-mail to let us know.

We have an idea for next years Drive it Day event, a suggestion was made to visit the Cardington Shed, near Holmfirth. It sounds as if it's quite an unusual place, including crafts and arts and has a car collection. Thanks to Gavin and Alan for suggesting this, watch out for more details.

I'm pleased to say ideas are coming together for our Dales weekend next year, still in development but it will be a hotel based event, with camping hopefully which can be booked independently if you wish, but again details are to follow and we'll try and get something in the Courier as soon as possible.

For **December** we are planning to have a buffet (small charge), we already have a list of names, if you want to join in again please call and let me know (07800 551363/01484 541185). We're also planning to show a short motoring film, which you'll hopefully find amusing.

Have you seen the Club's plans for next year's main event TSSC TriumFest UK at Donnington, sounds great, Safe TriumFest,

Victor.



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

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

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

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

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

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

Saturday 7th December 10.00 am to 4.30 pm

Don't miss out this year!!

Tel 01858 434424 www.tssc.org.uk

Derwent Valley's

New Year Run 2014

Sunday 5th January.

Meet in the car park of Sainsburys at Ripley, Derbyshire (DE5 3QP) from 10am. The run will leave at 10:30am.

A Sunday Carvery Lunch will be available at 2pm.

Entry only £5 per car with all proceeds going to a local charity.

Fancy dress is optional and this years theme is 'Pirates'—prizes for the best dressed and decorated car.

For more information visit the Derwent Valley website or contact:

Colin Wright: Tel. 01773 531580

Roger Buck: Tel. 07970 619149

Email colin@derwentvalley-tssc.org.uk

Website www.derwentvalley-tssc.org.uk



TSSC

TRIUMFEST

UK

A Celebration of all things Triumph!

Is COMING!

26th & 27th July 2014

Donington
The heart of British motorsport

Formerly the TSSC International Weekend - **TRIUMFEST** is planned to be a **Total**

Triumph Experience. To be held at Donington Park on its new Launch Pad site
(which will include the opportunity to drive your Triumph on the Heritage Loop)

We have also exclusively booked the adjoining Donington Park Farmhouse Campsite

& Caravan park with its excellent facilities which include Shower Blocks and

Campsite Bar for Food and Drink etc. You can Camp from midday on **Friday 25th**.

Events we hope to provide are : **Friday Eve Beer Festival, A Trade & Members**

**Autojumble Market, Concours, Saturday Live Band, Heritage Loop Laps, All Triumph
Parade on the Circuit. Triumph Gravity Racers. *Save the dates for your Diaries!***