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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**

No.403 VOI 35. JANUARY 2014

Price £3.50 Free to Club Members.

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## 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.

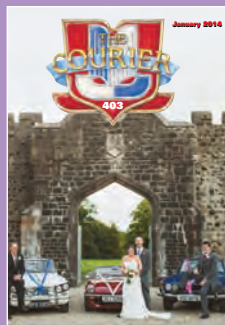
For a full list of TSSC officials see page 74.

## HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Glead.  
John & Pam Griffiths. Pip Flegel. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Frank Spencer. Paul Swanson. Peter Williams.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.

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NEW YEAR, NEW  
BEGINNING!

GARY & CAROLINE  
MORRISON

AT LISSANOURE CASTLE  
NORTHERN IRELAND

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# T.S.S.C. Events Calendar

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

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

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### January 2014

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

### February 2014

**SUN 9 FEB 2014**  
**DERWENT VALLEY  
VALENTINE BOWL**  
DERBYSHIRE  
CONTACT ROGER 07970 619149

### May 2014

**FRI SAT SUN 16 17 18 MAY 2014**  
**TSSC TRIP TO SPA CLASSIC**  
CONTACT HQ 01858 434424

### June 2014

**FRI SAT SUN 13 14 15 JUNE 2014**  
**OLD MANCDONALDS FARM**  
MANCHESTER AREA WEEKEND  
CONTACT PIP & FRANK  
01524 791607

**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

### July 2014

**FRI SAT SUN 4 5 6 JULY 2014**  
**TSSC TRIP TO CLASSIC LE MANS**  
CONTACT HQ 01858 434424

**SAT SUN 26 27**  
**PLUS CAMPING ON FRI 25**  
**TSSC TRIUMFEST UK**  
DONINGTON PARK  
(SEE ADVERTS)

**PLEASE SEND ALL 2013 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.**

e-mail: trudi@tssc.org.uk

## CLASSIC CAR SHOWS (CLUB INVITED)

### April 2014

**SUN 27 APRIL 2014**  
**NATIONAL DRIVE IT DAY**

### June 2014

**SUN 22 JUNE 2014**  
**STANDARD TRIUMPH  
MARQUE DAY**  
BROOKLANDS (SEE ADVERT)



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We have most back copies of The Courier available dating back to the late 70s, there are too many to list here. Please refer to [www.tssc.org.uk](http://www.tssc.org.uk) Technical Directory Listings



# CoMment

BY BILL BATE

COUNCIL OF MANAGEMENT

## A Chance Meeting

**L**ittle did I realise a chance meeting with a fellow TSSC member at Corley Services on the M6 on our way to a HQ open day, that since then we have formed an active Area Group and have been elected to the CoM. Pre Area Group, my Spitfire averaged about 800 miles since then I have averaged 3000 miles in the summer months. I certainly feel I have complied with our slogan 'Do more with your Triumph!'

The CoM and club staff working on the members behalf are driving changes through that were agreed with a majority vote at the last AGM in April to improve efficiency, reduce costs offering an improved service to members.

Our club is a member of the Federation of British Historic Vehicle Club (FBHVC) that represents our interests in the UK and Internationally regarding changes that may affect our use of our classic/historic vehicles.

Two of us representing our club had the pleasure of attending the FBHVC AGM at the Rolls-Royce Enthusiasts Club. It was interesting to see the Federation are in the same position as we are, reporting a small operating loss, their actions to improve the situation are parallel to ours, that certainly gives us confidence the actions our club are taking are appropriate.

The afternoon was then given over to the theme of 'Encouraging the younger enthusiasts' All the clubs recognise the need to encourage the younger folk in the continuing success of the historic & classic vehicle movement.

The National Traction Engine Trust has started a Steam Apprentices Club.

The Morris Minor Owners Club (MMOC)



introduced three young members who related their experiences, they had formed a young members section, had their own stands at shows.

To encourage their peers they used social media with success. Later they indicated they are willing to co-operate with our young members to further mutual interests, e.g. having a joint stand at various shows e.t.c .

For you young members who are interested by this prospect the young members of the MMOC will be pleased to discuss any ideas you may have for the future collaboration, their contact details are:

Matt Coles Tel: 07908931838,

E-mail: mwcoles@hotmail.co.uk

Matt Tomkins Tel:07900188871,

E-mail: matt.tomkins@gmail.com

Finally on behalf of the CoM & members of staff we would like to wish you happy motoring in your Triumphs for 2014.



# NEWS REVIEW

## Your Monthly round up of all News of a Triumph Nature

### TSSC Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 13th April 2014**. Any member wishing to put forward a resolution to be considered for inclusion in the AGM agenda, must do so in writing and it must be signed by at least two members. These should be forwarded to the General Secretary to be received by **7th February 2014**.

Any item received after this date will be regarded as null and void.

General issues can, of course, be raised at anytime through the General Secretary, for discussion at Council of Management meetings. Alternatively, issues may be put forward for discussion at the Area Organisers Road Show, to be held in the morning prior to the AGM; please see your Area Organiser. In the past a number of wide ranging issues have been discussed and implemented as a result of these informal meetings.

If any member (of at least three consecutive years membership prior to the AGM) should wish their name to be put forward as a candidate for the Council of Management please give me a call and I will be happy to discuss the duties and responsibilities involved. If you wish your name to be put forward, please contact me by **7th February**. A paragraph describing prospective candidates will be published in The Courier along with the AGM agenda.

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

**Vivien Thompson**  
General Secretary

### Wanted - TSSC GT6 Register Secretary

**Andy Wood** has found that work commitments no longer leave him the time he wishes to commit to the role and has decided to resign from the position. Can I, on your behalf thank Andy for all the work he put in for GT6 owners?

So I am Looking for a New GT6 Register secretary. The role IS as most Reg Secs have found, very rewarding and full support will be given by your Editor. If you wish to apply for the role please contact Courier Editor Bernard, by email at. [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

### Honorary Members Pip Flegel & Frank Spencer

At the last Council of Management meeting it was agreed to award Honorary Membership to Pip Flegel and Frank Spencer. They are fantastic ambassadors for the Club and always commit 110% in all they do.

They have been very active in the Club for many years as Area Organisers for Manchester Area, Area Liaison Officers and Council of Management (CoM) members.

Usually serving CoM members are not considered for such an honour, but the CoM agreed that Pip and Frank deserved to be the exception to this unwritten rule.

I am sure you will all join me in congratulating Pip and Frank and wishing them many more years of enjoyment of the TSSC. (*see also Stag Register this issue. Ed.*)

**Vivien Thompson**  
General Secretary.





[www.tssc.org.uk](http://www.tssc.org.uk)

# HQ OPENING TIMES

**JANUARY** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

*Open from 2nd January 2014*



[www.tssc.org.uk](http://www.tssc.org.uk)

**FEBRUARY** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

The Club Shop will be attending the following Show

***International Triumph & MG Day***  
***Stoneleigh Park - Sunday 2nd March***

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



**THE  
TRIUMPH  
SPORTS SIX  
CLUB**

[www.tssc.org.uk](http://www.tssc.org.uk)

## 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](mailto: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**

## INSURANCE PANEL

**Lancaster Insurance**  
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[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**  
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[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Heritage Insurance**  
0121 248 9280  
[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

**Peter Best**  
01621 840400  
[www.peterbestinsurance.co.uk](http://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 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.

# Feedback from the TSSC Council of Management Meeting

## Sunday 10th November 2013

### TriumFest UK 2014

**D**iscussion took place about the planning for this event. Bernard Robinson has confirmed Donington's Launch Pad site for next year's event to be called TriumFest UK. A site visit is to be arranged for CoM and Bernard on 8th December to look at how the event can be organised on the site. Camping space has been reserved on an adjacent camp site.

There will be a beer festival on the Friday night organised by the camp site owner. Calvacades will take place on both Saturday and Sunday and track laps of the Heritage Loop both days. We thought it would be a good idea to have a 'battle of the bands' but agreed it would be better if some young members organised this as they might know suitable bands that could be invited to take part. (If anyone is interested in organising this please contact Bernard Robinson).

There will be concours, traders, autojumble, hopefully an Auto Solo, Gravity Races (Soap Box derby) and possibly drive in movies.

All agreed that this promises to be an awesome event.

### Insurance panel

Five insurance panel members have been agreed for the revamped panel and it was agreed to limit it to five as it was felt that this gave members adequate choice whilst staying manageable.

by Vivien Thompson

### Business Planning

A business planning meeting had taken place at which Bernard Robinson put forward some ideas that he and Garth have for new income streams for the HQ building and Club Shop.

Bernard has begun negotiations to set up some affinity schemes for members and CoM were asked for ideas for more schemes that can be investigated.

No sealed bids had been received for the 1500 Spitfire so it was agreed it would be promoted on the stand at the NEC.

Vivien asked CoM to consider an issue raised by a member who had asked if CoM felt it ought to be provided with a monthly profit and loss account for the Club shop and that CoM consider the profitability and future of the shop. It was felt that Ben as CoM's lead for finance would be in regular contact with Garth and could update CoM but that a separate P&L was not required. It was also agreed that the Business Planning group periodically reviewed all Club services including the shop with regards to cost benefit.

It was agreed to purchase new point of sale software for the shop which will also include the membership database. The company who are to provide this will also build a new web shop for the club which can be linked to the current web site and then to the new site when this is complete. This will streamline the shop, finance and membership processes and free up staff time that can then be utilised to increase income in other ways.



## Website

Progress on this has been disappointingly slow. It was agreed that three quotes would be sought and a provider selected from these three. To move this on quickly the quotes are to be obtained within two weeks then Ben, Peter and Garth are to meet at the open day to discuss the quotes and make a recommendation to CoM by email, for responses to be returned within a few days.

## Valuations

A problem has recently come to light when members have obtained club insurance valuations for a company who is not one of the Club panel members. This had caused administration problems resulting in the members not having agreed value insurance. It was agreed that in future Club valuations would only be undertaken for insurance companies who are part of the Club's panel.

## Facebook

It was agreed that the Club should have an official facebook page and brief discussion took place about who might set this up and administer it.



## Honorary Members

CoM members are not usually put forward for any recognition, including honorary membership of the Club. A proposal was put forward that on this occasion we dispense with that tradition and consider Pip Flegel and Frank Spencer for honorary membership. This was agreed (Pip and Frank had not been able to be present at the meeting) and it was suggested that this be announced at the Area Organiser meeting on the December open day.

**Vivien Thompson**  
TSSC General Secretary

# TSSC AGM 2014

## Council of Management Elections

Anyone who has been a member of the Club for at least three consecutive years by the time of the AGM, and who would like to become more involved in the running of the Club can put themselves forward for election to the Club's Council of Management (Board of Directors). The Council meets five times per year at HQ in Lubenham. Council members also are expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and to take responsibility for a particular area of Club management e.g. finance, health and safety.

If you have the time and enthusiasm and would

like to know more please contact me by phone or email (details in front of Courier).

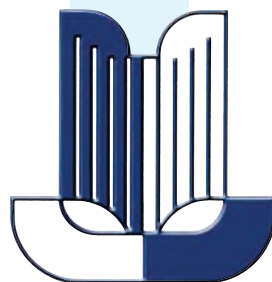
Any items for the agenda need to be with the General Secretary by **7th February**, the person raising for the item will need to be present at the meeting.

Questions also need to be with the General Secretary by **7th February** to be guaranteed an answer at the meeting. Any questions received after this date or raised on the day will be answered if possible, but it may be necessary to post the response in the Courier.

**Vivien Thompson**  
General Secretary

# Welcome to NEW MEMBERS

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



THE  
**TRIUMPH**  
SPORTS SIX  
**CLUB**

Neil Pritchard	Anglesey
Peter Sebire	Bucks
Michelle Hughes	Cambs
Keith Rowe	Cambs
Tim Bakkers	Cheshire
David Tomkinson	Cheshire
Steven Bell	Cheshire
Tom Pickering	Cheshire
Brian Cassidy	Dorset
Martin Cregan	Dorset
Stewart Grant	Essex
George Daly	Essex
Graham Dorling	Essex
Keith Marzetti	Essex
Russell Smith	Essex
Joe Dale	Essex
Geoff Dorling	Essex
Gerald Daly	Essex
James Smith	Essex
Mark Fittes	Essex
Alun Wilson	Glos
Keith Ball	Glos
Barry Hewitt	Gwynedd
David Wright	Hants
Michael Farnden	Hants
Colin McCallum	Hants
Philip Brown	Hants
Sapphire Desousa Stayton	Herefordshire
Stanley Evison	Herts
Hugh Munro	Jersey
Paul Cook	Jersey
Karl Dillon	Lancs
Rob Horn	Lincs
Clive Turner	Norfolk

Gillian Gray  
Martin Laundon  
Gavin Brown  
Simon Slocombe  
David Creech  
Noel Murphy  
Michael Mowling  
Garry Stroud  
Christine Brignell  
Robert Mellamphy  
Richard Young  
Mark Hammond  
Michael Preston  
Martin Humphrey  
Alan Froud  
Christopher  
Keith Townsend  
A Aderyn  
Daniel Leedham-Green  
David Walker  
Martin Gell  
Brian Turner  
Andrew Elley  
Holger Schrage  
Juan Enrich

Northants  
Northants  
Northumberland  
Oxon  
Oxon  
Scotland  
Shrops  
Staffs  
Suffolk  
Suffolk  
Sunderland  
Surrey  
Surrey  
Sussex  
Warks  
West Mids  
West Mids  
Wilts  
Worcs  
North Yorks  
North Yorks  
West Yorks  
West Yorks  
Germany  
Spain

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



# TRIUMPH SPORTS SIX CLUB

# TRIUMFEST

# UK

*A Celebration of all things Triumph!*

# Is COMING!

## 26<sup>th</sup> & 27<sup>th</sup> 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.** etc. etc. **Save the dates for your Diaries!**

More Details/Updates on [www.tssc.org.uk](http://www.tssc.org.uk)



[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail. [herald@tssc.org.uk](mailto:herald@tssc.org.uk)



**Colin Lindsay**

## One Extreme to Another

**H**appy New Year to one and all – it's hard to believe it's already

2014, and as such I need to make a serious effort to get my 1200 convertible back on the road for its' 50th birthday later this year ([pic 1](#)). This is a car I bought back around 2007 with a full MOT, drove it for a year during which various parts fell off or were found to be in a seriously poor condition, and so took it off the road for full restoration. Things would have progressed rapidly enough had my welder not semi-retired and so left me with a lot of disassembled parts requiring stitching together, which I took to another welder, who knowing nothing about Triumphs made

an entire pig's ear of the job. I then took the bonnet to a welder to have my new wings, arches and d-plates fitted, but he stored it in such a way that both rear top corners were badly stove-in by the time I saw it again. Now on top of everything else I needed a bonnet top panel – but where to get one? The easiest way to avoid high prices and transport difficulties was to buy an entire car – this also meant that the wings could be welded to the



**Pic 1.**

correct profile on a complete car, then transferred to mine when finished.

Luckily for me, the right car appeared ...

This one is a 1962 saloon, but on a non-transferable number plate, so the original identity is lost in time ([pic 2](#)). Not only was it on eBay at



**Pic 2.**

99p, it was also less than ten miles from me.

I knew from the starting price that this was probably beyond saving, and to be honest I wasn't far wrong. However, I needed parts for my own Herald, and if these were sound it was worth the chance. I started with the most positive part – the all-important bonnet top panel looked undented and solid. I already have new wings, arches and d-plates. If I replace this bonnet with my own damaged one I still have a complete car after taking the original bonnet top, but would it be really worth keeping?



**Pic 5.**

but the boot floor is gone; there is patching along the rear spring tunnel; holes in the rear deck and both doors are history ([pic 5](#)). The chassis is the



**Pic 3.**

End of auction came and went, and I was the proud owner for less than the price of a good front tyre.

But – what had I actually bought? ([pic 3](#))



**Pic 4.**

From a distance, it's complete. Closer, and the sad ravages of time become very clear. ([pic 4](#))

The floors appear solid – patched, anyway -



**Pic 6.**

most serious problem – very badly rotted around the differential area, way beyond the outriggers and into the main rails, and probably unsaveable ([pic 6](#)). I'm surprised it's all still in one piece as is.

On a positive side there is a solid dashboard over panel ([pic 7 - over](#)) – requiring revarnish but very sound; numerous small trim parts from the earlier version of the Herald, and all





**Pic 7.**

suspension and drivetrain parts to be tested and gauged as to suitability for immediate use or repair, with the added bonus of a brake servo for evaluation. Plus, of course, the all important bonnet top.



**Pic 8.**

Once I get more time I'll delve into the car's history – the original registration number may be interesting; plus there's that faded, cracked sticker in the rear window for some Club or other... (pic 8)

It's always a difficult decision with me – do I destroy a piece of Triumph history, no matter how small or insignificant? It's one less Herald on the road, but it may just help other cars to stay on or return to the road, and the benefit of this has to be balanced out against the loss of a non-original car whose real identity was lost many years ago, and which will cost many times its' value to put back on the road.

I think this one is a donor – just how many other Heralds it will help put back on the road remains to be seen, but I've had quite a few enquiries about parts so far, so it won't be wasted.

Here's the other end of the scale, by a good length – Alex Baker made contact with me in

the best possible way, by e-mailing me photos of his new purchase by way of asking how to join the TSSC (pics 9 and 10). I'll certainly welcome any new member with a 1965 Herald 1200 saloon as good looking as this



**Pic 9.**

one. With one lady owner from new, this car was laid up in 1994 and only brought out for sale, passing the MOT with no advisories whatsoever. The cactus green seats had covers from new and look immaculate. Alex has very wisely replaced the brake calipers and rear cylinders, master cylinders, petrol pump and tyres and so it should run as good as it looks. I'm really looking forward to seeing this one in



**Pic 10.**

the flesh some day – a real gem.

So: 2014 has already started well – new cars, new members, a boost for my Herald restoration, and news breaking that the International will be held this year at Donington – a new venue for the show, certainly a new one for me, so looking forward to it. I'll miss the Soup Kitchen at Stafford, though....

*Colin*

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**Phil Willson**

## Engine Oil Leaks

**I**t is a known fact (to me at least) that cars of the Herald era tend to leak oil, even from nearly new. Some say that this can be beneficial if it gets splattered all over the engine bay or under the floor around the gearbox because it reduces corrosion, a process similar to covering the engine bay with cavity wax.

Three problems with this: It makes a mess on the road, driveway or garage floor; the oil level always needs topping up; it never reaches the extremes of the body around the outriggers and sills where it would be most beneficial. From another viewpoint, if you leave an oil leak for long enough it will eventually stop - but then so will your car!

Our engines issue forth oil from a number of places but the favourites are:

**Timing chain cover** – either the gasket or the oil seal around the crankshaft.

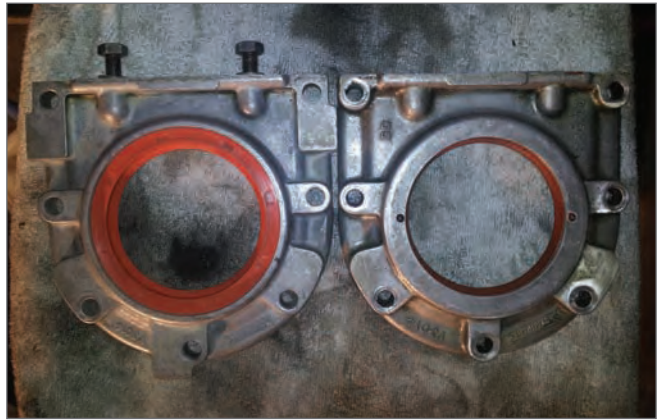
**The sump gasket.**

**The front crankshaft sealing block.**

**The rear crankshaft oil seal.**

The timing cover can be dealt with while the engine is still in the car. To some extent, so can the sump gasket and sealing block but the job is much easier with the engine out of the car. The rear crank seal always requires engine and/or gearbox removal.

What follows is more or less the same for all the Herald-type engines (948, 1200, 1300,



**Picture 1:** *Two versions of rear seal housing*

1500, 2000 and 2500) though some of the parts vary in their dimensions. In fact, the photos are of my Vitesse engine but the parts used are identical to those of the 13/60 apart from the sump gasket and the front oil seal. As is my usual policy, I won't cover the procedures that are already well documented in workshop manuals.

I know I have been banging on about torque settings (sorry!) but the two alloy components from this engine were no good because all four threads that receive sump fixing bolts were stripped. Two had been 'helicoiled' but replacement seemed a better option.

Firstly the crankshaft rear seal. New housings (part number 212622) are not available but Canley Classics appear to offer a reconditioned unit. I was lucky that I had a good one on a spare 13/60 engine so I used that. If you take a look at [picture 1](#) you will see that there is a slight difference between the two but only in what I



assume to be the older type (on the right) which has a flange up to which the new seal will butt.

On the other one you just push the seal in until it is flush with the inner face of the housing (picture 2).



**Picture 2:** *Rear seal fitted flush with its housing*

When fitting to the engine (as mentioned in my September article) you must ensure that the seal is centred i.e. that the space between the crank and the seal body is even all round. In addition, the flat face must be flush with the face of the block so that the sump gasket will sit flat. Only then should you fully tighten the bolts.

The front sealing block (part number 151134) is readily available. I chose to buy the one that the Club Shop offers as it is made of steel rather than the original aluminium alloy. Again, it should be fitted so that it is flush with the front face of the block (where the timing cover attaches). It should also be as flush as possible with the lower block (sump fixing) face. This is slightly trickier as the only control you have over this is the thickness of the small gaskets. I had a couple of sets of these and chose the thicker ones that did the trick within a thou or so,

which should be OK.

Rear seal housing to block	16 - 18 lbft
Front sealing block slotted screws	12 - 14 lbft.
Sump to front sealing block	10 - 12 lbft
Sump to rear crankshaft seal housing	10 - 12 lbft
All other sump bolts to block	16 - 18 lbft
Timing cover set screws	8 - 10 lbft
Timing cover to front sealing block	10 - 12 lbft
Remaining timing cover to block screws	14 - 16 lbft



**Photo 3:** *Front sealing block being torqued up*

After all of that I just hope for a leak-free engine. Time will tell and it would be a miracle.

A triumph even!

Last month I talked about fuel tanks and received a couple of responses (thanks to **Gary Flinn and Martin Haysom**). They both confirm that the later 9 gallon tanks DO have a reserve facility. The reason for my uncertainty was that the only picture I have is in **Mike Costigan's** excellent '**Complete Guide to Triumph Herald and Vitesse**' (Bay View Books, 1992, ISBN 1 870979 27 3).



It shows a tank that appears to be in primer and has no instruction transfer. There is also no

real sign of the reserve tap but I now assume it is just hidden in the gloom of the car boot.

The second point is that the instruction decal is available from a couple of sources at least. Gary Flinn tells me that they are available from a company called **Classic Reproductions**.

I was also contacted by our own **Suzie Singleton** (Spitfire Mk 1,2,3 Secretary and Andover Area Organiser) to say that she sells them in two versions, waterslide transfer and self-adhesive sticker.

She can be contacted directly using the details in the Courier or on eBay trading as 'ThistleSoup' the web address is:

(<http://stores.ebay.co.uk/ThistleSoup>), where you will find lots of other goodies. Maybe even some thistle soup!

**Henry Jones** (Cheshire AO) also pointed to Suzie's eBay shop as well as informing me that the car on the front of the December Courier is his own 'Hark the Herald'.

Very festive.

A Happy New Triumph Year to you all. Don't forget to put TriumFest UK into your diaries.



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## Dave Rumens

## New Year & it's Winter!

**H**ello everybody, a Very Happy New Year to you all and I hope you had a good break over the seasonal period. In the UK we are now down into the dreaded winter months and that brings both the freezing temperatures and salt on the roads. Whether you keep your Triumph on the road in the winter is very much a personal choice, if you do then you will need to protect the body work against the salt and damp which has caused so many classic cars to rot away.

I was at a classic car show back in the autumn and was advised by a member of the public that all Triumphs were rot boxes and as a result it was incredible to see so many here on display. It was dangerous talk in front of a bunch of Triumph fanatics!

But we are very understanding people and it was good to see three Triumph clubs had put on a large joint display with some forty cars.

As for Triumphs and body corrosion from my own experience all classic cars rotted. This was probably due to poor quality steel, the way they were designed and little protection applied to the body during manufacture.

In fact body corrosion was normally the cause of your car failing the MOT and not mechanical problems.

As Herald and Vitesse used a full chassis their repair tended to be easier than the monologue design. However, the blocked drain holes on



**Picture 1.**

the main chassis members, lack of protection in the outriggers and mud stuck in the side rails will increase the likelihood of corrosion. The Vitesse chassis (and Herald's with the later chassis) can suffer problems with the main chassis corroding under the diff. Water enters the boot rails where the rear valance is bolted to the boot floor, [Picture 1](#), and runs down into

**Picture 2.**

the main chassis, [Picture 2](#). There is a dip in the main chassis under the diff with a small drain hole, [Picture 3](#), if the drain hole is

**Picture 3.**

blocked then the water will sit there and corrosion will set in.

Both the Spitfire and GT6 don't have boot outriggers and the main chassis is largely blanked off and hence water should not enter the main chassis at this point. Of course it is still a good idea to keep the drain holes clear of obstruction. As for the body any area where water, mud and salt can stay will corrode. Sticky wax based under-seal will help reduce problems but you should also closely inspect

these areas and remove any mud or salt present.

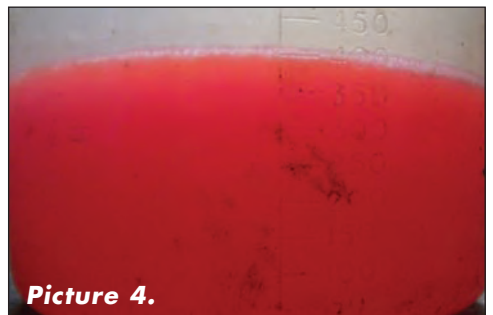
The door tread plates and the bottom of the 'A' posts are doubled skinned and can corrode. The self-taper screws used to fix the tread-plate finishers can allow water to enter the double skinning. It's a good idea to wipe the holes and screws with a clear wax based under-seal

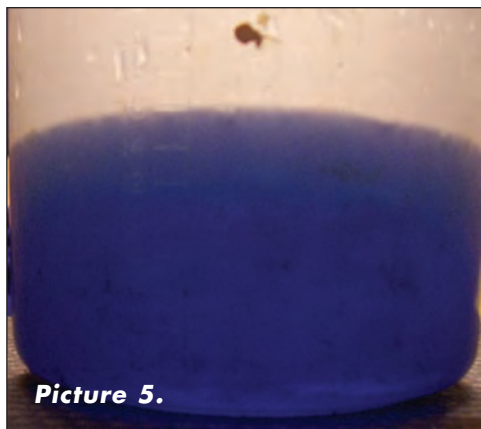
before fitting them.

An area often forgotten is the inside bottom of the doors, this should be lined with an anti-corrosion waxy substance or thick grease.

Even if you are not using your Vitesse over the winter months it is still a good idea to check the above points as if you don't it may well be corroding away in the garage. I hate to think of taking the covers off the car, looking underneath and seeing lots of rust breaking through the paint.

Moving on to the engine and the type of antifreeze. The current advice, from the Federation of British Historic Vehicle Clubs, is not to use the modern Organic Acid Technology (OAT) antifreeze as it is believed to attack the lead solder in the radiator and the gaskets used in classic car engines. It is usually Orange in colour, [Picture 4](#).

**Picture 4.**



**Picture 5.**

Traditional ethylene glycol was recommended by the manufacturers and should still be used. This has improved over the years and now contains better corrosion inhibitors and is generally Blue in colour, [Picture 5](#). Any ethylene glycol antifreeze you use should meet the requirements of BS6580:201 and should not contain any OAT at all.

This information should be written on the container and also state it is suitable for cars made before 1998. If in doubt consult the supplier.

The traditional blue antifreeze normally states it has a two year life. Even if you're

and spends winter in the garage the antifreeze should still be changed within that period. This is because though the antifreeze may still be effective, the anti-corrosion additives may have broken down. Due to having a large engine in a small space the Vitesse cooling system can be a problem in a hot summer. This usually occurs when stuck in traffic and any additional restriction in the water ways due to corrosion should be avoided at all costs! The Vitesse Owners Handbook is a mine of information and this includes the maximum strength of antifreeze which is 35%. The amount of antifreeze is approximately 4.9 pints for the 1600 and 3.85 pints for the 2 Litre models. These days it's not uncommon to see 50%



**Picture 7.**



**Picture 6.**

antifreeze used in modern cars. But, back in the 1960's owners were discouraged from using over 35% because antifreeze has a habit of seeking out leaks.

If you do use your Vitesse in the winter then it does help to fit a hotter thermostat. This is known as a winter thermostat and runs at 88C, [Picture 6](#), the normal type runs at 82C, [Picture 7](#). The winter type gives a quicker warm up and another important advantage is a hotter heater! As for me I wait until the coming spring before I take my Vitesse out. Roll on Spring.

**Safe Driving & Keep Running On All Six**

**Dave.**

Vitesse only covers a limited number of miles



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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 (new 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

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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
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Set of Sprint H.T. leads.....	£39.50
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Gearbox exchange 18/50/3 rail.....	£285.00
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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
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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
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# Young Member's Co-ordinator



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

e-mail. [triumph-dan@hotmail.co.uk](mailto:triumph-dan@hotmail.co.uk)

## Dan Chudleigh



## New Year Review

**S**o we find ourselves in yet another new year. I find it hard to believe just how fast time goes, it must be a sign of getting old! To suppress this feeling, I find it important to look forward and, in particular, to the up and coming events in 2014 and "WOW" what a year it could be. The Club is planning some massive events, with the aim of re-engaging members with their Club!

The main event for this will be our Club national – **TRIUMFEST UK.**

In the past, for probably more years than I have been on this planet, it has been held at Stafford. This will be no more! It is taking a new name, new shape, new style and a new venue on a new date. It's been moved to the world famous Donington Park and will take place over the last weekend of July.

This is a good chance for us to make our main club function one of the most desirable events of the year, one that any Triumph owner (no matter of which club or none) would be pleased, and look forward, to attend.

The event is still very much in the planning stage so, as it is going to be more tailored to our members, we need your input.

If anyone would like to put forward an idea or two, or even better offer a helping hand (in any way - big or small), it would be very gratefully received.

Don't hesitate to get in contact with me or with

Bern at Club HQ.

Now its time for me to look back over a fantastic year of car related antics. 2013 has been jam packed with travelling and attending many different events. Due to the fact it was the anniversary year of the 2000, I thought I'd best show my 2500 PI Mk2. In order to do that, I had to recommission it from its 6 month lay up. I took it off the road because the sills were just a little too rotten to bodge through another MOT! I set to it at the end of February and managed to get two new sills (inners, outers and strengtheners) all made up in stainless steel. I finished all the welding and got it MOT'd the Saturday before Stoneleigh



Spares Day (pic 1). From that day the PI was back in full service. The next job was to find adequate sleeping accommodation, this is when I found the Portafold, it is the right era and is a very nice accessory to tow behind any classic. Being so light, means I can drag it with any of my cars and be well within the law. The best thing about owning a Portafold is the Club that is attached to it, a fantastic

## Young Members Co-ordinator

group of people, that opened me up to another

2.



calendar of events. It was well worth the money and proved to be a fantastic home from home (pic 2).

Now I had the car sorted and the accommodation there was nothing stopping me so time to start booking up shows. I started off with the

followed by popping over to the other side of Somerset to Watchet for the Triumph 2000 Register's national meet. The same weekend, on the Sunday, I had a early start to get back down to Devon for one of our biggest car shows at Powderham

5.



3.



Castle. The following weekend I headed down the country to Cornwall for the fantastic Boconnoc Steam Fair (pic5). Without giving rest to the poor PI, I headed up the A303 and found myself at an amazing event called Retro Festival on a massive old air field in Maidenhead (pic3). This event was the Portafolds national event and was a really nice change to the normal car shows, it had 2 stages that throughout the days had entertainment and went on well into the night. It was made even better,

annual pilgrimage to Isle of Wight, then a weekend in Somerset with the Devon area,

with most of the people attending it making an effort and getting dressed into period clothes!



4.



It was a true nostalgia show. The very next weekend I was back in convoy with the Devon area as we packed up and set off to Stafford for the TSSC International (pic4). I made this home for 4 days and had a fantastic time even with all the whispers of it being the last one ever. To top it all off, it was a trip to the middle of Cornwall for the Lanlivery show. After that weekend I really was all camped out. The poor PI and Portafold covered lots of miles/drank lots of fuel and sat in a few dull hours of traffic. Still by far the best summer I have ever had, this could have been because of the unusual duration of sunshine that we had, but I like to think its just the fruits from having a fantastic hobby.

The memories of last summer just keep me hoping for an equally active 2014. I really am keeping

my fingers crossed that our new look National gets the support and interest it deserves. For the meantime I think I'd best start thinking about giving the PI a bit of attention. It has been an amazingly reliable car and has done everything I asked of it, dragging a caravan all over the country and still getting above 25 mpg! I couldn't have asked it for anything more. The start of the year will see it back in the garage for a new diff and a drive shaft or two, I also have a few ideas for a new front suspension modification, so watch this space.

*Dan*





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## TR7 'SPRINT'

Getting to know the latest  
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# SPITFIRE I - II - III Register



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e-mail. [spitfires@cadley.org](mailto:spitfires@cadley.org).

**Suzie Singleton**



## Hardtop /Fastback

**R**ecently Pete Osborne contacted me by email then followed up with a lovely long letter about his Spitfire

*"Meet **MUL 144D**, my 1966 Mk II overdrive Spitfire, bought new on 6.7.1966.*

*My car has an Ashley fastback and a Le Mans bonnet, the bonnet coming from the*



*same insurance policy - £48.00 fully comprehensive. In 1976 the GT6 was sold and a Dolomite 1850, HLD 875N was bought to transport us and our new baby son.*

*Before these three cars I did own one more Spitfire, a 1962 Mk I **553 POO** which was swapped for a*

*show car at the Racing Car Show in about 1968. Other modifications are Courier Van wheels and a Kenlowe fan and oil cooler.*

*All the maintenance was done by me; the only outside help being rear wheel bearings and differential reconditioning by Lambs of Woodford.*

*From 1972 my Spitfire shared space with a GT6, WPU 356L, and both cars were on the*

*Lotus Elan in 1964. I then bought MUL 144D.*

*My longest drive was to Italy just after the first 1000 miles. The spare wheel was mounted on the boot to give luggage space.*

*The journey was part of the Mille Miglia course, then down the Adriatic coast to Amalfi, a round journey of 3000 miles, the car never missing a beat.*

*Are any of my cars on the Club Register?*

*When MUL144D had the hardtop fitted at Ashley, another Spitfire (a red one) had a hardtop fitted. Also the main fuel tank was taken out and mini tanks were fitted in each rear wing in order that the owner could sleep in his car on Continental journeys. Has anyone seen or owned that car?*

[**Suzie comment:** I have checked the Early Spitfire register and have not found any of his previous cars though I did forward the numbers of the GT6 and the Dolomite to the appropriate Reg Secs to see if they have any information on the cars. They do both appear on the DVLA system but do not appear to have been active since 1996 for the GT6 and 1984 for the Dolly. However, if anyone does recognise these cars I know Pete would be interested to hear from you and I can certainly put you in touch with him.]



*In June of this year when the Spitfire was being welded to start the restoration we found that the outrigger had been welded previously. I am certain that this happened at the factory, or at the Dealers, as I have always stayed with my car during M.O.Ts. I did deliver new cars a few years ago and cars were damaged*



*and repaired without customers knowing anything about it - sold as new."*

I had to tell Pete that I had not previously heard of this happening at the factory or at the dealers - unless someone knows better? Although a friend of ours who worked as an apprentice in a Standard Triumph dealership has said that they were kept busy repairing and replacing outriggers on the cars when they were still less than 3 years old.

Looking at where the repair is it is not a usual 'rot spot' and it is possible that it could have been damaged by incorrect jacking or hitting something on the road, so a dealer repair is not out of the question - over to you my dear readers!

Ditto re the Red Spitfire he saw with the Ashley hardtop and the dual fuel tanks. That sounds an interesting story - can anyone add more to that one?

Whilst on the topic of Ashley/fastback hardtops I noticed a couple of months ago there was what seemed to be a tidy Ashley Spitfire Mk3 on ebay in Holland which appeared to remain unsold as having not hit reserve although it did reach £4,700. (Item No: 161127845326) Do any of our Dutch



correspondents know anything more about this car they can update us with? The seller



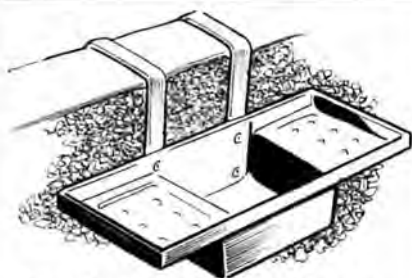


mentioned its wheels saying they were aluminium Starmax wheels. A new one to me (who knows nothing about wheels!) but they



are rather attractive ones. Does anyone else have these wheels on their car?

Those of you who have been reading my scribbling for some time may remember the '200 tips and gadgets' book I used snippets from a few years ago (OK, 10 years ago, have I really been writing these articles for that long?) I was recently going through some '60s



### FROM SOAP TO COFFEE!

● If we go for picnics in the car, the business of where to rest coffee cups always presents a problem. I have adapted a plastic bath tray to fit on to the back of the front seat by means of two flat bar brackets, the tray being fixed to these by pop rivets. The soap partitions of the tray serve as excellent wells for the cups!—K. B. Gibbons, Deeside, Flintshire.

and '70s issues of Car Mechanics and enjoyed reading some of their 'Good Ideas' so thought I'd share some of them with you this year. I'll start off with these two.

## LIPSTICK LESSON

● Recently, I was driving in the snow and the car slid backwards off the road smashing my rear lamp glasses. My girlfriend, who was with me at the time, lent me her lipstick and I coloured the naked bulbs red with that.—D. R. White, East Looe.

I will add a rider of 'don't try this at home' in case 1960s inspiration has become 2013's "not really a good idea!"

And finally, having read Phil's Herald 13/60 article last month about the lack of the reserve tap sticker/transfer in some Heralds I did drop him a line to say that I sell those items through my ebay shop whose address is....

<http://stores.ebay.co.uk/ThistleSoup> as well as other stickers and transfers appropriate to some of our cars. I believe he may be mentioning it in his article this month but it reminded me that I had meant to mention it myself at some point.

I have also recently had a stroke of luck in sourcing some small enamelled lapel pins or badges depicting many classic cars and logos, most of them British cars, including Spitfire, GT6, the TR range and also the globe and shield logos. A friend of a friend of ours in the US had them made some years ago



and I have been given the opportunity to buy many of



them. They do seem to show good detail, although some models are

LHD ones, but do please contact me if you need any stickers or badges, either through ebay or from my contact details published here in the Courier.



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## Trevor Collett

## Bid Now!

**T**o start a new year I thought I would look back at some of the more unusual Herald-connected vehicles that appeared for sale on Internet auction sites – apparently there are more than one – over 2013. I'm afraid I'm a little bit over interested in a certain auction site, and I don't miss much that's even vaguely connected with Triumph Heralds – sad I know.

Bugatti – surely one of the most evocative of all vehicle marques – probably some of the best looking cars ever made – with values commensurate. A consequence of such high attainment is the urge amongst nascent motor car builders to produce an affordable copy. It's that penultimate word that's the difficult bit. Dig up some iron ore, throw it in a smelter add a few choice elements and you'll have some quality steel that can be rolled and beaten into

the beautiful shape of a Type 35 Bugatti – easy peasy. Yes, affordable is the really difficult bit.

And this is where the good Herald comes in. There has been one or two attempts over the years to make a passable Bugatti-like car using the Herald chassis and mechanicals – that's a story for another day – but

here we have a true one-off – well I'm assuming there's only one. It's clear from the seller's description that he, or she, was not the original builder, "*Hi, up for sale is a 1969 Triumph Herald Convertible Bugatti Roadster Replica. The vehicle has been converted to some sort of Bugatti replica. Based on a 1969 Triumph Herald Convertible.*" The description

**Herald Bugatti Roadster**



Beauty, they say, is in the eye of the beholder; others say that one man's meat is another man's poison. You've probably guessed what I'm on about – some might say that some of the cars I'm about to show you are better looking than others – and I can't decide whether or not I should proffer my own opinion on the visual appeal of each car – let's see how it goes.





goes on to say that the car is being sold as a project and that it has been standing for years. The engine turns but hasn't run for four years.

I would just love to know what was the aim of the person that started this project – did he have pictures of a Bugatti Type 55 (that's a model with full wings and running boards) on his workshop wall? Was he confident he could re-produce the timeless beauty first created by the great Ettore? There's a lot we don't know, including whether the car was ever fully complete and its present state due to partial disassembly or its current state is as close as its ever got to a being a fully roadworthy Herald Type 55.

Someone today thinks he or she can create some motoring glory from this auction offering – it apparently sold for £820 – power to their elbow.

I have written about the TX Tripper before; checking my database I see that the last time was exactly 10 years ago in January 2004. To save me the effort of typing out the marque history again you can

*stored for many years and is not running. This will defiantly (sic) need to be trailored away. Everything seems to be there, it has the doors*

### TX Tripper



*and side panels with it but the windows are perished. Rear window is glass which is*

*broken. Steering does not seem to be connected."*

Who wouldn't be tempted by that. Seems like someone was, and bid up to a winning £370. Potentially, it seems to me, a bit of a bargain – with a bit of effort a little bit of motoring history could be back on the highways and byways. For those of you who haven't got a January 2004 Courier handy here is a very potted history:

The Tripper debuted at the 1971 Racing Car Show. It was marketed by a company called Technical Exponents Ltd, who were an offshoot of Fairthorpe.

The company was formed by Torix Bennett, the son of Air Vice Marshall Don "Pathfinder" Bennett, the founder of Fairthorpe Motor Company.

The first Trippers were Spitfire-based, and could be bought, fully built, for only £740. Having built around half a dozen cars a new model was introduced, identified by a much larger bonnet bulge. The new model was powered by the 130 bhp 2.5PI motor, which lasted until the 150 bhp TR6 version was introduced in, around, 1972. This version was apparently good for a 0-60 in 6.5 seconds, and caused Car and Car Conversions to quote, **"Hells bells, it goes".**

Car number three is of real interest to anyone with a knowledge of historic kit cars. Falcon Shells was a company set up in 1957 in Waltham Abbey by Peter Pellandine, selling fibreglass bodies initially fit Morris 8 chassis. In 1959 the Mark III was introduced, primarily intended to be fitted to the 90inch wheelbase Ford 8/10 chassis. I have brought to you before examples

of cars with Falcon bodies fitted to Herald chassis, and here, potentially, is another. The seller's description:

*"For sale my unfinished project. I just can't give it enough time to finish it so it's going. What I have is a modified Triumph Herald (rolling) chassis. Mods include new outriggers, dog leg front and extra outrigger. Plus they have all been shortened by 1 ½ inches.*



**Herald based Falcon**



*So chassis will NOT fit a standard Herald. ... The body is a fibreglass shell made by Falcon Shells in the 1950s. I think it is the Mk III model, the later version, the Caribbean, had a hard top, but it may have been removed.*



*The shot of a complete car is only a mock-up!! But does give a good idea what it could look like."*

The seller is honest enough not to try and play down the amount of work needed to turn this auction lot into a road legal motor car – but what a great achievement it would be. The seller set a starting price of £1,400 and it seems that the auction ended without a single bid being made.

*It was my intent to make it fit the Triumph chassis. I have made a start by putting a frame inside the body and bolting a floor to it. This then bolts on the chassis. I have made a start on repairs to the body as you can see, but there is still a lot to do. The floor needs more work including fitting the stainless steel trans-mission tunnel that I have made.*

*I've also made replacement hinges and a grille in stainless steel and brackets to hold the screen (Spitfire Mk3).*

*I have a V5 that came with the original chassis (now scrapped) and all the Herald rolling gear and stuff, but in light of all the alterations I guess it will need an SVA and re-reg. This is not for the faint hearted and it's probably a good idea to come have a look first. Otherwise what you see in the photos is what you get, so study them!*

Perhaps the honesty put people off; the mention of SVA is pertinent. SVA stands for Single Vehicle Approval, which doesn't actually exist anymore. What there is is IVA, Individual Vehicle Approval – a series of tests all radically altered or re-bodied cars have to pass before they can legally take the road.

I'm not going to attempt to explain the intricacies of the IVA, but advice I would give to anyone thinking about buying a part-built car that has not been on the road – check with VOSA, the Vehicle and Operator Services Agency, before you commit to buy.

I'd love to know the current whereabouts and state of all these cars – I have on occasion contacted the seller and asked that he/she pass on my contact details to the buyer, but rarely does anything materialise.

If anyone comes across...



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**Guy Singleton**



## Andy Booker's GT4s

**T**

hat's one more year done – and what a year! Thanks to everyone who supported the various 50th anniversary events during 2013 – let's hope for a successful season

*a borrowed large farm trailer, behind my borrowed Father in Law's 4wd and we set off on the 120 mile drive north to Bradford.*

*First impressions suggested it was complete and reasonable mechanically sound, so after a try the seller got it started, it ran until it reached the*

in 2014.

One of the cars which attended the 50th Celebrations at Stafford was that of **Andy Booker** – his tale about this car is as follows:-

*"My story starts in 1986, when I was working at The Mercury Theatre in Colchester. A Green GT4s used to park by my workshop. I owned a 1200 Herald and appreciated the similarities and sporty lines. Fast forward to 2012 and*

*a space on my drive after selling my Jaguar XJ40. I still owned the Herald, and fancied a project. The dreaded Ebay kept throwing up the odd GT4s which I kept losing by a few pounds, and then one popped up in Bradford. I asked my Uncle to pop round and look at it and despite it being stripped pretty bare he declared it fit to buy. On a snowy day in February my enthusiastic 10 yr old son, and a less than enthusiastic 14 yr old son, hitched up*



*Ramps, then died from fuel starvation, despite a gallon in the tank. Next problem, great trailer for cars with ground clearance, not so for a Bond! With a bit of pushing and scraping we got it on, and then filled it up with all its parts, but left the windscreen out. Once home we carefully got it off and I completed the strip down removing the snow from the inside first, then removing all the interior and everything from the bulkhead. I decided to leave the Bonnet*

on but removed the doors and bootlid, took all the glass out except the rear glass as I was concerned about getting a new seal.



After removing the fuel tank and sender unit, I shone a torch in to inspect it for rust, and found the fuel problem. The pick-up pipe stopped short of the bottom by around 3 inches, I guess it left the factory like that. A poke with a rod and it now sits nicely  $\frac{1}{2}$  inch from the base. The Mechanicals looked fairly good, so I decided to sort them after the resto. However the exhaust is a genuine cobble up. Copper main pipe, with a loud kit car like stainless exhaust attached with a flexi pipe.

This is on the list to replace!

The car had been prepped for paint, however I discovered that there was a massive amount of filler, and knowing the problems with Bond bulkheads, decided to investigate further. I should have investigated even further. More on this later. Two weeks later I had finished patching and welding the bulkhead. In retro-

spect, I probably should have got a replacement one. Lots of welding ensued on the Herald floorpan, I genuinely didn't realise how much steel was in these cars and the mig just kept eating gas and wire. The Chassis had been repaired before and although agricultural it seemed OK, so I just cleaned it and blacked it. The loom had been Modded and the dash butchered with extra dials. The ashtray slot housed two more dials. I decided to rebuild the ply dash and re-veneer it with Burr Oak, although the wood door caps were simply stripped back and varnished. Luckily I had a spare ashtray amongst my spares.

The car came with cosmic alloys, and although they suit it I decided to go with a different period mod, and so when a set of 7 MkIV spit wheels surfaced 5 miles away I snapped them up and had them shot blasted. These were painted white and shod with 165/80 13s which, despite providing a 100% accurate speedo, they do on occasions foul on the front arches.



I decided to paint it Wedgwood blue as the original Sandglow was just too orange for me. A neighbour kindly offered his barn for the paint as long as I re-wired it. A friend's dad offered to spray it and so started the cold freezing weather. When it wasn't freezing it was windy and the barn dropped grit from the roof, so the paint took three months, which was getting very close to my self-imposed



deadline of Stafford. Once it was painted, I set to work rebuilding. I did struggle with bleeding the brakes so decided on a new master cylinder. It made all the difference.

The front windscreen was a major pain – having fitted my Herald screen a few times before with no problems I wonder if the newer seals are so much worse or were my bulkhead repairs to blame?

My Herald spares came to good use, when all those silly little bits were missing although much head-scratching was involved as I hadn't stripped most of it out.

Within 3 weeks we had a working car, albeit with a host of electrical maladies, and due to sheer frustration I asked for some help from a Bentley auto-electrician. Well, he may be fine on CanBus and ECUs but the simple electrics on a Bond drove him nuts. Virtually every problem was down to either poor earths or bad bullet connections.

Between us we got most circuits working and eventually decided that enough

worked for an MOT.

Oh dear. It didn't have a long failure list but the inspector didn't like the Chassis repairs. A mad dash to Fitchetts and £150 later we had what we needed. Our local village garage had a steep learning curve and did a fine job replacing them. I collected the car on the Thursday before Stafford and test drove it. Hmm. The replacement Toledo engine was slow and flat, but did work so on Saturday my 11yr old son and I made it to the TSSC International, and very proudly drove into the Hall. The paint had yet to be cut back, the body hadn't been



*adjusted after the chassis repairs, the interior wasn't very clean and the boot stay wasn't fitted. But it was there and it hadn't broken down. Guy came up trumps with some badges*

*experience, I wonder whether I will keep it 28 yrs as I have my Herald."*

*Andy sent some photos of the car in progress,*



*including the missing Equipe one, and we had a good look at the others to see what we had done wrong! It was also discovered that some of the paint was cracking in places, where the PO had "repaired" the fibreglass and in couple of places it has slightly bubbled!*

*Since then I have improved the panel fit, got all the electrics working, got the engine running much better (mostly due to poor timing and the mechanic setting the carbs too lean) fitted new seatbelts front and rear, replaced the wiper motor gearing so the wipers stay on the screen (mostly...) put on a spit filler cap and purchased a 1500 spit engine and OD box to fit. It's amazing how many people ask what it is, even classic car buffs. So far I have around 1000 miles on it and, although I am enjoying the*

*and I have added one I took of it in Bingley Hall at Stafford looking perfectly at home among the other Equipes there. I look forward to seeing it again at events next year.*

*Thank you Andy – another car saved which is great, and an example for those still struggling or yet to start their restoration. If you see yourself in that description I hope you take heart from this and persevere with your car. I am always willing to help with advice, as a sounding board or with parts etc so please contact me if I can help in any way.*

*Finally and slightly linked to the restoration theme, I am in the process of having replacement Commission Plates made – hopefully more on this next month.*

*Guy*



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#1



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#2



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#3



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#4



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#5



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#6



### BRUGES & BRUSSELS CLASSIC

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#7



### HONFLEUR & NORMANDY

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#8



### GERMANY'S BLACK FOREST

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#9



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#10



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# STAG Register



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**Ben Broadbent**



## Happy New Year to all!

# H

ello, Happy New Year. I hope each and every one of you has had a good time over the festive season.

Well, its congratulations to two **ABSOLUTE STALWARTS** of the Club, **Pip and Frank**, (picture 1) on being awarded Honorary Membership of the Club, at the HQ Christmas



**Pic 1.**

Open Day on 7th December. Pip and Frank are known by many members throughout the Club and 'serve' the Club 'extensively', as Area Liaison Officers and as members of the Council of Management, assisting the Club at national level. Whilst, at the same time being **FANTASTIC** Area Organisers for the Manchester Area, where they put in such a tremendous effort to provide a fantastic calendar of events for the Area. Pip and Frank also attend many events organised by other areas; so their fantastic Concours winning



**Pic 2.**

Stag, 'Ruby' is regularly seen at many events. (and has regularly picked up the award for Best Car) (picture 2)

I'm sure each and every one of you will be pleased to hear of this recognition and honour the Club has bestowed on Pip and Frank, for their amazing efforts. **'Well Done'** and Congratulations to you both. Well deserved!

The Club is very much enriched by your tremendous efforts. (And no Pip, you can not have a refund on your current membership fee!)

As Pip would say at the Manchester Area meeting – moving on! You may remember last



**Pic 3.**

month, the Stag article was about toy models of the Stag. Well, two models catalogue numbers VA10100 and VA10102 (pictures 3 and 4),



**Pic 4.**



were as I said, bought by myself for £5.99 each. Well, there I was wandering about the NEC Classic Car Show last month, and to my total amazement and disbelief, those two toy models were on sale for £95 each. Towards the end of the show I revisited the stall and they had gone. So, I'm certainly going to make sure I look after mine!

Thank you to all who have emailed myself during the past 12 months concerning the Stag articles that have appeared in these pages. I am always looking for your support with articles that you can provide for the Courier. **Andy Simon's** website '[stagbytriumph.co.uk](http://stagbytriumph.co.uk)' has again been the source for a number of articles, for which I am forever grateful to Andy for his excellent website. Andy provides this website to share the information about the Stag, so it's there to be viewed.

Thanks again Andy.

Back at the start of 2013, we began with an article about the various colour and trim combinations available for the Stag, and this brought up some interesting discussions about unusual combinations

that had been seen at various shows. I then looked at original prices for the Stag, this provoked discussion about insurance valuations, with a few non-Stag owners phoning up to discussing the prices of other Triumphs.

The contribution of **Sue Franklin**, with her second article about the restoration of her Stag, was very much appreciated ([picture 5](#)). Such a beautiful car! I was also very grateful to **Bill Philpot** for a number of articles which he contributed especially his brake article in August



**Pic 5.**



**Pic 6.**

(picture 6). More inspiration was found again in Andy Simon's website, leading to some



good discussions about the Publications concerning the Stag (picture 7), and then an



Pic 7.



Pic 8.



Pic 9.

article about models (see pictures 3 and 4).

The most pleasing article for myself was the 'Valuating your cherished Stag' in November. As a CoM member I had just been trained up by Bernard Robinson for the valuation process, therefore, spending most of the Stafford weekend, either valuing cars or judging Concours entries. I was keen to continue the valuations of vehicles, so really enjoyed putting the article together, with the various pictures for the aspects of the Stag (pics 8/9).

I had a good number of phone calls for further advice, so very satisfying.

So what would members like covering this year? What can you the members contribute? Your vast experiences of restoring, repairing and just driving the Stag, are always welcome for publication.

Once, again it's Congratulations to Pip and Frank on their well-deserved award, and thanks again to everyone who has contributed over the years to the articles about their Stags.

That's all for now, *Keep those V8's purring*

**Ben**



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## Mark Blease

### Late flowering Honeysuckle

I hope you are having, or have had, a fantastic and relaxing Christmas and New Year break, and that Santa brought you all the shiny new Triumph parts and tools you had wished for. This month, poet, novelist and scriptwriter **Roger Harvey** tells the story of finding the ideal running-mate for his one-owner-from-new Triumph Spitfire.

*International at Stafford in celebration of the 50th anniversary of the Triumph 2000. Malcolm had invested a considerable amount of time and money in restoring and upgrading the 1977 Mk II with new suspension, stainless steel exhaust and manifold, copper brake pipes and braided hoses, electronic ignition, Minilite wheels, new carpets, restored paintwork, and burr walnut dashboard and*

*It has taken thirty-four years and five 'other' cars, but at last a long-held ambition to pair two beautiful Michelotti designs has been fulfilled and a 'Big Six' saloon sits alongside my much-cherished Spitfire 1500, bought new in 1980. Its new running-mate is one of the last Triumph 2000TCs to be built in 1977: POR 681S. Painted in the scarce*



*Triumph colour Honeysuckle, with pleasingly contrasting brown upholstery, it is a beautiful piece of sculpture as well as a fine example of a powerful luxury classic....and it is the only car to which my wife and I have ever given a name. It has to be Honeysuckle, of course.*

*Honeysuckle has an interesting history. Since 1999 it belonged to **Malcolm Hadley**, a Triumph enthusiast who also owns an immaculate 2000 MkI which had the distinction of being displayed at the entrance to the 2013*

*door cappings. Some years ago it won Best in Class at Stafford and appeared on the cover of the Courier. It was advertised in the Courier at exactly the time I was contemplating the sale of my Nissan Figaro: a pretty and interesting more recent classic which I had owned with pleasure for five years. It had served well as second car to the Spitfire but I had been planning its sale since it needed an expensive repair to a rear wing and it seemed exorbitant to insure when compared to the favourable*





rates for a second Triumph insured through Footman James.

The Courier advertisement showed POR 681S in its luscious Honeysuckle paintwork, somehow reminiscent of sunny Summers in the 1970s, and it appeared to be a solid car at a sensible price. But although the Figaro had to go, this might also be difficult timing: there were plenty of other things on which to spend the money, Autumn was closing in, the car was in Birmingham, an inspection would require a long and expensive journey.....and someone would have to look after our cat!

Fortunately my wife Sheila's cousin Pauline—always a huge help in our family—was happy to make the trip from Yorkshire to stay overnight in Newcastle while we took the train to Birmingham. Malcolm Hadley met us at the station and took us through the pleasant district of Bournville to a secluded lock-up garage. What would we see when the wooden doors opened and the covers came off? The first impression was of excellent paintwork, good chrome, and magnificent new Minilites on a very big car looking ready to enjoy a new home—but we all know this is never enough, and I had to conduct a thorough inspection with groundsheet, torch, and critical eye. It all looked good, if in want of a tidy-up and some re-Waxoyling, so it was on to the test-drive.....and the seduction

was complete.

The interior of a Mk II is a beautiful place. That curved instrument panel behind the steering wheel—an innovation derived from the Stag—would itself be enough to suggest spaciousness and glamour even if those qualities were not everywhere to be experienced in this car. The ergonomics are superb: everything clearly visible including that 8-segmented warning-light cluster unique to Triumphs; everything



easily reachable including the neat T-bar automatic shift lever, its deeply notched gate an echo of Italian performance cars that found its way sportingly into this top-of-the-range executive saloon. The atmosphere is one of deep comfort with more than a dash of excitement. The same is true of the Spitfire, but that is a delightful surprise rather than a first impression: the late Spitfire (mine is one of the last 1500s) is a perhaps unexpectedly relaxing tourer, the most comfortable sports car of its time. The 2000, appropriately enough, declares its comfort at once. Its surprise is the depth and power of the luxurious impression. And of course there is the lovely combination of Italian style with a British car dating from the era of Concorde and the QE2, when Modernism still embraced elegance and



economies of production had not entirely ruled out the superlatives nor banished grace.

This car has sumptuous brown upholstery in



place of the brushed nylon I remembered from the mid-1970s. The burr walnut is of the finest quality and has replaced the satin finished pale veneer of most Triumph dashboards of this period which is also in my Spitfire. That would be cool and lovely enough; this is unashamedly gorgeous. Honeysuckle was built sufficiently late to benefit from some of the innovative features, now taken for granted in the most basic cars, that were just beginning to appear in the mid-70s on more expensive models: childproof locks on the rear doors, a heated rear windscreen, reclining seats with headrests, adjustable steering column, through-flow venti-

lation, servo brakes, warning flashers and side indicator repeaters (on the door pillars, where the 'traffickers' would have been on a car of much earlier vintage!).

The Triumph 2000 has always had a direct competitor: its contemporary rival the Rover P6. This excellent and successful car might have incorporated certain features of more advanced engineering, but it never had the sporting cachet of the Triumph

marque nor the spacious elegance of Michelotti's design. Moreover, while many beautifully-restored and well-maintained P6s remain on the road, the big Triumphs are comparatively rare.

With all this going through my mind, there was still the view through that elegantly slender 'swept wing' steering wheel to the expanse of walnut, the delightful surge of six cylinders on song, no serious corrosion or expensive noises, Sheila happy with the space and comfort: it would have to be a deal.....once the heater was fixed.

If we bought the car, the wintry return drive to Newcastle would be intolerable unless a relentless blast of cold air could be turned off and replaced by comforting warmth. It was the one tweak that would have to be made before a deal was struck, so Malcolm laboured to remove the radio and locate the broken heater link while I lay half-in and half-out of the driver's door under increasingly annoying showers of rain. At last I spotted the valve before ends of tethers were reached, I made the simple but crucial adjustment, the radio went back in, everything worked—and hands were shaken. The handover was formalised in good spirits

next morning outside the Premier Inn at Oldbury on the M5 where we had stayed overnight. Malcolm's helpful daughter **Cheryl** came to



Malcolm (left) hands over POR 681S.

see us off and take commemorative photographs. So began a long and gentle drive



home up the motorways, making small adjustments at each stop. Wing mirrors, oil levels and tyre pressures all needed attention. There were the predictable and always enjoyable conversations with admirers at each petrol station or service area—and deservedly so. The car looked stately and beautiful under sunshine or forecourt floodlights, the delicious paintwork enhancing its long and elegant lines. We never pushed the engine but the massive power was always there, delivered sweetly through a faultless automatic box, purring us Northwards in seemingly effortless comfort that declared the fine mechanical condition of this car. We were cosy and warm as darkness settled; then came a slashing rainstorm on benighted Shap Fell

and the sudden challenge of nursing a large and unfamiliar car over very dangerous blacked-out roads.

But the rain stopped as we came to Hadrian's Wall and we zoomed along the Military Road heading for home....and a very tight but ultimately snug fit in the garage.

When the re-Waxoyling and tidy-up was complete it was time to celebrate with an appropriately elegant afternoon tea for Sheila and myself at Matten Hall.

Once again the big engine cruised effortlessly. Like the Spitfire's, it has never been stripped in its working life, just regularly serviced; it purred and surged us through the Northumbrian countryside with a feeling of immense power and stylish luxury. Autumn darkness fell beneath an ice-blue sky and the great trees were lit by the last golden sun of a special day. It was lovely to see my wife happy in this beautiful car and to begin our times in it so joyously. Of course it is a particular delight to have at last paired two Michelotti designs of the same marque. There is a sense in which the Spitfire and the 2000 embody different sides of his stylish character—and now we can enjoy them both.

Roger Harvey was born in 1953 and lives in Newcastle. His published works include the novels PERCY THE PIGEON and A WOMAN WHO LIVES BY THE SEA and the poetry collections NORTHMAN'S PRAYER, RAISING THE TITANIC, and DIVIDED ATTENTION. His play GUINEVERE-JENNIFER was made into a film while his black farce MONEY! MONEY! MONEY! toured the North of England. Details of his latest books THE WRITING BUSINESS, ALBATROSS BAY, THE GREEN DRESS AND OTHER STORIES, RIVER OF DREAMS, POET ON THE ROAD, and THE SILVER SPITFIRE are at [www.roger-harvey.co.uk](http://www.roger-harvey.co.uk)

Until next month!

**Mark**



# TR7/8 Register



e-mail:

[paul\\_lewis\\_1966@hotmail.co.uk](mailto:paul_lewis_1966@hotmail.co.uk)

**Paul Lewis**



## TR7/8 Records

**H**appy New Year to all, I begin this year with enthusiasm in using my

cars more in the year ahead, last year was busy with SPA Classic and the NEC but missed out on a few events due to clashing with work and holiday commitments. Anyway this year is the year that the first TR7's came off the production line prior to being released in the US in January 1975. Some people are celebrating the event this year and others in 2015. I have decided that I will have some involvement in both. To that end I am asking for each member with a TR7/8 to take a picture of the car and email it over to me at ([paul\\_lewis\\_1966@hotmail.co.uk](mailto:paul_lewis_1966@hotmail.co.uk)) or bring your picture along to the events throughout the



**Nick's TR7**

year. The idea is that I want to make a COOL WALL, similar to that on Top Gear, where as TR owners we can display our cars at events throughout the year. The wall should grow as the year progresses and next year a picture mosaic will be produced using the photographs. I am hoping to get Harris Mann (The Designer of the TR7) to sign it and we can then auction it off for a good cause.

Anyway last month I mentioned I had received an IVR from **Nick Morse** but without a photo, well Nick emailed me with some information about his car:

*"Good morning,  
Well imagine my surprise on opening my shiny copy of 'The Courier' and seeing my name in BOLD. If you want a photo here's one. Taken at an event organised by the Oxford Classic Car club (OXCMC). The*



photos make the car look better than it actually is. The bodywork does need attention - it is not perfect. I bought the car from a friend (John Palmer Modern and Classic Cars) and the engine is superb. The car has only covered 44,000 miles from new we are sure. John is quite an authority on Triumph cars.

The first thing I did when I got it was to go on the inaugural Gaydon Heritage rally. We covered 150 miles to Blenheim Palace and back, such fun to drive. I have to say that until now I thought that the TR7 was the worst thing that BL produced - I was a victim of the times. It was not until John let me drive his that I became a convert! YRW is now in the garage for the winter I think - with its own thermostatically controlled heater!"

Regards

**Nick Morse**

Oxfordshire (the black hole of classic car clubs)

Thank you very much Nick, If your Garage is heated is there room for my TR8?

Talking of TR8's I was sent an article taken from the Canley Classics website about the fastest ever Triumph (although the Le Mans car holds the title I think it is meant to read fastest ever Triumph production car).

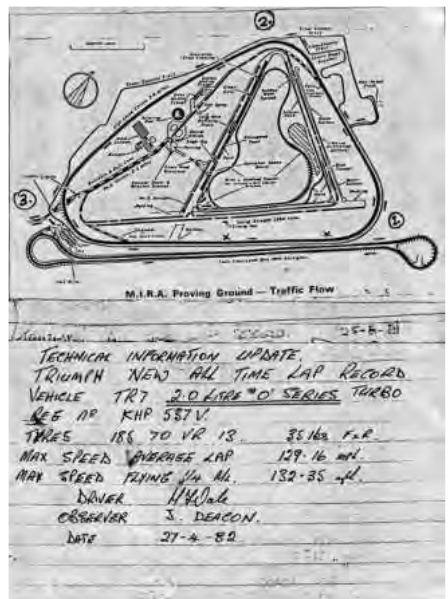
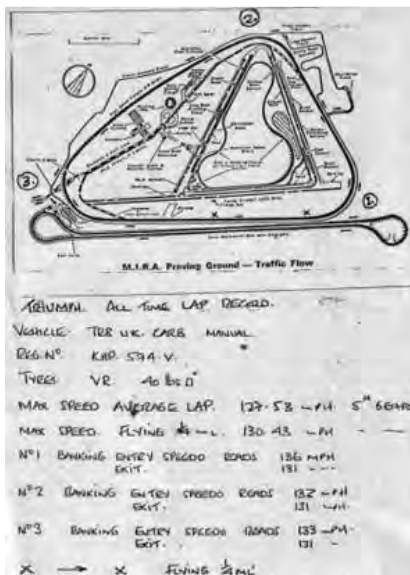
At the June 03 British Motor Heritage auction a

30  
1980 Triumph TR8 Roadster  
Registration no. KHP 574V Chassis no. X923  
Engine no. 13E-00256

Much delayed by industrial and corporate strife, the V8-engined version of BL's Triumph TR7 sports car arrived in 1980, some two years behind schedule. To the production version's launch, the works rally team had campaigned special 'TR7 V8's, putting up some creditable performances in 'tamrac' events including an outright win in the Ypres Rally in 1978. When it did materialise in Triumph guise, Rover's 3.5-litre V8 provided a welcome boost to the latest TR's performance, but sadly for British enthusiasts, the TR8 was a US-market car only, although a handful were completed with righthand drive. Indeed, the TR8's UK launch had been scheduled for 1981, but BL's continuing losses meant that Triumph's Solihull plant had to close. Fewer than 3,000 TR8s were produced before production ended in October 1981. This genuine, factory-built righthand-drive TR8 was acquired directly from Triumph and displays a total of 47,600 miles recorded on the odometer. The car is offered with Swansea V5 and its MIRA test card dated 25th August 1981 recording an average lap speed of 127.53mph and a flying quarter-mile at 130.43mph - an all-time lap record for Triumph at the track. Estimate £4,000 - 6,000 No Reserve

£9600

complete with a certificate to 'prove' it  
The TR8 KHP 574V had an average lap speed of 127.58 mph but two weeks later



this record was broken with a TR7 KHP 537V fitted with an experimental 2.0 litre "O" series turbo charged engine. It just goes to show how much development was put into the car.

Anyway, please send in your Photos for the cool wall and any info you have please on an IVR.

factory prototype TR8 was sold. Listed in the catalogue as the fastest ever Triumph, it came



e-mail.

**bernard.littlewood1@ntlworld.com**

**Bernard Littlewood**



## Door cards for all models

**S**hortly after I bought my TR4A I purchased a pair of door cards from a well known supplier. The quality wasn't that great and a few years later I had a set made up by an upholsterer that were far better but still not worth the cost.

When I retired I took an upholstery course and learnt how to make car seat covers, but it was so laborious that I vowed to only ever make covers if there were none available to buy, no matter what the cost! However, the other day I decided that I would make a set of door cards for my TR4A and incorporate an elasticated pocket in each one for my "bits and bobs". As I had learnt how to make traditional piping on the course I also decided to edge the door cards and the pocket with white piping to match my seats.

If you have tatty door cards, but with good wooden backing that fits well you could re use them, just strip off the vinyl, but I wanted to keep my old cards to sell on as they were in excellent condition.

I bought a sheet of 3mm millboard (hard-board ) and after removing the old door cards I cut the shape of one door card and after measuring where the trim clip and other



### **Millboard cut and trial fitted**

holes should be I drilled them to their respective sizes, I then cut a slot for the door pocket.

Next I cut the vinyl 50mm oversize on all edges and cut a piece of vinyl for the pockets. I cut 4 oz Dacron (you can use thin foam) to the shape of the board and glued (using upholstery adhesive) the Dacron central to the vinyl covers.

When the glue dried I used the same adhesive to glue a light cloth (cotton flock backing paper, but most thin papers can be used) onto the Dacron, then after marking four straight lines along the width of the vinyl I used my sewing machine to create four straight(ish) stitch lines.

I then made the pockets up with 20mm



wide elastic in the top "hem" and the bottom of the pocket sewn to the door card vinyl

of white vinyl, stitching them together to make a strip long enough to go right around the edges of the two door cards and pockets, then folding in the rope, I used my piping attachment on my sewing



### ***Passenger side before Piping added***

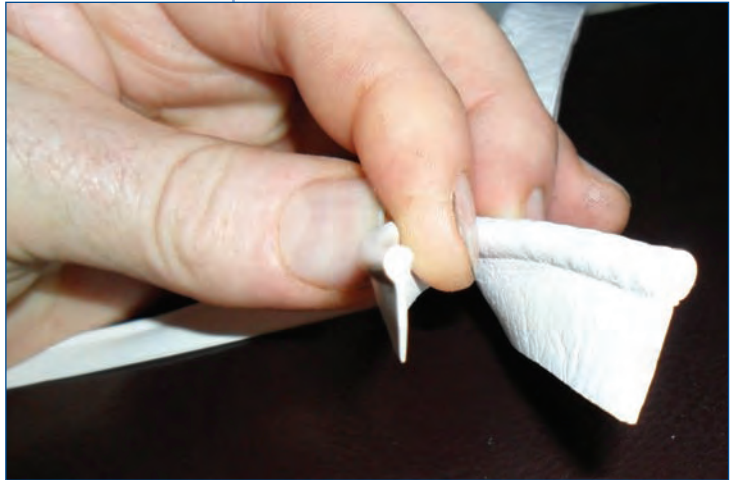
then folded over it so that the bottom stitch line was not visible when the pocket was in its final position.

The vinyl cover (including the rear vertical fold of the pocket) was then stretched over the hardboard edges and stapled from the back using 4mm staples, long enough to do the job, but not long enough to protrude through the vinyl cover.

The front vertical / angled fold of the pocket was then pulled through the slot in the board and stapled in position. Both ends of the elastic were stapled to the board to give the required tension for the elasticated pocket top. I then used punches through the holes in the board to make the handle pull, window winder and door handle holes in the vinyl.

Next I had to make the piping, you can buy rolls of plastic extrusion, but it does not look anywhere as near as good as traditional handmade piping, so after cutting up strips

machine to create about 8 metres of piping with a 12mm "land" for stapling or gluing in



### ***Plastic Extrusion Piping on left***

position. This was then stapled to the back of the hardboard for the edging and glued in place for the pockets.

You can make your minds up about how good/bad they look, but believe me they are far better than the ones that I bought and were only a fraction of the cost. It's also surprising at what a difference nice door cards make to the interior of your car and of course



### ***Piping sets off edges nicely***

the method that I used here can be used on most cars, not just TR4A's. If anyone wants to have a go at repairing/replacing their door cards and want piping made up I will gladly supply it at cost in the colour you want, I have made piping for a few people who have used it to edge speaker holes etc.

## **Trunnion Lubrication An alternative?**

Over the years I have read many articles about the correct lubrication for the lower trunnions on our Triumphs and I don't think that many will argue that SAE 90 or similar is the recommended lubricant. Some people get very aggravated when the term "grease your trunnions" is used as they will quite rightly point out that over time the grease gets hard and inhibits the addition of fresh grease through the nipple.

The advocates of grease will say that if you grease them regularly and use a high pressure pump the old grease will be displaced before it goes hard and that grease will adhere better to the vertical link and lower trunnion "threads", also true.

There is of course a third option. While I was still in employment as an Engineering Operations Manager in the Tobacco industry I was responsible for all machinery in the factory. A lot of the packing machinery was made in Italy, they were state of the art, but like a lot of Italian prototype machinery some of the tolerances were shall we say on the generous side and this led to premature

oil seal failures and the resultant leaks.

As any risk of product contamination was totally unacceptable these machines had to have their oil seals changed every month which meant four days down-time with two technicians working on them which was not only a drain on my budget, but

also meant that production had to be made up by costly overtime.

I commissioned the help of lubrication guru Alan Gourley (an expert in formula 1 racing car lubrication) his "back room boys" had been carrying out some research on all kinds of lubrication over a previous ten year period and he recommended that I procured some **Shell Retinax TL00** semi fluid grease which I did and the next time that seals on a machine started to weep the oil was drained from the modules and the semi fluid grease was used instead of oil, the seals were not changed. This was repeated on all the other packing machines when they started to weep oil.

After 12 months there had been no sign of oil weeps/leaks on any of the machines so the first machine that had semi fluid grease added instead of oil was stripped down and there was no sign of wear on any of the internal parts and the grease was as fluid as the day it was added. The internal components in these modules were made up of bearings, bushes, sliding shafts, gears and just about any type of moving part that you could think of and manufactured from just about any material.

Ever since then I have used Shell Retinax TL00 in the Trunnions on my TR4A and My Herald 13/60 and when I pump new semi fluid grease it flows in well and pushes the old grease out through the top dust seal (though I do warm the grease first).

I recently had to remove one trunnion from my TR4A as there was play in the pivot bolt and I inspected the trunnion, there was no

sign of wear.

I'm not saying that I recommend that you use semi fluid grease, but it gives you an option should you be undecided about what to use. My opinion is that since our cars were originally manufactured there have been many advances and improvements in the materials



**Zero Trunnion wear on my TR4**

and parts that are available to us (eg electronic ignition) and that Triumph engineers may well have opted for the type of semi fluid grease that is available today for the trunnions if it had been available at the time, perhaps they experimented with what was available back then and it wasn't acceptable, I don't know, I just know what works in my cars.

## Happy New Year

Hi, I would just like to take this opportunity to wish you all a very happy New Year and to thank those who have contacted me with words of encouragement and articles for my reports. There seems to be a growing num-

ber of either new TSSC members or existing ones staying with the TSSC when they take the step into TR ownership, comments that I personally regularly receive are that we seem to be a more friendly club and that no apparent "snobbery" is attached to which model of Triumph you either currently own or aspire to own.

I would also like to thank the members of TSSC South Wales who have given me many moments of pleasure over the last twelve months of membership.

Happy New Year!

*Whether 6 cylinders or 4 a TR is more!*

Cheers

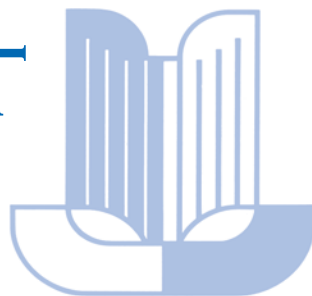
**Bern**

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# INTERMITTENT WIPER CONTROL

by Darren Groves



**M**any years ago I had to replace the windscreen wiper switch on the Herald, at the time only the two speed ones were available, meaning I had two 'off' positions as the motor is single speed, which was a minor irritation. I had also longed for something a little more than just on or off so I looked at adding an intermittent option. After a little Googling I found what seemed ideal being sold by Maplin, it was under £9.00, so I ordered it.

When it arrived I initially thought they'd sent me the wrong thing, but that was because I hadn't read the details properly and it actually arrives in kit form, that's why it was so cheap..... (Picture 1)

This was my first time soldering together a printed circuit board, but despite the less than clear instructions it went together pretty easily. The timer switch in the kit is meant to be soldered direct to the board, but this would create some issues with mounting it, so I chose to add lengths of cable between the two. If I were to do it again I'd use thinner cable and double the length, as it's 15 cables it becomes quite thick when all together. (Picture 2)

Once all together you can test to see if it works but running a live feed & earth to it and switch to one of the three 'On' positions. The LED is alight when off, then goes out when



the relay switches on, so you can see the time delays before wiring up to your wiper motor.

I fitted the board in a project box, also



available from Maplin, unfortunately there wasn't any the correct size so I chopped an oversize one down a bit. The end result is

## Intermittent Wiper Control



**Pic.3.**

chunky and ugly, but as it goes up behind the dash it didn't really matter too much.

The switch that controls the timer I fitted to a

temporary home made mount just below the main wiper switch.

(Picture 3)

The single speed wiper motors fitted to our cars have a constant live and are earthed via the switch on the dash, plus they have a direct earth to allow the motor to park when the earth is broken at the switch when you turn it off.

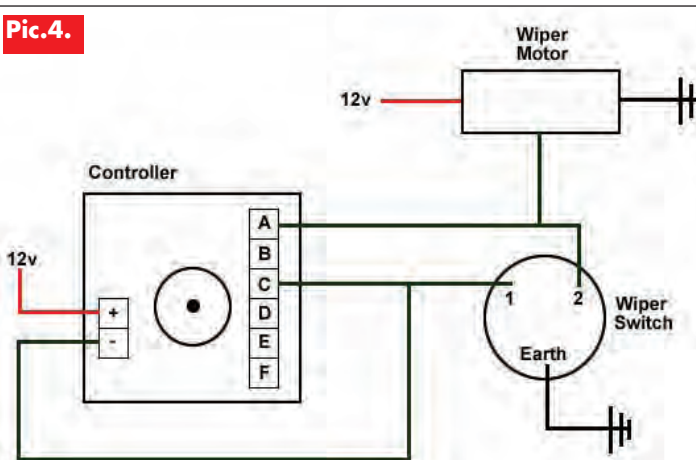
I wanted to wire the controller so it operated on the vacant 'On' position of the main wiper switch, rather than having to turn on via the switch on the board, I only wanted to touch this when selecting the delay of the wipers. This would mean the main switch operated Off-On Intermittent-On Constant.

Picture 4 shows how this was initially done. The power is a fused 5amp ignition feed, the earth is via the main switch on the previously unused connection, this means the relay on the controller only operates when the switch is at its first 'On' position.

The relay switches between connection A & C, so the same earth spurs off and goes in to connection C, out through A and then joins the original earth connection from the motor to the switch.

This worked fine for a couple of days, but then the relay on the board stopped switching. To be honest I was warned by someone else this may happen, as the load from the motor is potentially too great for the on board relay. Kit number two arrived, not wanting to build the whole board again I started swapping the components I suspected as no longer working, after changing the relay to no effect, I swapped an integrated

**Pic.4.**



circuit and we were back in business.

If you've ever wondered how you un-solder something, you can either heat up the solder

prime the sucker and place on the molten solder and then push the button, job done.

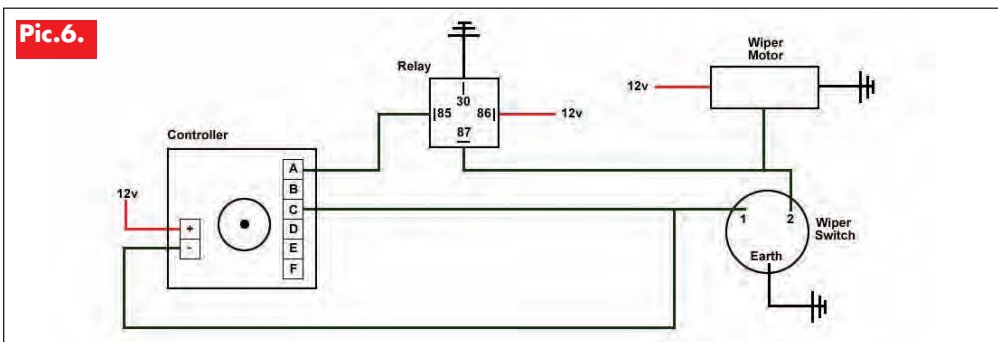
This time I wired in the controller using a standard 30amp 4-pin relay to carry the load from the motor, that way the relay on the board is just switching the more robust external one. **Picture 6** shows how this works.

So far this revised wiring arrangement has worked well, time will tell if adding the external relay has made it a reliable modification, but so far I'm very pleased.



**Pic.5.**

and use a wick to soak it up or use a sucker (Picture 5). I chose the sucker, £4.00 of eBay and it worked a treat. Just heat up the joint,



**Pic.6.**



## TSSC Club Shop

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# Area Showtime



**e-mail.**

**[pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)**

***Pip Flegel***



## HQ Xmas Open Day

By Pip (Manchester Area)



**Great to see HQ Car park  
full of Triumphs all day long**

**A**

massive thank you to all who attended the Club's Open day, which as you can see was very successful and for those who couldn't, here's a taster!



**Bern welcomes all, before disappearing to his workshop Bizarre Bargains emporium**



**Santa's Elves  
All Shopped out**

## Area Showtime



**Our very own blonde bar maids!!**



**Bizarre Bargains virtually sold out**



**Club Shop!! Just like the Xmas Sales!!**

**Garth (far Left) trying to master Arkwright's till (and boy it's state of the art)!**







**Paul Richardson©**

# Craftsmanship at Standard Triumph



**A**rthur Ballard, Chief body engineer of Standard Triumph from 1956 to 1975, who passed away in 1998, was a most popular member of senior staff and I was prompted to interview him by Chief Stylist **Vic Hammond** during an interview when Vic and I were discussing 'craftsmanship'. Vic considered Arthur 'a real craftsman' and after mentioning that he worked with Arthur on the first Triumph Roadster prototype in 1945 he related that Arthur was a highly skilled body engineer and a fully competent draughtsman who was at



**Triumph Roadster**

one stage before the war 'Chief Draughtsman' at the Standard Motor Company. Vic, as readers will appreciate from articles I've written on him in The Courier, had a colourful way with words. He said of Arthur. *"Old Arthur started work as an apprentice at Daimler in about forty five A.D I think when England's population only had river water to drink, no flushing toilets, and there were no hand held electric drills about."*

Vic's quip concerned Arthur's longevity in the motor trade which started when he served a



**Arthur Ballard - Chief Body Engineer**

seven year apprenticeship at the Daimler Company in Coventry from 1923.

Reading through my interview transcripts and notes, including those with Bert Brown, who was the longest serving design draughtsman in the company, made me realise that Arthur Ballard had been in the motor industry longer than anyone else I interviewed in the company most of whom started work at Standard in the early to mid thirties including Bert.

It still fascinates me to run through my old interviews if only for the fact that things come up that one didn't think relevant to include in previous articles. One aspect of this relates to the comments made about the enormous industry that built up in Coventry and how the

city became the centre of the car industry. Arthur Ballard related.

*"One of my strongest memories as a youngster was the history of Coventry's industrial revolution because workers at Daimler often spoke about it. It was quite amazing really and Daimler started in 1896 as the first motor manufacturer and only about thirty years before I joined as an apprentice."*

Arthur's wife Joanne brought cups of tea into the sitting room at this stage of my interview with Arthur and conversations between the three of us began to centre on the history of Coventry industry in general. Joanne, a most lovely and intelligent lady, was extremely well informed about Coventry industry, and when I asked her how her interest was generated she informed me that during the war she was working on a drawing board in the design section of De Havilland aircraft at Hatfield involved with the Mosquito fighter bomber.



When the Standard Motor Company gained the government contract to produce the Mosquito at the Canley works, Joanne was transferred to the Standard drawing office where she was involved with Mosquito production. Unfortunately I failed to ask her for full details on what her work involved, but she emphasized how lucky she was to meet Arthur which would not have happened were it not for her wartime work transfer to Coventry from Hatfield. However she made a point of mentioning how advanced the general engineering in Coventry was and gave a potted history of Coventry as follows.

*"I found Coventry an extremely interesting city with hugely advanced engineering facilities and development during the time Arthur and I were courting. The Canley works where Arthur and I worked was exceptionally efficient and I was totally impressed with the huge Banner*

*Lane plant as well which was specifically built to manufacture the Bristol Hercules aircraft engine for the war effort. I suppose it was this type of amazing diversity of the car industry in Coventry, especially the Standard Motor Company lead by Sir John Black, that secured it's future after the war. Out of general interest I tended to foster the general history of Coventry from its inception in the tenth century when what became the city area was only but tiny separate villages scattered about. The only industry then, I believe, was farming sheep etc. from which sprang a wool weaving industry which was eventually superseded by engineering in all its forms including the finer art of clock and watch making, blacksmiths and bicycle factories and eventually the many motor manufacturers that sprang up in the city through pure innovation and craftsmanship."*

Joanne's mention of the industrial diversity in the city then prompted Arthur to describe his time after he started work at Daimler in 1923. He said.

*"I suppose all of us who lived in Coventry inherited a bit of diversity and I know it proved very useful to me because first and foremost I was trained as a craftsman and that saved my bacon on more than one occasion to be frank".* He then followed on by informing me about his experiences at Daimler from 1923.

*"We had to learn craft skills in those days. Everything was hand made then with body panels supported by wooden framework and we crafted the framework from rough sawn wood from the company sawmill. In my last year at Daimler I transferred to the drawing office but in 1931 Daimler closed their body shop and drawing office due to the slump and I got the sack with everyone else. Two weeks later I joined Hillman as a draughtsman and 18 months later they also closed their drawing office due to the slump so I got the sack again. I was out of work for 17 weeks then, until I was contacted by James Percival who was chief draughtsman of the Standard Motor Company which was doing quite well. He offered me a temporary job as a draughtsman in the design office and my wage was £4 10 shillings a week. 'Temporary' proved a considerable*

*understatement because I remained with the company for the rest of my working life. I remember working on a good number of pre war cars from the Special Fabric saloon with the rexine body to the Standard 12 and 14 models of 1939 and I got involved with several special vehicles during the war."*

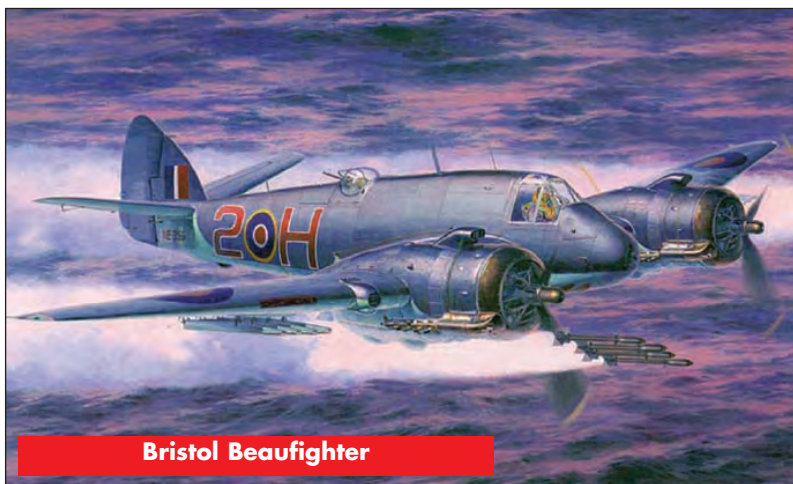
Arthur was involved in several war time projects at The Standard Motor Company and a measure of his talent as a craftsman was highlighted when he was chosen to play a major part in the production of the Beaufighter bomber. Arthur was an extremely modest man and I think the diversity and longevity of his talent as a craftsman is the finest example I came across throughout all my interviews as, and with no prior training in the aircraft industry, he became involved with the production of the Bristol Beaufighter aircraft at Standard. He related.

*"I was sent down to Bristol in 1939 with Jimmy Pickles to see how the Beaufighter was put together. It was beautifully made and my job was to study the drawings and take charge of making the airframe assembly jigs to get the aircraft in production as quickly as possible at Canley. I built the production jigs and formers for the fuselage from three eighth plywood and angle iron. It was thought that we would only*

*first one produced took off from Ansty, where they were assembled, and buzzed the Canley plant on its first flight. I was involved with other war work including building an aerodrome defence vehicle that we built just after the Dunkirk evacuation. We used a Standard Twelve frame and the vehicle had a machine gun mounted on top, all the body structure was made of four-inch thick oak with an outer skin of three eighth mild steel plate. When we arranged this chat, I began thinking back about all this and there were some damn fine craftsmen at Standard, and most of them went into aircraft production during the war like old Harold Horbut who ran our pattern shop."*

With a wry smile on his face Arthur remembered the experimental departments move from Canley to Banner Lane after the war and then related.

*"My first big job at Banner Lane was completing a full size drawing of the new Vanguard. The drawing office at the time had been moved from Canley to a spare workshop at Banner Lane that was only part converted. I worked alone there to start with, and the place was cold with a draught blowing through the shop, which occasionally revolved a large fan on the ceiling. The only furnishing in that building at the time was my full-scale drawing board*



**Bristol Beaufighter**

*be using them for about three months, but we were still using those same jigs at the end of the war. We also produced the Mosquito fighter-bomber at Canley and I remember the*

*against one wall. Anyway after sticking it for three days working in the cold I was getting very bad tempered when Ted Grinham came in to see how work was progressing. I had a bloody great row with him about the conditions and threatened to leave the company unless*

*work was started immediately on the conversion of the new office - and work started the next day."*

*"When things got into full swing at Banner*



## Craftsmanship at Standard Triumph

*Lane after the move from Canley after the war, the experimental and prototype sections were very large in comparison with the old shops at Canley and a new era began with the Ferguson Tractor and the Vanguard."*

Arthur retired in 1975 and had many happy memories of the company and related of the car industry.

*"I was in the industry for over fifty years and I've seen a lot of changes, and not all good ones. We were a great team at Standard Triumph and we all worked together and produced some very good cars. Everything seemed to go a bit sour after Leyland held the reigns of the British industry.*

*They spent too much time blinding themselves with quantity production and got slack with the quality. You see the Japanese were copying motor engineering and improving it by then so they got a strong foothold with some very good cars and we began to lose our grip and share of the world market."*

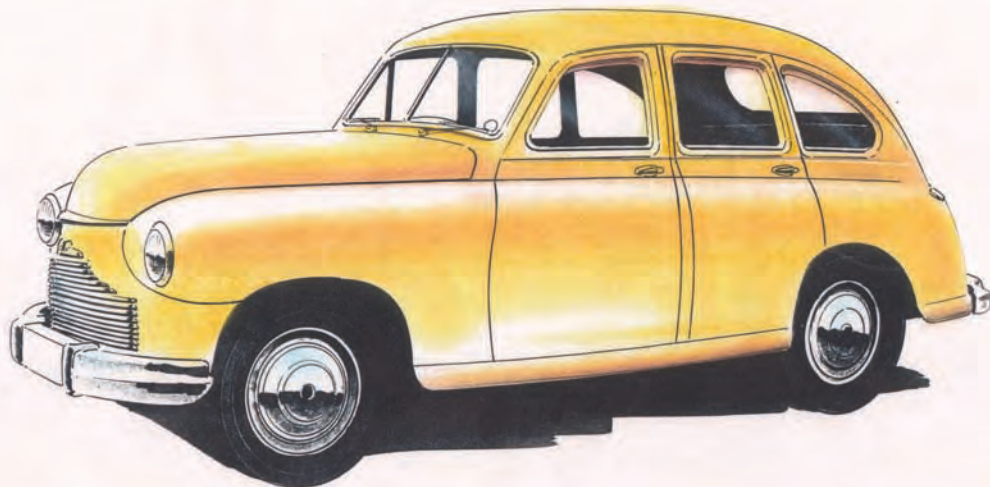
Arthur was well loved and respected by everyone who worked with him at Standard Triumph, and he was such a delightful man.



**Vic Hammond - Chief Stylist**

In conclusion, may I wish all the staff and members of the Triumph Sports Six Club a prosperous and Happy New Year.

*Paul*



This illustration of the Standard Vanguard was penned by Standard's Chief Stylist Vic Hammond



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*James to the Towergate Group and we will work hard to integrate the business over the coming months."*

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Yours sincerely

**Andy Fairchild**  
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**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.

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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**



**January 2014**

## **Contents**

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

*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](mailto:colin@derwentvalley-tssc.org.uk)

Website [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-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.

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

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

Area	Area Organiser/s	Meet at	On the
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## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 07787 795899</b>	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a>	Last Thurs. Eves.

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	<b>Pip Flegel: 01524 791607</b>	Liverpool Rd ECCLES M30 7SA	
<b>NORTH EAST</b>	<b>Mark Astley: 07917 738091</b>	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	<b>Andrew Dunning : 0191 5485188</b>	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
<b>LANCASHIRE</b>	<b>Mark Coward: 01257 482569</b>	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	Cottage Loaf - THURSTASTON	1st Tues. Eves.
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
<b>SOUTH YORKS</b>	<b>Alistair Banks: 07919 527450</b>	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
<b>WEST YORKS</b>	<b>Victor Thompson: 07800 551363</b>	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	<b>Roger Buck: 01623 487623</b>	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	<b>Colin Wright: 01773 531580</b>	DE7 6FY	
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
<b>LINCOLNSHIRE</b>	<b>Garth Jupp: 01529 307302</b>	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
<b>NOTTINGHAM</b>	<b>Claire Hill: 07971 017012</b>	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
	<b>Matt Hill: 07505 008471</b>		
<b>EAST NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Dave Richardson: 01234 740548</b>	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embery: 0121 552 0550</b>	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999</b>	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		May to Sept W. Mids Police Social Club BIRMINGHAM	3rd Tues 7.30pm
<b>WORCESTER</b>	<b>Vicky Dredge: 01527 894125</b>	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	<b>Barry Minett-Smith: 01242 522973</b>		

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> <b>01691 600215</b>	The Plough Inn, Gresford	1st Tues. 8pm.
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.30pm

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochfort: 07764 324345</b>	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	<b>Allan &amp; Janet Jannaway: 01375 672109</b>	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
<b>M25 EAST</b>	<b>John Hill: 07938 526324</b>	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
<b>NORFOLK</b>	<b>Mike Carroll: 01502 476699</b>	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
<b>SUFFOLK</b>	<b>Colin Wake: 01206 250360</b>	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
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 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
<b>HERTS &amp; BEDS</b>	<b>Peter Lewis: 01582 750943</b>	<b>The Rising Sun, WESTON, SG4 7DR.</b>	<b>4th Mon. 8pm</b>
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		<b>Eves. 7.30pm</b>
SOUTHERN	Mike Goolding: 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.
<b>SUSSEX</b>	<b>Martin Marrison: 01444 450941</b>	<b>The Anchor Inn, Lewes Rd - RINGMER BN8 5QE</b>	<b>1st Weds. 8pm.</b>
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

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

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

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: [pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)



Thank you to all the members who attended the HQ Xmas open day and the informal A/O seminar, it was great to see so many of you, we opened the floor to you for your ideas. One thing that came out of the meeting and indeed the forum recently was the delay in information that is coming from COM as sometimes the meetings are after the Courier deadline resulting in information being

up to 2 months late.

What we have agreed is we shall email all relevant information out to all Area Organisers within a few days of the COM meet-



ing so please make sure your email addresses are up to date. We will continue to keep you up to date through our ALO report and Vivien Thompson (Gen Sec) will follow with a report in the Courier.

Sunday we attended a meeting with our own Commercial Manager Bernie and a representative from Donington Park, we were shown the facilities, including main race circuit and the Heritage Loop, also entertainment centre, camping and car parking areas, all of which were of a fantastically high standard.

"The only restrictions are in our own imagination!!!"

Staff and COM will be working together to make this an action packed, entertaining and exciting all Triumph mobile event!!!!

All we require from you is your enthusiasm and to come along, enjoy yourselves and make this a successful show. This event shall be different than anything we have tried before.

**TSSC Trium-Fest - 26-27 July** - our new international event at Donington Park! Exclusive use of the Donington Farmhouse Campsite, a Friday night beer festival, live Saturday night entertainment, auto jumble, concourse and a cavalcade on the Donington Heritage Loop, Gravity Racing, with more still to be announced!

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!!

Happy New Year and keep Triumphant through 2014!

*Pip n Frank*

### IMPORTANT NOTE

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

### ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

Meetings Cover Swindon/North Wilts area

Another year down and a new one just starting. As I write this we are looking forward to our Area Christmas Meal at Grately next week so will jot down the potted highlights of that evening for those who couldn't make it - and those who could but have already forgotten what a good time they had! - next month.

We plan to continue our meetings at both Grately and at The Bruce Arms (always assuming we continue as AOs - happy to give way to anyone else who wants to take on the role - but we'll find out how that goes next week too).

Anyway, as I was saying, possibly a little prematurely, currently the plan is to continue with both meetings so do please come along to either or both if you can.

At Grately we had updates on two projects, Frank's GT6 which is coming together well, and Ronins which had come apart well. He is re-chassis-ing it and having driven it a few days previously now gleefully told us it was entirely dismantled but starting to go back together. We knew it was a project he's been planning to do for a while but hadn't quite expected him to go all out on it as he has. His plan is to have it back on the road for the Boxing Day meet at Romsey. Our Christmas meal was confirmed with our landlady who was having an interesting evening as their chef had unexpectedly had a baby a few days earlier. Our congratulations to the rather surprised mum and dad.

We continued with our theme of 'alternate' Andover Area meets when we met Robin & Ann at the Southern Area Christmas dinner the other evening as Robin generally attends that meet too. (And he was pleased to tell us there that the car was almost back together) Thank you to Mike and Barbara and everyone who helped make it such a good evening. It was very good to catch up with people we haven't seen for some time.

A small select group at the Bruce Arms again in November but it gave us the chance to hear more about how Frank's project is proceeding. Good to hear the GT6 is coming on in small steps, and even, on occasion, in leaps and bounds.

Next meetings:

**Boxing Day Classic Car meet at Romsey**

**On New Years Day there is a Vintage Car Meeting at the Millstream at Marden SN10 3RH**, which we may be going to unless something else takes our fancy!

**Thursday 9th January - The Plough Inn, Grately, SP11 8JR**

**Wednesday 15th January - The Bruce Arms, Easton Royal, SN9 5LR**

*Guy & Suzie*

### AVON

Tel. 01454 327059

Hope you all had a good Christmas and New Year. As some of you may have gathered it looks like I am the nominated AO for this year although that will not be official until the paperwork is done in January. Our Christmas meal went well with everyone able to make it (eventually) - a few latecomers but all ended well. Linda, Mike and Stewart dressed as Santa and two elves for the occasion.

The panto tickets are all distributed - Oh yes they are! and a good time will be had by all. I have found a few dates for shows for 2014 and will try to collate booking forms if they are available for the January meeting and list them in February's report. Thank you to all who have supported the area events and helped to organise them - especially the **Bristol classic car show** which is one of the most complex and tiring to do. This is scheduled for **June 2014** so it will be interesting to see how that affects the show.

All I can say is I will do my best as AO for this year and if there is something you want from the area please come along to the meetings - we are a pretty friendly bunch and new people, new ideas and support are always welcome.

See you on **6 January**

*Jane*



## BERKS EAST BUCKS SOUTH . . . CANTERBURY

### TSSC AREA NEWS

#### BERKS EAST

Tel. 07989 104324

[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)

e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

Well the Xmas meal went down extremely well last night, with a record turnout - Mickey & Julie, Jeff and Jo, Richard and his wife, me + Sam, David, Andy and John. Many pies were consumed! The venue (as hopefully you all knew from the notice in last month's courier and my text messages) was Sweeney Todd's pie shop in Reading town centre (which is just next to a traditional barber's shop, complete with red and white striped pole!).

Thank you everybody for coming along and making it such a great evening.

Since we had such a good turnout I decided it was a good excuse for a raffle. Top prize was a torch set (head torch and hand held torch), second prize a set of jeweller's screwdrivers, and third prize a tub of lard (actually a tube of grease - the lard was reserved for the tasty pie crusts!). Jeff won first prize, Julie won second prize, and David won the tube of grease, with which he was most pleased, I think!

There was a little less conversation about cars than usual, due to the large quantities of proper old fashioned lard-based pie being consumed, but Andy confirmed that he's very pleased with his new brown Dolomite 1500, having replaced the breather hose and heater hose that we found to be 'wanting' at the last meeting (at the Shire Horse, Maidenhead - we'll be returning there for the January meeting). Noisy third gear too, apparently, but it'll probably soldier on for a good while yet. While we were on the subject of gearboxes, the conclusion was that yes, they all leak! Maybe modern silicone sealant on the gasket faces would help, but it needs to be used carefully so that it doesn't get into places where it shouldn't and block things up.

There was a certain amount of surprise at the decision to combine the Triumph and MG shows at Stoneleigh next year. We're not sure whether that's a good thing or a bad thing - certainly the last show was slightly bare-looking, so a combined show might have a bit more buzz to it, although there's the danger that the MG stuff will just swamp the place. We will see, I think it'll probably be a good thing. As for the reason for the change, perhaps eBay is at least partly to blame rather than just a general decline in interested Triumph people. I have to admit that I use eBay quite a lot for stuff which would previously have been autojumbled. I'm currently looking for a good rear bumper (plinth type) for a Spit 1500 if anyone has one for Bob? While I'm on the subject, the **Stoneleigh show is on Sunday 2 March 2014**. I will update you all next time with the dates for next year's other events. That's all for now - I hope you all have (had?) a great Xmas and New Year - and get those Triumphs out for a run if the weather's dry over the holiday period (I'll try and follow my own advice too)! Cheers,

*Mark*

#### BUCKS SOUTH Tel. 07788 436167

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)

email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi all. Well, we had a great night at the penultimate meet of the South Bucks area at The Squirrel. Paul and Liz and the sheep, Robin and his large but most friendly dog. Dan, Rob, Phil and myself made for the busiest club night of the year! We welcomed two new prospective members Nick and Mike who showed us pictures of their smart looking Vitesse convertible. Hopefully you will be members soon and the car gets its MOT soon too!

So thank you to all that attended and made for a real mix of conversations.

As we haven't reached the dates for other events, I will give a

brief outline to hopefully finding the issue on my 2000. It stopped again when out on a dry day recently. I noticed the IGN red light was now on, suggesting the issue was at least being isolated to somewhere in that area. The AA man tried what he could, but wasn't getting anywhere as the battery and alternator were charging ok, but then noticed some changes on voltage and the light still on. I took it to my local garage, AJ Dunlops in the Old Town of Beaconsfield. One of the younger mechanics owns a 2000 Mk2 so it's great to have someone who knows what the hell it is! I changed the coil last year after many other parts and the issue had gone. I attended Stafford with three people and luggage and did kept up a good average there and back, no issue. So, I thought it must be another coil failure. I was close, but no cigar! The mechanic called and found it was the ballast resistor that was at fault, allowing too much current, heating the coil to the point of it giving up and stopping the car. When I left it, it let the coil cool down enough so I could restart. Princely price of less than £5 for a new one! Just in case you have similar issues, cheap part to replace first!

Just a short note on Stafford. When I read the new TriumFest UK event will be at Donington next year (**26th /27th July**) I did have a tinge of sadness that it was the last Stafford. I have been many times and know others who have been many more times than me! I know and understand the need for change. The world moves on. Thank you to all that had been involved in Stafford over the years, great times. The new show looks superb, so let's hope it really takes off with great success.

Depending on when you read this, the **New Year meet at Brooklands** is either upcoming or recently passed. The first **ACE Café meet is Jan 14th (Tuesday)** from 6pm on and as New Year's Day is a Wednesday, the first **South Bucks meet is Jan 15th** from 7.30pm on.

So, wishing all you and yours a Happy and Healthy New Year!

Take care,

*Carl*

#### CANTERBURY

Tel. 07810 438074

e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)

[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

It is always difficult preparing these newsletters because they are published in the Courier three weeks after writing. So by the time you read the printed version Christmas will have come and gone and 2014 will be looming! On the other hand, if you read the online version Christmas and New Year are still three weeks away. I've been juggling with this problem for 4 years now and still haven't found a satisfactory solution.

December's meet was a cosy affair in "The Duke". Andy C brought his 2000 now sporting a lovely coat of red undercoat. Del turned up in his MR2, which almost counts as a proper classic! Most others had their "normal" cars because the gritters had been out.

Two new people arrived talking Triumph 2000 issues with Charles and others. Newcomer John arrived for the second month in a row, so we haven't managed to scare him off! This time he didn't have his Vitesse as it's in bits with suspension woes. The talk was of polybushes and the number of leaves on the rear spring. Paul and Diane were proudly showing everyone a picture of a Gentry towing a caravan. Do I sense a new venture coming on?

I spent most of the evening collecting money for our Christmas "bash" - in January. We're up to 28 people at the moment. If you want to attend on the 18th. January and haven't let me know, can I ask you to do so ASAP. We worked on a seating arrangement for 30, so if we're going to be more I need to let the "Jackdaw" know in good time. If you want to stay over there are a couple of rooms available at "The Duke" and Helen, the Landlady, will operate a taxi service between the two venues. What a star! We will be meeting on the **first Thursday in January - that's the 2nd**. Last month we agreed to make a donation to the "Vulcan to the skies" trust to commemorate the life of Eddie Brown. I am pleased to say that this has now been done. A citation is now with others on a plate fixed to the Vulcan's bomb bay doors. It reads:

**"In remembrance of Eddie Brown from his friends at**

## CHESHIRE COVENTRY . . . DERWENT VALLEY

### Canterbury Triumphs"

A very fitting tribute and thanks to Del for arranging it. Seasons greetings to everyone and lets look for a safe and worthwhile 2014.

*Phil R*

### CHESHIRE

Tel. 01625 425845

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Happy New Year! I hope Christmas has been good to all of you, that any excess has been minor, and that you have all extended goodwill to all men. We have continued the mild chaos at Chateau Henry with the installation of a new computer, which of course has had to be red. At least it works better than its predecessor.

As is usual for the time of year, not much seems to be happening on the Triumph front (but see below). Three of us travelled to the Heritage Museum at Gaydon, and had a wonderful time admiring the exhibits, many of which either surprised us (speed record MGs of more recent vintage for example) or took us back to the days of our respective youths, of which possibly the less said the better. The toy fair was a bit of a disappointment, so only Adrian bought anything and even then the sum expended was small.

We believe Roger went to the NEC, no doubt parking at a station in a little used corner of the countryside and taking the train to avoid the car parking charges at the NEC. But his absence was noted at the meeting so we'll have to wait a bit for feedback.

My own first venture into eBay selling resulted in a man coming to take away the BMW 3 series seats that had spent a while in Hark the Herald. The nice thing is that the cost to him was a little more than I paid for the seats in the first place, so taking into account the fuel cost of the original collection, I just about broke even.

There's news of a GT6 project going on in darkest Gawsorth. Geoff called to ask me where the radius arms for a Rotoflex GT6 were attached to the body, as the workshop manual is a little light on the exact location of said holes, and the body in question is a non-Rotoflex version. There were tales of 3 cars being needed to assemble the one target vehicle, largely due to the voracious appetite of GT6 tinworms. Geoff and his friend Graham came to our meeting and swelled the numbers quite a bit! Graham is currently assembling a TR6, having previously produced an Austin 7. Bit of a contrast, that!

Shortly after our meeting (and just after the Courier deadline) the plan is for myself and another local AO to travel to HQ for the Open Day. More on this in the next report and our next meeting. And, talking of the Courier, there's a hint of familiarity about the cover of the December issue, but I just can't think what it is - perhaps a card we got last year? We may also be invited to a New Year's run in darkest Staffordshire, dependant on weather and any other relevant factors (including can we get the things to start?). Email and web site may hold the details.

Our next meeting is on **Thursday 2nd January 2014 at the Cock and Pheasant**. That's just enough time for any New Year Celebrations to have worn off, so I hope to see you all there.

*Henry*

### COVENTRY

Tel. 02476 457487

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Hi Everyone. Sunday 10th November was a lovely sunny day for the Heart of England meet at Bulkington and a reasonable turnout of approximately 30 vehicles.

Sunday 17th November our Dalos Day a bit over cast but we could still have the hoods down, the run was planned by Tommy,



### TSSC AREA NEWS



we started at Church End Brewery Nuneaton, 13 of us in 7 cars, the route took us through Leicestershire and into Derbyshire, stopping off on route at the Foremark Reservoir for a quick cuppa by the side water, great views then on to Bulls Head at Repton for lunch which was excellent, the fish and chips were the biggest we have seen, incredible. Well done Tommy another great day out in great cars and great company.

Saturday 30th November was the annual Heart of England dance and buffet at Bulkington, a tremendous buffet thanks to Tommy, Sandra and co, all proceeds went to the Mary Anne Evans Hospice which was approx £300.

Next our Monthly meeting at the Bull & Butcher, Corley Moor which was our Xmas Dinner, 22 of us enjoyed an excellent



4 course meal and we must congratulate everyone on their efforts in turning up in very festive dress, well done everyone it really made the night.

That's all for now folks, we wish you all a very Merry Xmas and a Happy New Year

*Phil & Lyn*

Forth coming events :-

**Wednesday 1st January 2014 New Years Day run with the MPVS, meet at Longford Park Coventry 10.15am** ready to leave at 11.00am, please let us know if you want to join us.

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

**Tuesday 7th January our monthly meet at the Bull & Butcher, Corley Moor, 7.00pm**

**Sunday 12th January the Heart of England meet at the Griff** from 11.00am

**Sunday 19th January Dalos Day** to be planned by Pete & Ann details to follow.

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

**26th/27th July TriumFest UK, Donington Park**

### DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

This will be my last area news for a while as I have decided to stand down as joint Area Organiser for Derwent Valley. The good news is that Roger is continuing but he would really like someone to help him as his work commitments may prevent him from attending some meetings. I have enjoyed my second stint as AO but, as I am becoming busier at work, wish to take a break. I would





## DERWENT VALLEY DEVON

### TSSC AREA NEWS

## Derwent Valley Continues

like thank you for your support and for putting up with my insults over the last few years.

This month's meeting (December) was our Christmas buffet and everyone's a winner raffle. Unfortunately we had been unable to find someone to do the buffet so we opted for a feast of pizza and chip cobs with a few hot spicy chicken wings thrown in for good measure. We were all stuffed to bursting (including the staff at the club) and even left a bag of chips unopened. Thanks to Roger, Paul, Julie and Nigel for organising and co-ordinating to almost perfect timing the collection of the chips and delivery of the pizza.

Talking of Julie, she had celebrated her birthday the day before the meet and was treated to chorus of Happy Birthday and a few more presents and cards.

Paula prepared a Christmas themed quiz which was spot on with a variety of topics varying from Christmas music, Christmas facts and cryptic clues to identify Christmas items. Well, in fact I have got to say it was a brilliant quiz because Nigel W, Richard W and myself 'sleigh'd' home to victory scoring 18 points.

Angie, Kim and Julie displayed the 'Everyone's a Winner' prizes which they had carefully wrapped in Christmas paper. Once the raffle was drawn and Christmas presents distributed the evening drew to a close. Christmas cards and Christmas wishes exchanged we all set off for home.

Dates for your diary:

**5th January 2014 – New Year Classic Car Run and Sunday Lunch.** Entry only £5 per car. Meet in the car park of Sainsburys at Ripley (DE5 3QP) from 10am and we will set off at 10:30pm. Sunday lunch will be at our final destination at approx. 2pm. See the Derwent Valley website or Courier for more information.

**7th January 2014 – Monthly meeting at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.**

**4th February 2014 – Monthly meeting at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm.**

**9th February 2014 – The Derwent Valley Bowl.** An afternoon of silly games and laughs at the Smalley Common Ex-Serviceman's Club (DE7 6FY) this year with a Valentine theme. Doors open at 2:30pm and the games start from 3pm. Everyone is welcome so come along and take home the 'Bowl' to show that your area is the best. See the Derwent Valley website or Courier for more information.

Finally Roger and I would like to wish all our readers a Very Merry Christmas and a prosperous, healthy and happy New Year.  
HO, HO, HO –

*Colin*

## DEVON

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[www.northcotts.clara.net/tssc/devon](http://www.northcotts.clara.net/tssc/devon)

e-mail [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

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

Happy New Year to all our Devon members – did you find your annual membership sticker in your package with the Courier? If you need additional stickers, either contact Angie at the Club HQ or let us know as we always get a number of extras for those with multiple cars.

Our last run of 2013 was the Treasure Hunt in November, organised by last year's winning team of the Northcotts. For a change we started at Bampton, with four Triumphs meeting at Chudleigh for the run up there. Our Herald Jassy was joined by two Herald Estates, Jackie's and Dan's, and Colin's TR7. Riding shotgun were the Trelevens in the modern. At Bampton, we were joined by Jasmine & Steve in her Stag, family Glover in the 1500TC, Annie & Richard in her Herafire, and Ray & Wendy in the white

Spitfire. Some fiendish clues to find, even before we left Bampton, and a really lovely route through the narrow and winding lanes, a little muddy but hey it was November. One particularly tight right-hander was negotiated in one only by the Heralds and most of us had at least one wrong turn. In Cheriton Fitzpaine we drove straight past Keith & Melissa's front door, and they joined us for lunch at the pub at Shobrooke. The route was so good we thought Rob & Helen must know the area well but apparently not so – nevertheless it was a brilliantly organised day, complete with some of Helen's famous anagrams to solve. The totals were added over lunch, and the booby prize was awarded to Jasmine & Steve – a sponge which most of us could have used by the time we got home! The scores were pretty close with the Watsons 3rd, the Sweets 2nd and in first place, and therefore 2014 Treasure Hunt organisers, were the Trelevens.

Our last outing of the year prior to the Christmas meal was the inter-club skittles. Held at the Twisted Oak at Ide on the outskirts of Exeter, we played a team from Devon SOC. After 5 ends, the SOC team came out on top, with TSSC coming 'second'. We all felt for Mary, who managed three, yes three, ducks! We all enjoyed our carvery meal at a pub some of us had never visited. We have already decided to hold another Skittles there on Sunday 16 March which SOC have offered to organise again.

The N&N at the Star in November was turned into a birthday bash for yours truly! Many thanks to all of you who celebrated with me. The pub was crowded as usual and we were able to distribute many of our 2014 Calendars which had arrived hot off the press thanks to Bern at HQ. Only afterwards did Bern tell us of the 'deliberate' error in May (Owned up more like...ED.) – although all the dates for the month ARE correct, the month is headed 2013. Had it been April we could have put it down to an April Fool. Don't know what I was thinking of in the November Courier – the 'diaries' are of course our wonderful and unique CALENDARS – available for only £6 plus £1.50 p&p. Great photography by Dan – please let us know asap if you would like one of the few unsold – real collectors' items. Cornwall Carol has already posted her 'Miss November' page on Facebook!

CLOSE on the heels of the N&N came our Christmas Meal at the Dartmoor Lodge. In the end, 39 of us sat down for what was voted a great meal, and we were well looked after by the venue, with the owners even contributing a bottle of bubbly for the raffle. We were joined by several friends from afar – the Partridges from Monmouth and Carol, Graham & Karen and Tony & Helen from over the Tamar. It was perhaps a little too far from Christmas itself and, by popular request, we were 'instructed' to book for Christmas 2014 at the same venue. Ever obedient to our member's suggestions, the date for our next Christmas Meal – again at the Dartmoor Lodge, will be Saturday 6 December – nothing like thinking ahead!

If you have not been able to join us with your car in 2013, maybe 2014 will the year! We have welcomed a lot of new Devon members to TSSC in the past few months, and we hope to meet you soon if we have not already. Don't forget to read the Area News in the back of the monthly Courier magazine to find out what we have been up to! We have a lot planned already, apart from the monthly noggin & natter meetings, every third Wednesday at the Star Inn at Liverton near Newton Abbot TQ12 6EZ, and the North Devon sub group on each second Thursday – you'll need to ring Steve for details of the venue for these – 07968 702611.

The new TRIUMFEST event at Donington Park will replace the traditional International at Stafford. Dates are 25 / 26 / 27 July at a new exciting venue, it looks to be a really good event. Join us to make it a huge success for the Club. Being 'softies' we have been looking at B&B accommodation near Donington Park and have come up with one in Derby Road, where Beverley & Adrian, the owners have 6 rooms and good parking all within a few minutes of the site.

Finally, a huge thank you to all our Devon members for the wonderful support you have given us in 2013, and we are looking forward to another great year for Devon TSSC.

### DEVON DIARY

**Sunday 5 January Lunch at The Smugglers Inn, Holcombe**

## ESSEX GLOUCESTER



### TSSC AREA NEWS

#### IMPORTANT NOTE

**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please**

on the Dawlish / Teignmouth road. Please book beforehand with us or Jackie & Allan (01626 852448).

Meeting there at noon.

**Sunday 2 February** Meeting at Crediton Leisure Centre (back car park) 10.30am for a run and lunch organised by Maurice & Mary

**Sunday 3 March** Run organised by Colin – probably to Bude

**Sunday 6 April** Outing to Finch Foundry at Sticklepath – organised by John B and Jerry S

**Sunday 27 April** Our big event – Drive it Day – Make it the biggest Triumph gathering in the Southwest – Crealy Adventure Park, Exeter 11am – 4pm FREE entry

**May 2 – 5** Isle of Wight trip

**Sat / Sun 12 / 13 July** Powderham Show

**25 / 26 / 27 July** TRIUMFEST UK at Donington Park

**Saturday 6 December** Christmas Meal !!

*Sue & John*

## ESSEX

Tel. 01375 672072

[www.sites.google.com/site/tsscsexarea/](http://www.sites.google.com/site/tsscsexarea/)

Happy New Year, hope Santa brought you all the Triumph bits you wanted and the weather is being kind so you can fit them, not long till spring I keep telling myself and looking for a chance to get the car out.

My office - Nothing major this month I have been taking some serious measurements on how to get the trailer axle to fit the Spit body "I think I have a plan" more later

There have been a few odd jobs on member's car and some wiring on the light on Joe's Mini but what do you expect if you use a Mini every day



Out and about - Club 17th November - Good turn out of Triumphs for this time of year we had 8, Spits 3 Toledo 1, 2.5 1, GT6 1, Stag1, Herald 1, quite a diverse mix of cars plus a Mini giving us 19 people. We all went though the Christmas dinner menus and put in our orders. I thought there was only one way to go, turkey and Christmas pud it was nice to see Brian and Jean in Lightning and his plans for a Mack truck are coming on well but the big news he had was he was retiring at the end of the year and buying a Vitesse this makes him Brian two Triumphs.



Breakey Southend 24th November - 9 people braved the cold and slightly drizzly early Sunday morning but sad to say only two Triumphs, we drove down with the top down (as you do if you can) but put it up on arrival, with this number of people we had pre booked, so in we troop, nice warm mug of coffee and on with the serious matter in hand, what to order for breakfast.

Rochester Christmas market 30th November - All modern cars today, Kirk and Lucy did come to our house in Kermit (Toledo) but he was playing up so they jumped in with us then Ian and Cheryl

arrived and we were off over the bridge in to deepest Kent in search of the Christmas market shopping monster. We heard a rumour he was in Rochester, we parked up, went for a coffee and plan our attack on the Christmas shopping monster. It was decided the women would take the lead as there was not a car part to be seen and this was their natural territory and in we went and yes we found the monster and the bags filled up, then lunch, some very nice steaks, then home, we all survived to shop another day.

#### Up and coming

**29th December** trip to Whitewebbs, followed by Sunday Lunch at local pub

**5th January** breakfast run to Southend arches

**19th January** Club day Halfway house

**2nd February** afternoon tea Southend

**12th February** evening talk Dunton Stuart Turner you need to book by 31st January see me for a form.

**16th February** club day Halfway House

**1st 2nd March**, Stoneleigh Triumph/MG autojumble possible weekend away.

No Birthdays this month too cold.

Welcome to Philip Jackman, Mark Butcher, and Geoffrey Johnson love to see you at club sometime.

*Allan & Janet*

## GLOUCESTER

Tel. 01452 790126

[www.tssc.org.uk/gloucester](http://www.tssc.org.uk/gloucester)

Happy New Year to you all and I hope you had an enjoyable festive bash.

The NEC classic motor show was as always a foot aching walk round but Jane and I soldiered on enjoying all the show had to offer including the fabulous display of LeMans spitfires on the club stand, it'll be fantastic if they all get to run at the LeMans classic in 2014.

We had a good turnout at the area meeting it's always nice to see faces that haven't been to see us for a while and you know me being the master of discretion that I am I wouldn't name names but you know who you are Dave Royle and Chris Gordon.

The HQ Christmas open day was a nice run out although a modern was pressed into use for the trip "ta for the lift Jane". There was a good turnout and it's always nice to see friends from afar just before Christmas to wish them well. The little elf's worked hard to make the refreshments and the day itself an enjoyable time, thanks all.

Keep an eye on the calendar of events for 2014 we love to see you all out and about and enjoy your company on all the trips we do.

As always if you have an idea for a run or an event please let us know, the more the merrier.

See you soon.

*Andy*

**Wed Jan 1st** the Cotswold Classic Car Club  
New Years Day meeting.

**Sun Jan 19th** Breakfast meet at the Filling Station,  
Malvern.WR141AT

**Mon 20th** area meeting at the Swan, Coombe Hill.

**Sun Jan 26th** South Midlands classic meet at the  
Moat house inn, Kinks Coughton.



## HERTS & BEDS LEICESTER & RUTLAND . . . M25 EAST

### TSSC AREA NEWS

**HERTS & BEDS** Tel. 01582 750943  
e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

Let's start with I hope you had a Brilliant and Happy Christmas, and you all got what you deserved Ha ! Thence onward to Wishing you all a Happy and Prosperous New Year, with all the things that make for a special year in 2014. May all your troubles be restricted to Classic Cars, and if the three Kings had a Triumph, they would have got there earlier.

After the last pub meet at the trusty 3 Moorhens the committee to run your local area remains as myself as Area organiser, all logged in with HQ to get the PL insurance in place, Alan continues as our trusty Treasurer, and a band of helpers, Ray, Barry, Pete, Stuart, Christine and Geoff.

We will have a local calendar of local cars and the events we support or organise, for you to print and pin up in the little room. This will surface early in the new year, don't forget the Pub has changed to the **Rising Sun, Halls Green, Weston**. I'm sure there will be a friendly welcome and ....don't rush...a free funded buffet on **January 27th!**

Don't forget to check your anti-freeze content, and if stored, up add 6psi to all the tyre pressures  
best wishes for the new year.

Regards

*Pete*

**LEICS & RUTLAND** Tel. 07530 307371

45 members and family attended the Christmas dinner at The Red Lion on Saturday 7th December and as usual the pub did a sterling job serving us all.



The food was excellent too.(photo) Our yearly draw was a classic car based draw with car production numbers directly relating to the prizes won, or the Brussel Sprouts won for any car with less than a million made. That was every Triumph then. Never mind. The Christmas meal is also the chance for Dave Smith and I to give out a few awards to the members.

Area car of the year was won by John Edwards and his 1500 Spitfire. A great little find by John and he loves it to bits. John also won third in unrestored at Stafford this year.

Area club car of the year was for the car that does the most trips and events and this went to Chris and Erica Edmonds and their Mk2 GT6. The car visited 6 different countries in 2013. England, Scotland, France, Belgium, Germany and Switzerland. This car also came second in cruised and used

at Stafford.

Member of the year went to Jan Muschialli who is Mum to Dave and me. She keeps us under control, sorts out anything that needs to be written down and looks after our funds. We would be lost without her. On top of that Jan also has to look after John Muschialli and he is a REAL handful.

Our last award was the Golden Spark Plug award. This award goes to the idiot of the year, the member who does the most memorable, daft and laughable thing of the year. The award this year went to Mike Mayfield. On our Sky trip this year Mikes Dolomite had a leaking fuel tank that was so bad he had to put a sign in the window saying "DANGER, PETROL LEAK, NO SMOKING"



The accompanying photograph of Mike leaning up against his car in the Lake district smoking a cigarette says it all. Fortunately Mike was still alive to accept the award.

We are putting together next years events and we are once again pushing the boundaries a little further. We will be resurrecting our "Sunshine Rally" and everyone will be invited. We are fairly sure that it will be early August which of course will clash with other events but we can't avoid it at that time of year.

2013 was a great year with many memorable events greatly helped by brilliant weather.

The cars are all tucked up for the winter now. Some are being worked on, others just resting, but before you know it the sun will be back and we will all be out and about again.

Merry Christmas and Happy New Year to all.

Keep running on 4/6/8

*Neil & Dave.*

**M25 EAST** Tel.07938 526324  
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[www.tsscm25east.webs.com](http://www.tsscm25east.webs.com)

A very happy New Year to all the troops at M25 East and for that matter anyone else who's reading my ramblings. I hope you all had a great Crimbo and Father Christmas brought you all those nice shiny bits for your cars.

No shows to report on this month as we're well and truly into winter but we did have our first monthly meeting for a while back in November. It was the first try at our plan of alternating the meetings between north and south of The Thames. For the kent side meetings we found a very nice pub in Dartford – The Wharf. Nice food and if the weathers good there's an area round the back to sit, overlooking the lake. We had a good few people turn up – Richard, Vince, Kevin and Lisa, Colin and Andrea, Brian and Neil and Me and Lucy, no Donna as she was away on her boozy works weekend ha ha. Two Triumphs braved the cold – Richard in his Vitesse, as usual with the roof down, the mad fool and Brian who had just picked up his new baby, or should I say Jeans new baby. It's a 1600 Vitesse Saloon in white, complete with black stripe, very nice. They had an uneventful run up from Brighton after picking it up and as I've not heard anything to the contrary I assume they made it home as well. Colin was still on crutches and was sporting a very fashionable plastic boot due to his recent achilles tendon



## MANCHESTER NEWBURY

operation. He has to sit for most of the time with his foot elevated and can't do too much at the moment. I think he's secretly enjoying being waited on hand and foot by Andrea. Dunno if Andrea's too keen though ha ha. I brought the new flag along and everyone was pleased with it, so roll on a few months and we can actually use it.

On the car front Richard has been busy changing his fuel sender and says it's nice to actually know how much fuel he has. My steering wheel is finished, all nice and shiny with new varnish. It did take a while to dry though due to the excessive coats I gave it. I got a message from Steve that his Vitesse bumpers are now finished and ready to go on the car. Unfortunately in the cold light of day he said they didn't look very good (I won't repeat what Maria said ha ha) and he will have to start again. I mentioned last month that I was going to try and get the Dib Dob Bus for The MG and Triumph show in March. Unfortunately it is already booked out for that weekend. This means if we want our weekend away we will have to use our own cars. If we do go for the weekend has anyone any suggestions for what we could do on the Saturday, a visit to somewhere in the Coventry area perhaps? We've been to the Black Country Museum a couple of times and The Coventry Transport Museum. Is there anywhere else you fancy going?

There seems to be a bit of a craze at the moment amongst some of us – Car Camcorders. Chris is to blame for this, first showing his off when we went to the Mangapps Show. A nice bit of footage soon appeared on our Facebook Page. I soon followed suit and I don't think it will be long before Richard gets his hands on one as well. So, it looks like there's going to be some budding Steven Spielbergs amongst us. Be prepared for some very dodgy videos appearing over the next few months ha ha.

Now that the new year is here we are steadily rolling towards summer and it will soon be time to get out and about in the cars again. So, there will be lots of show forms winging their way to you over the next few weeks. Think that's about it for now. Oh and don't forget we're once again at The Wharf for this month's meeting.

**January Events**  
**Monthly Meeting – Sunday 26th (The Wharf)**

*John*

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

31 members fought their way through the rubbish traffic which is indicative of the M60, M6, M61 and Xmas shoppers to attend our meeting.

It was good to welcome back our new members David and Joanne; it was also good to see a few members that have not made a meeting for a while. We were thanked by all our members and "volunteered" to be the Area Organisers for 2014. We in turn thanked all our members for their help and support over the last year. Special thanks to Gary for valuations, Pete & Janet, Mark & Tracy for helping with entertainment, Ben for his Courier contributions and help at HQ, and Mark for his Courier column "Big Saloons" Pete with all his artistic skills pictures and calendars. Manchester Area is a special Area with very special members thank you to everyone for all your support.

We have opened a new bank account with Santander, following lots of problems with RBS over the last few months. We now have a proper business account with a debit card so we can pay for things more easily using club funds. Members can also pay for events by direct bank transfer; see us or our new treasurer Janet Davies for the details,



## TSSC AREA NEWS

which brings me in nicely to announce that Janet has kindly volunteered to be our New Treasurer. We would like to take this opportunity to thank her for acting as treasurer over many years but due to ill health and the logistics of the new bank her is unable to continue.

**Manchester Area's weekend event** has been booked for the weekend **13-15 June at Featherdown Farm in Dolphinholme**. There are permanent tents available with wood burning stoves, kitchen facilities, showers and flushing toilets, with each tent sleeping up to six people. Caravan pitches and camping are also available, along with local B&Bs. The whole site has been booked for our exclusive use, and there will be our usual fun & games and fantastic runs, so please lend your support! Prices to be confirmed.

Deposits have now been paid for **Northern Ireland**. We're booked in with Rostrevor Holidays for the week **9-16 August** and the accommodation cost is approximately £231.25 per couple, with the Liverpool-Belfast crossing expected to be around £250 per couple. We will be going to take a look at our accommodation over Christmas, and chatting to the local TSSC area about meeting up for a run when we're there. Further details to follow!

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. You can attend in a modern car if you would like. (No pressure)

Next year 2014 the following event will be in place of the International weekend at Stafford **'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!

All the Best for 2014

**Events to remember in January 2014**  
**5th January New Year Run (Derwent Valley)**  
**7th January Area Meeting 8PM Barton Aerodrome**

*Pip & Frank*

**NEWBURY** Tel. 01635 868640  
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Happy New Year to One and All!

Only one meeting to report on this time due to earlier deadline. It was a good meeting at the end of November, everyone coming to collect their calendars. I still have a couple left, so if you want another, let me know. It was good to see John again. He has not been able to get to meetings for quite a while due to work commitments, but he still has the Spitfire.

At the time of writing (beginning of December) no one has expressed an interest in taking over the role of organiser, so I guess by the time you read this Dave and I will still be AOs. We have again booked the Berkshire Arms as our meeting venue for the next six months as everyone seems happy there.



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

### TSSC AREA NEWS

## Newbury Continues

As soon as you get information about local events coming up next year please let me know. Also we will need to decide on area camping dates, and do we still want to continue at the current campsite, which will be hard to beat I think - unless you know of a better one!

### Meetings

**8th and 22nd January at the Berkshire Arms  
starting at 7.30 p.m.**

Keep 'em flying

*Mary and Dave R.*

## NORFOLK

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e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)  
[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

Good news and bad news on the Triumph front in Norfolk this month. Dwindling numbers and a change of circumstances has meant that another local Triumph Club will wind up in the New Year. The local TSSC group is slowly regrouping but at this time of the year there is little to report. John & Brenda will be attending the joint Christmas Dinner with the TR Register as advertised in the December Courier and I will be attending the local Club Triumph Christmas Dinner.

On a positive note the local Triumph Clubs will be holding a joint weekend meeting on **9th, 10th & 11th May 2014 at Broad Farm, Fleggburgh**. It appears that Triumph owners in Norfolk have missed the MOT so much that they want to try to emulate some of the successful ingredients that made the MOT such a fun weekend, let's hope we succeed and the weekend is an early kick-start to a wonderful Triumphant year. Check out the website [www.totallytriumph.org](http://www.totallytriumph.org).

**The End of Year Get Together** incorporating the **Mile Of Triumphs** is taking shape and will take place once again at the **Hermanus Leisure Centre, Winterton-on-Sea** over the weekend of **19th - 21st September 2014**. The magical Mile has yet to be achieved but wouldn't it be wonderful to make that **Mile of Triumphs**. Why not come and join us and become part of a World Record attempt.

One of the reasons we are members of the TSSC is to access all the technical help from Club members as well as offering to put to good use all those spares that we as Club members squirrel away just in case. I have one such request from a local retired member who is trying to source a bulkhead for a 2L Equipe that he is restoring, so if anybody has a 2L Equipe bulkhead sitting there waiting for a good home contact me and I will gladly pass on the good news.

On the spares front Christmas has come early and I have just acquired a very low mileage Quaife LSD back axle and a complete SS sports exhaust including a four branch manifold for the combined sum of £240 and my TR7 will be sporting these new purchases in the 2014 season.

Here's wishing you all a very Happy Christmas and a Triumphant New Year.

Next meet will be held at **The Bird In Hand, Wrenningham** on **14th January 2014 at 20:00**.

*Mike*

### IMPORTANT NOTE

**E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please**

## NORTH EAST

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

Hi all. Hopefully everyone has had a great festive season and is looking forward to light nights, warm weather etc etc... Good turnout in December, only one club car outside and that was mine! Had a burst of enthusiasm, also known as 'the need to garage clear' and got the car out in the afternoon. Great drive across and back under clear skies and nice cold air meant she was running lovely.

A good fun meeting, we had a devious Joe Grundy quiz, won by Chris F and myself by a point. Followed by a raffle in which everyone went away with a prize and we stuck some money into the area funds. Mind as the prizes were all wrapped up, you weren't quite sure whether what you picked could be classed as a prize or not!

The donations in lieu of cards raised £20 which has been passed onto Martin as he suggested the charity / cause for this.

The final bit of fun was the standy up bingo as Julie had brought her balls with her. Unsurprisingly, she ended up winning that one.

Looking forward a bit as well, **Curry night on Sat 11th Jan** looks like a goer, it'll be **Ocean Road in South Shields**, quite a few already pledged but we'll need confirmations at the **January meeting on the 5th** to be able to book up.

The '14 CLM people had a long discussion late on about routes and costs etc, the self employed/retired/kids grown up people are all making a week of it again, the others not quite so much. There's a seat available on the shorter trip, Thursday to Tuesday if anyone's interested. Travel looks set to be North Shields to Amsterdam overnight. Should be interesting, less overall mileage, but more continental travel.

We also need good quality, interesting pictures for the area calendar again. At least 1Mb file size and I'll need them by the Feb meeting at the latest to be able to get the calendars for March. Pre-orders will be taken again.

Okay, that's it for now, welcome to 2014, best wishes for the new year.

All the best

*Mark*

## NORTHERN IRELAND

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Well another year is over and hopefully Santa has been good to both you and your Triumph.

However before we leave 2013 to the history books here is quick update on events since our last report.

November saw local events - the Triumph Art Display on the 8th and 9th November and our film night on the 13th November. Many thanks to Alan and Pam French, Laurence Cochrane, Frank Bell and Michael Kernahan who provided pictures and prints for the art display. Frank deserves particular mention as he went as far as asking a friend of his to produce a painting of his car. It was not completely dry when he brought it to our house! In terms of numbers the event was not a success as only 17 people came along although those that did seemed to enjoy it. It is always worth trying new events but this one did not work as well as hoped.

Richard and Maureen organised the film night including providing the film, Waking Ned. Again numbers attending were not great but people enjoyed themselves.

## NOTTINGHAM



### TSSC AREA NEWS

The club meeting on 4th December was also our AGM. Douglas Hogg, Brian Gill, Frank Bell and Brian Spurlie sent their apologies. Members who did attend included Alan French, Tom Johnston, Laurence Cochrane, Alan Forsythe, Michael Kernahan and ourselves. Michael provided an update on the area finances and I'm glad to report that area finances have increased slightly over the year - from £1,355.22 to £1,391.03 including £1.17 bank interest. As usual the Totally Triumph Classic Car Show is the single biggest source of both income and expenditure and it is good to see that in 2013 the event make a small profit, not least due to the tea and bun stand which brought in £142.70. Totally Triumph has been held in Lisburn for quite a few years now and there was a brief discussion about making changes to keep the event fresh including possibly moving to a new venue. However while we will have to think of ways to try and improve the show it was agreed that holding the show in Lisburn as part of the Mayors fun day still works well. As Totally Triumph includes a Concours Elegance it is classed as a motorsport event (we get a certificate of exemption from the Motor Sport Association) and it has now been included in the Association of Northern Ireland Car Clubs (ANICC) 2014 Motor Sport Calendar. It certainly stands out among the lists of rallies, races, sprints, hill climbs etc. and hopefully being included in the calendar will get us some publicity. While on the subject of Motor Sport the club has been invited to the ANICC annual Motor Sport prize giving on the 25th January in the Armagh City Hotel. We got our best result ever in the Northern Ireland Hill Climb championship in 2013 and six of us are going to the prize giving to celebrate!

There was also a brief discussion around the planned visit to Northern Ireland by twenty members of the **Manchester Area in August**. Alan French has volunteered to organise a run incorporating the Mourne mountains, Strangford Lough, the Ards peninsula with a BBQ at the end to coincide with their visit. I am sure we will be able to find a few other things for them to do while they are here.

We were re-elected as joint AO's for 2014 (nobody else wanted to do it really) and Michael Kernahan agreed to continue his excellent work as Area Treasurer. There was some discussion around possible events for 2014 (Douglas confirmed by email that he is happy to organise a run in 2014) and we hope to have details of events at the next meeting. Just to get the year off to a good start we will be having a quiz at the January meeting and, no, it will not be just car or Triumph related.

So I hope your new year's resolutions includes one to come along and support as many club events as possible in 2014 and we will see you soon  
Regards

*Jacqui and Paul*

**NOTTINGHAM** Tel. 07971 017012  
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Happy New Year! Hope you've had a good Christmas and received lots of things for your Triumphs. As you're about to receive this copy of the Courier we are probably about to run the **"New Year Run"** from Ripley in Derbyshire a joint event between Derwent Valley and Notts TSSC. The event usually includes all dressing up in some funny clothes and driving our Triumphs for a good 70 or 80 miles before we finish for lunch and do some fundraising raffles. This year it is being organised by Colin and Roger from Derwent Valley and as always promises to be a great day out no matter what the weather. Sadly in previous years we have sometimes had to

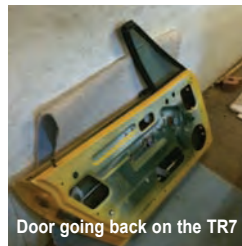
postpone the event till a week or two later due to unexpected snow, hopefully this time it'll be a nice crisp morning for all to enjoy the run.

2014 promises to have some new and exciting events and lots TSSC and possibly even joint events with East Notts area. New ideas are coming about with new venues to attend - more of which when the planning has progressed. The one big new event is the club announcement of **TriumFest UK at Donington Park**. It's a replacement for the annual International Family Weekend at Stafford which has hung up its driving boots after the 2013 show. Lets support this new event as best we can. It's on **25th-27th July** on the **Donington Park Launchpad site**, with the camping nearby. Initial information suggests its going to be an outside show with some covered areas. Lets hope we get good weather. It is the same weekend as the Silverstone Classic event, so if you normally attend Silverstone, why not make a weekend of it and do one on the Saturday and another on the Sunday if you don't want to miss either?

The darker, colder and windy months we are having has not brought as many members out with their cars so knowing what progress people have made has been down to conversation over a drink at club meeting evenings. The last meeting saw members discussing differing vertical links on the heralds, clutches on Spitfires and uprated discs and brakes on a 2000. The callipers looked very substantive and lets say, not cheap!

But they are racing spec!

Progress has been made with John's TR7 with at least one door now hung, but an error with a paint sample has seen an area needing some further attention due to a difference in the paint colour. Thankfully we have some of the original left, the aerosol we had made was a bit of a let down. The seats are all fitted along with the carpet and



Door going back on the TR7

seatbelts. Still one or two bits to attend to and final small items



John refitting the drivers seat

to fit and we are finally ready for an MOT. There will be more details on what we have done in Paul's TR7 section in the near future.

Hopefully next month we will have a look at some more events coming in 2014 and Sybil the spitfire being back on the road.

*Andy*

### NOTE to ALL:

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



### PETERBOROUGH

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Here's wishing all old and new members alike - a very healthy and happy 2014.

Well, I am fortunate to be able to forward a New Year's Resolution from 'lucky' Jeff Boston. Jeff is always a guy for doing and getting things right - but apparently there was something wrong with the Stag which needed a quick remedy and (remember it never happens to you!) it slipped off the jack!! Jeff is now recuperating from a broken shoulder with a plate and screws in it and some deep cuts. The best Resolution for 2014 and onwards - is never work under a non-supported vehicle!! We all wish you well Jeff and hope you are soon able to manoeuvre that set of spanners again.

It was good to go the Club HQ on the open day Saturday the 7th of December. I did make some small purchases after the Area Organisers impromptu meeting. It was good to hear that there are now 2 bars in the HQ - one serves beer and the second is 'bar' codes. Yes Garth has a swanky new computer, invoice and stock control system working on bar codes. That must be a boon to bring the Club into the modern world and in the long term make us more profitable.

I was pleased to be at the AO's meeting when Pip and Frank were both made Honorary Members of the Club. What a recognition for the work and the love of the Club. It's just a shame the 'tinsel' wrapping for the award was not in Manchester CITY colours!! I didn't understand this part of the presentation!!

Paul Lumsdon lost his father at the beginning of December and that took out the first week looking after family affairs. All our sincere condolences to Paul and his family.

Paul has the final draft proof of the club calendar - so be prepared when he asks you to dip into those deep pockets shortly.

Our thanks to Marie and crew for looking after 27 of us on our Christmas dinner at our December club night. What a change to have a room to ourselves where the girls didn't need to keep their top coats on all evening!! It's a shame that Pat and Richard couldn't make it. It was a real fun evening -



good friends, good food, good ale (well mine was but there again Steph was driving!) and it was good to see Doug (the other Doug before I get into trouble!) bring Debbie along. We did have

a few special prizes and a real thank you to those who donated some of them and the raffle monies will once again go to the Sue Ryder Home in Peterborough. This will be for a photo



shoot opportunity for Pauls calendar for 2015. Yes there's a plan for you.

It was good to see Dave and 'Chelle back with us again after their worldwide travels. I can feel a presentation coming on here.

We look forward to seeing you all again on **Monday the 13th of January at the Red Lion, King Street, West Deeping, PE6 9HP** around 8.00pm. Join us for the usual raffle and refreshments and a few noggins and a good natter.

Remember that 2014 resolution - never get under a non-supported motor.

See you all soon.



*Doug*

### SCOTLAND CENTRAL WEST

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The December meeting was the Area AGM as well, it was cold so we all went inside right away as there was lots to discuss. Thanks to Dennis for an ignition switch which I will put into good use. We had one club car present (Colin) The Area AGM had 8 members present, so we were good to go.

A brief report from Gregor on 2013 and going forward into 2014. There will be NO change in venue as Lochinch is good and suits us. We have an alternative also nearby if The Commonwealth Games move us on. The Area funds are in the black (just) and are meeting discussed only, but donations are always welcome. Shows last year were well supported and next year we will follow a similar calendar. The SVVT yearbook will give a guide of what's on. We are going to have a new signing in book at each meeting that those present sign and can leave contact details, spares lists, wants (within reason) so make sure you sign it initially. There will also be lists of people who have booked or are travelling to Le Mans, Donington NEC etc., etc. We have a collection of gazebos, some requiring work. Thanks to those who loaned theirs out for the shows. It was decided that shows on consecutive weekends are not a good idea, unless you really want to, and we would coordinate who takes what equipment to each show. Ian Dunoon Walker (Spitfire Vtec not 1500) has volunteered to be Asst O if I am not available. Thanks Ian, I'm off!!

More discussions at meetings so think about what you would like to do, or not do/change.

Who saw John's article in the Herald 1200 register last month, well done, everyone wants a teardrop caravan now. The invitation to East Kilbride Show has been declined as it is only open to 1950's cars, of which we have none.

**The Monte Carlo Historique Glasgow Start** has now moved due to traffic problems and is NOT starting at the Riverside Museum but possibly **Paisley Abbey in January (23rd for the start, BUT 18th for display in Glasgow town centre is on and so is our night out).** Italian Food this time. Details at January meet or call me nearer the time. New show advertised - **Practical Classics Restoration Show 12th 13th April**, at NEC Birmingham though.

I will put as much info in the News as possible.

**Provisional Dates for 2014.**

## SOMERSET . . . SOUTHERN



### TSSC AREA NEWS

**Area Xmas Get Together. 18 January 2014.** Venue TBA plan is to see Monte cars display and go for food and drink in Glasgow. All welcome.

**Monte Carlo Historique Rally Start 23 January** - VENUE CHANGED to Paisley, but see local press, due to expected traffic.

**Triumph and MG Show - Stoneleigh March 2nd** - combined show for both marques.

**Practical Classics Restoration Show - NEC Birmingham - 12-13 April.**

**Le Mans - 4-6th July**, let people know when you are going, travel together.

**Erskine Hospital - 13th July.**

**Donington Park, TriumFest UK 25th, 26th, 27th July.** Task is to claim a Scottish corner!

But Commonwealth Games are on too.

More to Follow.

**NEXT MEETING will be on Wednesday 8th January 2014.** Come with thoughts and ideas for the year. Please come and say hello at the meetings, even just for a short while, that is why we are staying at the same meeting place and time. PLEASE check you have left me contact details if you are looking for something.

Santa also left the outgoing AO a pressie, very, very much appreciated. Finally who is your 2014 AO?? Well shiver me dangleberries capt'n it's Gregor G again, everyone else took a step backwards when the time came, again. This was formalised and seconded so - Gregor G is signing in for 2014. I will do my best for the Area and its Members.

Something for those of you who know me and my cars, I had to clear the Merc out for its MOT, enough said. I have just gone to work through the storms, who would have thought that a road hazard would be trampolines as well as flooding (moist bottom) on car now, and fallen trees.

REMEMBER The **January Meeting** will be a week later on **Wednesday 8th January 2014.**

Here's hoping 2014 is better than 2013. I know some have new houses and some are expecting new arrivals, so things are on the up already (oops). You can probably guess an old game was on the AGM Agenda.

Take Care out there if the weather turns. Welcome 2014.

*Gregor G.*

## SOMERSET

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Happy New Year to all Somerset Area members we hope you all had a happy and fruitful Christmas.

As it's a new year we have to elect/re-elect the area AO/AO's for 2014, so if you feel a change is needed now's the time to have your say! Your vote is needed either way so please try to get there!

If you have any ideas for us to make more of our cars or somewhere different to visit or meet (perhaps an alternative pub) your input will be welcome.

As our area is widespread we know not all members can get to a meet! Can we communicate things better or make attending certain shows easier for all??

We do e-mail you every month but we rely on the clubs database for your information and this IS NOT always current info! If you do not receive a mailshot please contact us (e-mail us via the address in heading) so we can update our local data!

You can also visit us at [www.somersetssc.com](http://www.somersetssc.com) and join us on Facebook, just search for the somerset tssc.

Over the last 3 months we have had new members so we

welcome the following:-

Peter Burke, Chris Bloxham, Fergus Crump, David Lovell, Alan Woodhouse, Simon Bath and Tony Russell to the Somerset Area.

Hopefully we will see you at a meeting SOON and get to know you and your cars!!!

We are NOT anoraks it's NOT all about dirty hands and spanners. So please make a note of the dates and times we meet!!

Our next meeting is on the **14th of January at the Fox and Goose**. Cheers for now,

*Steve & Derek*

## SOUTHERN

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<http://triumphsouth.20m.com>

Hi all, well that's Christmas over and done with for another year and I hope that all went well for you all.

Our Christmas dinner was as usual at the Seven stars and was well attended. As expected Clare and Linda fussed over us to make sure all was well. The secret Santa went quite well with only one little hiccup, but I'm sure that won't happen again. The calendars were enjoyed by all who bought them; there are a few left for those who were not there on the night.

Just a reminder that on **New Year's day** there is an informal classic car meet at the **Elsted Inn GU29 0JT**, near Midhurst. Starts around 9am and goes on till early afternoon. All that said now here's a report that our intrepid leader has sent via his secretary.

Hi folks. Well another year is upon us. It won't be long before we will be thinking about show time. Two shows that I attended but did not report on last time were Hastings and Farnborough. Barbara and I went down to Hastings on the Friday, dropping in to see Barbara's sister at Hellingly, then journeyed on to Hastings in foul weather. We arrived early afternoon and met up with our friends who had taken their caravan down for the weekend. By the time we had lunched and arrived at the hotel, the rain had stopped. We attended the show on the Saturday, a lovely warm sunny day with a good showing of cars as always.

We did the run along the sea front and back with lots of interest in the cars along the way. The show at Farnborough was a new event held in the car park at the shopping centre. It was a damp day. Nevertheless some nice cars turned up. One guy showed up with a MG TC in shirt sleeves. We told him he was a brave man and asked him where he came from. "I live just across the road!" Thanks

*Mike*

Just a reminder of the Sunday lunches and 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**

I wish you all a happy and Triumph-ant New Year

Take care

*Mark*



## TSSC AREA NEWS

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Web. www.tssc-staffordshire.co.uk

Well another year gone in what seems a flash, I hope you all had a great Christmas and received some Triumph presents, be it as parts or nice Triumph related gifts. Looking back over the year as a group we have made good progress in gaining more members but also unfortunately losing some. I wonder why we loose members? Some of course sell their cars, as for other reasons we can only guess.

We started the year with a deficit of funds, but I'm pleased to say we know have a small amount of funds to hand. This by the spring I hope will have grown to enable the purchase of a gazebo or some form of shelter and other regalia for the new season of shows and events.

I would like to thank all the members for their support over the last year and look forward to making more progress in 2014, lets hope the weather is as kind as last year and we can all get out in our cars even more in the coming season. I wish you all a very Happy New Year and lets make 2014 even better.

**Next meeting 29th Jan-2014**

Some events to look forward to in the new year.  
Have a Triumphant 2014

*Dave*

**March 2nd Triumph & MG Spares Day Stoneleigh**

**April 12th 13th Practical Classics Restoration Show NEC**

**Easter Monday 20th/21st April Weston Park Transport Show**

**May 3rd 4th & 5th Llandudno Transport Festival & Victorian Extravaganza and Donington Historic Festival**

**Sunday 4th May Catton Hall Classic Car & Transport Show**

**June 13th 15th Cholmondeley Pageant of Power July 4th 6th Le Mans**

**July 26th 27th TSSC TriumFest UK Donington Park August 1st 3rd Car Fest North will be held at Oulton Park in Cheshire**

**Sunday 10th August Shugborough Hall Classic Car & Transport Show**

**SUFFOLK** Tel. 01206 250360  
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Firstly apologies for the lack of a missive in the December Courier, again I failed to remember that Peter was on holiday until way too late. The night of the December meet to be precise, when I was quizzed about it. Too many things clogging up my brain. Again no Peter this month so my turn again, and I have remembered! He managed to pick up a particularly nasty bout of Asiatic Flu whilst circumnavigating the globe in November, and by the sounds of it, passed it to everyone else on the aeroplane. Bet they were pleased! Hopefully you will be feeling better by the time you get the January Courier.

We had a quick "who has got the most cars" competition as I felt that the "Felixstowe Hoover" might be coming up on the rails, and I was proven right. But for the Mk1 2000 I picked up last month we would be neck and neck. I need to encourage him into big saloons, you can get 6 of them for the price

## NORTH STAFFS SUFFOLK . . . SUSSEX

of a TR6 project. He has been caught looking at TR5's, you can get about 20 big saloons for the price of one of those! At the price I like to pay I could get 100 2000's for the price of a TR5, I would never need to buy any spares ever again.

Rod was quite proud of the fact that he only had 1 Triumph. We need to cure him of that attitude sharpish.

The Mk1 2000 I bought last month (her name is EEV) will be my car for the **Club Triumph RBRR next October**, so I will be shoving a sponsorship form under the nose of anyone that turns up to the meetings next year. At the moment EEV is looking very sad after being abused at the hands of a workshop who I suspect, without the owners knowledge, were lining up up for her moment of glory going round in circles. She had been dumped in the long grass and muddy puddles out the back of the workshop for 2 years (after 47 years of garage living), had 2-3 inches of water in all the footwells from a leaky screen seal and they had been storing greasy spares inside her. Criminal. The owner was heart-broken when she went to check up on her. All going to plan EEV will be back on the road for her 50th Birthday after a mega weld-a-thon courtesy of a friend Andy and a fresh new coat of paint.

On the subject of 2000s ending their days going round in circles, the regular "All Triumph" meetings have been getting more popular (along with the all Mk1 Granada and all Cortina) and lots of restorable cars have been snapped up by the racers. If you have ever fancied a big saloon, now is the time to try and save a 2000 (or 2, or 3) whilst the prices are still low. Once the classic car mags stop encouraging the racers by keeping the prices artificially low via their price guides then things might improve.

Hopefully everybody has spotted the new event being organised next year, **TriumFest UK** (need to get the spelling right or you will miss it by 6000 miles), which will be closer to Suffolk, at **Donington**, so less excuses not to go. It looks like it should be a good event from the couple of news bulletins that been released so far (There is much planning still to do I have no doubt, so more announcements to follow) so put it in your diaries.

There will be a **January meeting on the 7th** as New Years Day will be but a faint and distant memory by then, with the next meetings on the **4th Feb and 4th Mar**.

*Colin*

## SUSSEX Tel. 01444 450941

We had our meeting on the 4th December which was well attended for a December meeting.

Colin Roberts has now become the AO for the Dolomite club and he has now decided to move his meeting to the same pub the Anchor, but we are not expected to be inundated with Dolomites.

Good news is that Lee and Nicky are getting married on the 20th December so we wish them the best.

Ian Gordon announced that he is now retiring but he will be looking for another job.

It was good to see Jean at the meeting too. Tim is progressing well with his Electric Herald so may be in 2014 we may see it at our meetings!

Goodwood so Clive, Gill and myself went to the track day at Goodwood on the 25th Nov. It was dry but very cold. We all had plenty of track time and I had a session with an instructor which was very good. It was a bit un-nerving him moving the steering wheel while turning into a corner at high speed! Clive's Mazda MX5 went very well although he was a little reluctant to take the roof down in case it messed up his hair! My Spitfire held up well apart from a minor oil leak but it was good to see 110mph on the speedo on the straight.

We have 18 people for the Christmas meal on the 8th



## THAMES . . . NORTH WALES

December at the Anchor so hopefully this should be a really good afternoon

There was talk of events we will be attending next year and it was agreed that we would be going to the following:

**MG and Triumph show at Stoneleigh on the 2nd March** Ian, Pete, Doug and Clive will be going to this

**South of England meeting in May** at Ardingly Show ground. There is a Classic car meeting that Gatwick Area have previously been to there was talk that as Gatwick are now no longer in existence that perhaps we should attend.

Doug agreed to get some details of this and all I know so far is that it is in **June**.

**Le Mans July**. Clive and myself will be going to this and we are trying to persuade others to go too.

**TriumphFest UK end of July**. We will be going to this and we will be looking forward to the non competitive parts of this so we can use our cars there.

Also it looks like you have me as AO for 2014 so I would like to thank all the Sussex members for their support and assistance. It does make it worthwhile to be an AO when you do have the support of the members, so many thanks.

See you in 2014.

*Martin*

## THAMES

Tel. 0777 362 3807

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[www.tssc.org.uk/thames](http://www.tssc.org.uk/thames)

Happy New Year! We hope you all had a great Xmas and that Santa got you the bits for your Triumphs that you were after. Julie & I would like to thank you all for your continued support and help at the South of England meeting. If you have any suggestions for improving this show please let me know. We are hoping to do another Real Ale Train trip on the 5th of April. I know it's a while away but it sells out quickly, so get in touch if interested.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 7TH NOVEMBER** Tonight we have the pleasure of Tony H, John P, John C, Graeme C, George B, Mick C to keep Julie and me company. No Triumphs in the car park, but work on them has been - Tony got his electric window working properly on his Stag, as well as fixing a fuel leak. John P has started using his Vitesse but needs to tune it up and sort out its UJ's on the drive shafts. John C Mk1 2000 is in for a bit of welding and brake slave cylinder renewal ready for its MoT. George B has rebuilt his Vitesse Stromberg's. Mick C has sold his Spitfire and is off to the Luton Area. Julie's raffle winners were - John C won the bottle of wine, John P won box of chocolates which he shared around, I won a can of WD40, Graeme won de-icer spray.

**21ST NOVEMBER** Due to a flat battery on the Vitesse, I am in the euro box. To cheer me up tonight I have John C, George B, Tony H, Chris C, David H, Graeme C, Mike H & John P. Work on our Triumphs has been- Tony's Stag radio has come back to life and he sorted out the battery drain, the boot light was staying on. David has replaced the hoses and antifreeze on his TR6. Julie was working late so my raffle winners were- John C won another bottle of wine, Mike H won a wash pad, Graeme won a window squeegee, George won a set of screwdrivers.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **January on the 16th & 30th & in February 13th & 27th**. Please come and join us for a warm welcome or call me on 07773623807.

**Upcoming events are  
January**

## TSSC AREA NEWS

**1st New Year's Meeting Brooklands**  
**5th Thames Area New Years Meal Fox & Castle**

*Mickey & Julie*



## NORTH WALES Tel. 01691 600215

[www.wrexhammgandtriumph.co.uk](http://www.wrexhammgandtriumph.co.uk)

email: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)

Hi, everyone. This month started with a meet at the Cholmondeley Arms on Sunday 3rd November. Although we did not manage to attend, Mick Cohen reported an excellent number of classic cars turned up. Heavy rain to start with did not put people off, so there was a varied selection of cars from a 1928 Sunbeam Tourer right through to a modern BMW and a Lotus Elise. Mick took his Stag, and Chris and Laurel attended in their Triumph Spartan, together with their two dogs. There were quite a few MGs, and a TR4, and everyone had a free drink and received a china mug. A good turn out from our group, and enjoyed by all.

Tuesday 5th November was our monthly meeting. It is good to report the attendance at The Plough increased by two Triumphs to one MG. Our MG friend Richard was cruising with his wife, Joyce, and MG Sam and Joan could not get to the meeting, so Roger took "the chair". He welcomed the new members, then proceeded to cover the past events and future arrangements. The raffle and many prizes caused the usual amusement and rounded off another good evening.

On Friday 15th November three of our chaps travelled by train to the N.E.C., these being Roger, Mick and MG Jim. It was an interesting show with some bargains in the spares market. Our Stag was treated to some new wheels. At 7.00 p.m. the return train was boarded, and the men were joined across the carriage by two classic rally participants who had boarded the same train at Shrewsbury in the morning. They all amused other passengers on the return journey when they compared their heavy bags full of goodies saying "You feel mine, no you feel mine!" No harm done, and an enjoyable end to a good, if tiring, day.

The following Friday Chester and Wrexham MG and Triumph A.O.s met at MG Sams to vote for awards for the year. The choices were made, and at our December meeting at the Plough these will be presented.

Tuesday 26th November was our monthly OFFAL, organised by Richard. We had to miss this one on account of sorting out some of our lambs for market, but everyone had a good time, meeting up at Okells Garden Centre at 11.00 for coffee, and ending up at The Sportsman Arms at Tattenhall for lunch. Another good turn-out.

Friday 29th November was our Chester and Wrexham group Christmas dinner. We all spent a very enjoyable evening at the Carden Park Hotel, near Barton, Cheshire. We were served first class food in excellent surroundings, with wine supplied. The musical entertainment was also first class, with a D.J. who played the type of music that you could actually dance to, from different eras, but with none of the head-banging stuff that so many seem to "slip into". So it was lovely to dance to this all evening! But something that made the night extra enjoyable was the fact that Bob Whiting managed to come along:- it was wonderful to have him able to join us for the dinner, and to have him back on the road again. Several of us stayed over for the night, in great rooms, and had a really good breakfast before heading off home the

### North Wales Continues

next morning. A great venue, one which we think will definitely be booked again.



Looking back over the year - a photo of the reason we couldn't run the March OFFAL that we had organised. Then, in contrast, a bright, sunny summer day which enabled



us to use our Triumphs. What a changeable year.

That's all for this month. Don't forget, we have our monthly meeting at the **Plough Inn at Gresford the first Tuesday of the month**, starting at 8.00 p.m., so come along and see what we are all about! Look forward to seeing you there.

Take care on these roads in the bad weather.

**Forthcoming events:-**

**7th January:- Monthly meeting at the**

**Plough Inn, Gresford.**

**28th January:- OFFAL.**

Very best wishes for 2014,

*Helena and Roger.*

## SOUTH WALES Tel. 02920 315260

[www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)

e-mail: [gwyndjevans@dolomite1300.plus.com](mailto:gwyndjevans@dolomite1300.plus.com)

**BRISTOL RESTORATION SHOW NOVEMBER 3rd.**

This is a regular venue for the S. Wales TSSC area, but with the storms that hit S. Wales the day and night before and with the Severn bridges having been closed for periods I was not expecting a very big turnout. I checked the Severn crossing bridge status at 6am and was pleased to see that they were both open.

Ant was travelling with me in my TR4A as Jack was suffering with flu, so we left my house at 7:45 am and drove the short distance to Cardiff



Gate Services junction 30 M4. Shortly afterwards we were joined by Action man and Mal in the "Red Tardis" 13/60, Action man had

brought his own pit crew of Rob & Pete as the Red Tardis had suffered major breakdowns on its last two forays into England, once returning home on a recovery truck, but as the Red Tardis had taken on the appearance of an early bonfire night firework (the sparks from its exhaust scrapping along the M4 with the extra weight of Rob & Pete having alerted the Chinese version of NASA) we decided to distribute the weight and when Mike The Cake turned up in his Spitfire Pete joined him for our journey eastwards along the M4 to Magor Services, the next rendezvous point.

At Magor we were joined by Mike The Bass, Paul Watson and son Ian and Paul G. As I had the Sat Nav and Ant to decipher the instructions it gave I led the convoy with Paul G now having Rob as a passenger in his TR6. Just after we had driven through Bristol we pulled into the lay-by where we had arranged to meet Honorary TSSC S. Wales member Sam Glover (yes, Sam of Practical Classics magazine fame), who had made the valiant effort to cross storm enshrouded Europe from Moscow in his newly acquired Triumph engined Robin Reliant just to take part in this run. He knew that we had in our possession the last ever jam sponge cake that TRIUMPH had produced, it had actually been iced on 03/11/1973 and its 40 year use by date had finally arrived (Oh alright, it was another Mike The Cake masterpiece that had been made the night before). After brief greetings were exchanged our small convoy continued towards Shepton Mallet in the intermittent rain. On arrival we were marshalled into a prime spot and Rob soon had the cooker assembled and producing hot drinks. Mike The Cake unveiled his cake and we then took it to the TSSC Somerset stand and had a good chat with Steve, Derek and the lads who had put on a great display with a mock up of James May's amphibious Herald complete with sail. Thanks for making us all welcome

lads and guarding the cake from Sam while we looked around the show, very much appreciated.

We all met back at the cars at the designated time and had our various packed lunches with hot drinks from the area cooker. It was



then time to cut the cake, but not before Sam had taken some images for posterity, we all agreed that TRIUMPH would have been proud of the creation, but we did panic a bit when some



BMW representatives tried to claim the cake as being their



property so the item in question was quickly eaten.

After another look around the show it was 2pm, the time that I had to leave in order to get home in time to see Cardiff City beat Swansea, Paul G decided to do the same so we said our goodbyes and travelled home along the same route in the same wet weather.

It had been a great day out in great company and the extra icing on Mike's cake was the friendship that had been forged with Sam and the lads from Somerset TSSC. And what we lacked in numbers was more than made up for by the quality of those who attended. One nil to The Capital!

### NEC CLASSIS CAR SHOW NOVEMBER 17th

As we have done in the past we decided to take modern cars to the NEC and to car share to keep the cost down.

Ant & Michelle La Gateaux ( Mike The Cake's new Le Mans monica) came to my house then along with Jack & I travelled in my car to the first rendezvous at Cardiff Gate where Mal, Action man, The Hammer, Rob & Pete were waiting in Mal's modern. We then took the M4 and A449 (picking up Steve Grundy in my car along the way) to Monmouth where we met John & Mike Partridge at a prearranged lay by. John then informed us that the M42 was closed so Steve & Michelle La Gateaux planned a new route which avoided the area of the M42 which was affected and we arrived at the NEC bang on opening time.

A couple of the lads had a great idea of having breakfast in the Wetherspoons pub before it got packed, so after a great value meal and watching Pete extracting 4 cups of tea from one tea bag we all headed into the show and said hello to the HQ staff at the TSSC stand. Phil Gladwin then called me to say that he had arrived and he met us at the stand. We decided to split into smaller groups to view the various stands and stalls and used the TSSC stand as a regrouping point returning there every few hours throughout the day. Once again we had made the right decision to attend on the Sunday as Bernard from HQ told us that there were much less people there on the Sunday which made it far easier for us negotiate the show. At one point we met "Lloyd" from Coronation Street and had a nice chat with him, he offered to buy my "Area Organisers" hat off me, but as it had been a gift from Michelle La Gateaux I had to decline. There were many bargains to be had later in the afternoon when stalls were selling off their goods at reduced rates I bought 3 handmade Pork Pies for £2 and when I met up with Michelle La Gateaux he did a Linford Christie impersonation to get to the stall, but returned with a tear in his eye and no Pork pies! Unfortunately for him, I had eaten mine by the time he returned otherwise I would gladly have shared mine (believe that and you would believe anything!).

Mid afternoon John & Mike said that it was time for them to head off, I don't know what time they arrived home, but they were kind enough to txt me several times with information of more M42 and M5 problems, thanks lads.

We stayed until kicking out time (a S. Wales trait) and returned to our cars where we ate our packed lunches before making the journey home. It had been a great day out with a fantastic bunch of lads and we had all recouped our ticket cost and fuel/parking money with the savings that we had made on our various purchases.

And what we had in numbers was more than surpassed by the quality of those who attended.

Thanks for making it such a great day out.



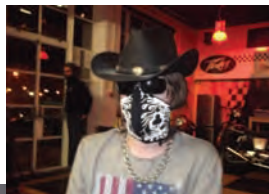
### ACE CAFE VISIT NOVEMBER 30th – December 1st

As we were staying overnight in London we decided to take a modern car so Michelle La Gateaux, Texas Jack, Rob, Pete and myself set off from my house in my people carrier at 11:45am picking up Paul and Barb G after making a detour off the M4 at Newport. The magnificent seven!

By 3:45pm we had checked into our hotel and were taking the 300 metre stroll to the ACE Cafe. The Big American cars had just started to arrive so in typical S. Wales fashion we went into the Cafe and had a few beers while the car park filled up with USA exotica. With reserve signs placed on our table which was right in front of the dance floor we took our various beers and wines into the car park and had a good look at the cars there, absolutely fantastic and in the perfect iconic setting. Those amongst us who hadn't been to the ACE Cafe before had a good look at all the posters and memorabilia that is crammed into the Cafe while having a few beers, the rest of us just had a few beers.

We all then settled down and after a few beers we all ordered dishes from the "specials" menu, all great quality and extremely good value for money especially as they were accompanied by a few more beers.

Texas Jack made a few visits to the ACE Cafe



shop and purchased a number of reasonably priced items that were in the main specific to the ACE Cafe while the rest of us had a few more beers. Top DJ

Jimmy Guntrip was performing there that night and as we watched him set up as we were having a few more beers Jimmy kept glancing over to us, yes he had recognised our Rob and he soon plucked up the courage to approach Rob to ask him to sign one of his posters, and of course Rob obliged him (after Jimmy had bought us a few more beers). Pete decided to visit the shop to purchase a souvenir the rest of us

decided to have a few more beers. By this time we were all feeling a bit giddy, at first we thought that it was because we





### South Wales Continues



had drunk a few too many beers, but Paul G pointed it out that it may have been because we had been constantly getting up and swapping chairs every 3 minutes (a routine that Pete the area Ambassador has championed for the S. Wales area to prevent cliques forming, the death knell of many a club). Pete then returned with a red plastic tub, "look" he said "they've just sold me some magic Brylcreem". "what's magic Brylcreem?" says Barb G, "what's Brylcreem?" says Mike The Cake (aka Michelle La Gateaux). Apparently Pete had been told that if you rubbed some in your hair you would take on 'Teddy Boy like traits'. After a few more beers Pete decided to try it, immediately after applying some the right hand sign of his top lip had curled up and his knees started shaking uncontrollably "quick" he said "I need a few more beers". After the beers Pete started moving rhythmically to the music and in no time at all he was jiving like a 20 year old Teddy Boy. Within seconds the rest of us had all dipped our fingers in the tub and had rubbed the Brylcreem into our hair. We all experienced the same effects as Pete and after a few more beers the only words we could utter were UH HUH. Barb and Paul G were jiving around the dance floor like rockers on speed and Mike The Cake, Rob, Pete and Texas Jack were doing something called the mashed potato, I just had a few more beers. After a few more hours and a few more beers the effects of the Brylcreem started to wear off, but thankfully by then Paul & Barb had won the "Jive of the Year" completion, a cash prize of £200 which they generously donated to our kitty so that we could have a few more beers.

By now it was closing time so were made the zig zag walk back to our hotel and had a few more beers in the bar before retiring to bed at about 3:30am.

We met up as arranged at 9:00am and even though there was a great breakfast on offer at the hotel we decided to go back to the ACE Cafe for our breakfast and to have a look at



all the motorbikes that we knew would be there. We were not disappointed as there were dozens of different bikes assembled there and after a fantastic breakfast and after I had bought a Danish pastry which I had thought I could hear singing to me the previous evening we strolled back to our hotel to check out and start our journey home. In the car we were all in agreement that it had been a fantastic weekend, everybody taking an active part and bringing a very positive dynamic to the trip, no cliques had been formed (although we were a bit suspicious of Paul & Barb G when they asked to be dropped off together at their home) and we were a very

happy group of people all looking forward to our Area Christmas dinner in a week's time. I thoroughly recommend the ACE Cafe as a place to visit, it's a great experience whether you are just stopping off for coffee while on a run or as a venue for a whole evening, the place is steeped in history.

We dropped Paul and Barb G off at their home and as we were saying our goodbyes we all agreed that what we had lacked in numbers was more than made up for by the quality of those who had attended. A special thanks must be paid to Barb as once again she had been the only girl on the trip but as she had on previous events, she joined in with everything and the highest compliment I can pay is to say that she is "one of the boys" or should that be "we are one of the girls", thanks Barb.

This account of our evening is as true as I can genuinely recollect after a few beers and now I'm off to try to catch the chocolate bunny rabbit that I just saw in my back garden and pick a few tenners from my money tree! Happy Christmas

#### S.WALES AREA ANNUAL SUMMARY

I would like to take this opportunity to wish you all a very happy and prosperous New Year, especially the members of S. Wales TSSC who have once more placed their faith in me and elected me as AO for 2014, a great honour and a position that I accept with pride, representing such a great bunch of people.

We have had a very successful past two years, increasing numbers of event attendances and the number of club cars that have taken part in runs and shows during 2013. I thought that the extreme increase in member participation during 2012 would have "plateau'd out" this year as we had more than doubled the numbers of member/club car attendance from 2011, but no, due to the commitment and enthusiasm of the S. Wales members we have increased the number of attendees at events from 305 in 2012 to just over 600 in 2013, Club car attendance increased from 105 in 2012 to 275 in 2013 while monthly meeting attendance increased from 159 in 2012 to 290 in 2013 resulting in a change of meeting venue and day, all actioned seamlessly thanks to the co operation of the members.

Not bad for hobby/pastime/lifestyle that is on the whole declining, especially for a particularly impoverished part of GB. Well done to you all and many thanks,

*Bern*

**WESSEX**

Tel. 01425 475376

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Let me start by wishing you all a Happy New Year and hope you all had an enjoyable Christmas and are looking forward to the New Year. Our Christmas Dinner at the Avon Causeway was an enjoyable evening and a good chance to catch up with some old friends who do not normally make it along to the normal meetings.

We have not yet fixed upon an events calendar for 2014 however we already have some events "pencilled in".

Firstly there is a **New Year's gathering of Classic Cars on the Prom** which should, weather permitting, be an opportunity to blow those cobwebs off which may have developed during the festive season!

The Triumph calendar starts properly with the annual **Triumph Show and Spares Day at Stoneleigh** which, is normally scheduled for the end of February - beginning of **March**.

In **July**, the biannual **Classic Le Mans** event is being held. If the 2012 event is anything to go by this will be another great weekend. It is scheduled for the first weekend of **July**. Alan has again very kindly taken on the task of organising the

## WEST MIDLANDS WIRRAL . . . WORCESTER



### TSSC AREA NEWS

## WIRRAL

Tel. 0151 339 4150

It's Hello folks and welcome to 2014 and a Happy New Year to you all from the Wirral. I trust that you all had a pleasant yuletide season and plenty of Christmas goodies in your stockings or your wellies or wherever!

In my November report I said that my co-writer, Andy would fill you in on our final run of the year 2013. Sadly not so, I searched in vain in the December "Courier" for the Wirral report but I concluded that it must have been written in invisible ink. I will make excuses for Andy and can only assume he must have been very busy at his place of work, hopefully he will be back in print in February.

Our final run of the year on Sunday 27th October was very good indeed and very much enjoyed by all those who took part. Thanks to David and Heather Leadbetter for a very scenic route through the leafy lanes of Cheshire in what turned out to be a quite nice day weatherwise and a superb lunch in the Swettenham Arms pub in the village of Swettenham near to Holmes Chapel in Cheshire. The pub had a freebie handout all about the resident ghosts that haunt it. It is doubly authentic by the fact that next door used to be a nunnery and the village Church and graveyard is right opposite and all reputed to be over 800 years old. HERE ENDETH THE FIRST LESSON

We drove over one hundred miles that day so that the Spitfire a bit a good prior to going into its winter hibernation mode. Not quite true as I do take it out in the bleak mid-winter if the weather is half decent. That's about it folks, not a lot more news and information on the car front is in very short supply, the CITY DESK has not been inundated with information regarding our cars so I can only assume they are all working 100 A1at Lloyds, sorry, that's my seafaring background kicking in.

Having to meet the deadline for copy to H.Q. by Friday December 6th I can only say I hope our Christmas Dinner festivities on Saturday 14th December at the "Cottage Loaf" pun, will be, as in the past a successful event, and thanks to Carole for organising the menus.

Andy will report on this in February, I hope! I'll be back in March, meanwhile, take care, safe Triumphant and wrap up warm in your winter woollies

Cheers

*Ray*

## WORCESTER

Tel. 01527 894125

[www.tssc-worcester.org.uk](http://www.tssc-worcester.org.uk)

Hi Folks, A bit of a slim read this month I'm afraid with things quietening down as cars and people go into hibernation. A couple of events to report on, one which every man and his dog went to - the Classic Car show at the NEC.

As ever a huge event that should take about a week to go round properly but which you normally only have a day to do it in! So a few of our members went up and with the aid of the show guide, a flask and a packet of sandwiches managed to walk all the halls and see everything, even finding time to browse the autojumble section and buy those essential and elusive items.

The second event was the outing to the Worcester and West Midlands Stag quiz. This was an invite I thought we might not get as last time we swept the board with T.S.S.C. teams taking 1st, 2nd and 3rd. This time we allowed the TR Register

Ferry and campsite bookings on our behalf. If you would like join our group and have not yet booked let me or Alan know.

Before this, on **Sunday 6th April**, we are holding our annual **New Forest Run**. This is a little earlier than in previous years. I think, by now, you all know the reasons for this. We have already started planning the route and arranging the halfway Halt and Finish venues - watch this space.

That's about it for now, so here's looking forward to 2014! Hope to see as many of you as possible at our normal monthly meetings which are held on the **Last Thursday of each month at the Avon Causeway Hotel**.

*Trevor*

**WEST MIDLANDS** Tel. 07969 024999  
Chris. 07505 110922

Well it's nearly another year gone by. In fact by the time you read this report it will probably be next year, ie. January 2014. As far as the West Midlands Area is concerned it's been a really good year. We have had the benefit of a reasonable periods of good weather, and this has led to a large number of members attending classic car functions usually in the local area. At times the room we occupy at the Drakes Drum Pub has been bursting at the seams but that is a good sign that our members are enjoying the meetings and attending on a regular basis. The pub forecourt has seen a good collection of Triumph motor cars throughout the year, drawing attention from not only members attending the meeting but visitors to the pub or passers by.

Our Christmas meal held on Tuesday 3rd December at the Dog Public House on Hagley Road West was a fantastic occasion. A total of 42 people, members and their wives or friends attended to enjoy beautiful food served by pleasant staff in a new venue for our club. I am pleased to report that the evening was a complete success and you do not have to believe my word for it, you should have seen the empty plates, proof enough that the food and the occasion was enjoyed. Our thanks go to Andy Beasley the licensee and his staff for making our end of the year event so enjoyable.

We will be meeting on the 3rd Tuesday of December at the Drakes Drum but this is just so that we can enjoy a sociable drink and a slice of cake together before the Christmas break. As normal the first event of the New Year 2014 is the **New Year Run** organised by the Derwent Valley Area. Meeting at **Sainsbury's Car Park, Ripley, Derbyshire** at 10.0 am entry is £5 per car which is donated to a local charity. Fancy dress is optional and this years theme is 'Pirates', there are prizes for the best dressed and decorated car. A Sunday Carvery lunch is available to be taken at 2.0 pm. The run will leave the Supermarket car park at 10.30 am, and let's hope the weather is nice and bright so that we can enjoy the drive around some of the beautiful parts of Derbyshire.

Well that's about all for this year, so on behalf of the West Midlands Area I would like to wish everyone a very Happy and Prosperous New Year with the hope that it brings you all health and happiness, two of the most essential things in life. Good luck to everyone and lets all make our New Year promise to enjoy our classic cars more in 2014 than we did in 2013, then we will know it's a good year.

See you all next year. Cheers...

*Roger*  
the Dodger

### IMPORTANT NOTE

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



## WORCESTER . . . WEST YORKS

### TSSC AREA NEWS

### Worcester Continues

to take 2nd place but I think they had 2 members on their team that also belong to the Worcester area so nearly did it again.

This month we have been invited to the TR Register quiz so let's see what we can do there!

Not sure when this news will land on your front door mat but if it's before **January 1st** and you are looking at doing something to set the New year off, why not join us at the **Shelsley Walsh New Year's Day Breakfast Club**. Always a good trip out into the countryside, where you can have a full English and walk it off by scaling the actual hillclimb - walking it scares me, let alone going up it in a car.

If that all seems like far too much after the night before, maybe we will see you at the first meet of the New Year on **January 6th at the Pear Tree?**

Until then

*Vicky*

### WEST YORKS

Tel. 01484 541185

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Once again thank you for the excellent turnout for our December meeting. As promised we had a festive buffet and finally having forgotten in November we brought along our copy of an old car video with a humorous take on the Herald. Hope you enjoyed it, it really felt as if the festive season had started.

Looking forward we have our **New Years Meal** coming up. Thanks to Alan for organising this, already we have almost thirty people booked, if you haven't given Alan your name, and would like to join us, please let me know and I'll pass your details on to Alan to revise the numbers with the pub. Just to remind you we're going to the **Silver Birch, Centurion Way, Cleckheaton, BD19 6HG, 18th January, 7:30 for 8pm**.

Well the area News is particularly short and sweet this month; it just remains to thank everyone for your support throughout the year. A big thank you to Bernie for always getting our Area News in the Courier despite very tight deadlines. I hope everyone had a good Christmas and would like to wish you all the best for 2014, lets make this a Triumph ant year.

*Victor*

*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](mailto:colin@derwentvalley-tssc.org.uk)

Website [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)







# Derwent Valley TSSC

## The Derwent Valley Bowl 2014

valentine

This great event once again is being held on a  
Sunday afternoon and it's

**SUNDAY 9th FEBRUARY 2014.**

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and from  
'Olympic Athletes' to 'Couch Potatoes'.

We challenge you **ALL** to take on the mighty Derwent Valley.

Mixed Teams of any size will be formed from each area  
of the TSSC to compete for the coveted  
**Derwent Valley Bowl**

An individual trophy is also up for grabs.

All the usual games such as "Cock in the bucket", "Bag in the  
Hole", and "Log in the Bog"

Doors open at 2:30pm and the fun starts from 3:00pm.

Finger buffet available at 4:30pm for only £4.25 per head.

Event finishes at around 6:00pm or until we get kicked out !!

**For more information and to  
confirm attendance please phone  
Roger on 07970 619149.**

Venue:-  
Smalley Common Ex-Serviceman's Club  
338 Belper Road, Stanley Common  
Near Ilkeston, Derbyshire.  
DE7 6FY.





Book your holiday away with the Manchester Area at our weekend retreat. Join us at "Old MancDonald's Farm" for fun, games and fabulous runs in the countryside.

**Venue:**

Dolphinholme House Farm, Dolphinholme, Lancashire LA2 9DJ

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

Pitches available for tents, trailers and caravans. Also there are luxury 6 berth "Glamping" units available on a first come-first serve basis. There are some limited B&B in the area too.

**For more details:**

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

**Postcode:** \_\_\_\_\_

**Phone No:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Car Make:** \_\_\_\_\_

**Model:** \_\_\_\_\_

**Registration Number:** \_\_\_\_\_

**TSSC Membership Number:** \_\_\_\_\_

Item	Rate	Number
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to Old MancDonald's Event. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	Price to be Confirmed	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
6 Berth "Glamping" Unit	Price to be Confirmed	
Run Only (No Camping)	£10.00	
<b>Total</b>		

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



"And on that farm he had some Triumphs  
Eee-Ai-Eee-Ai-Ohhhh"

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