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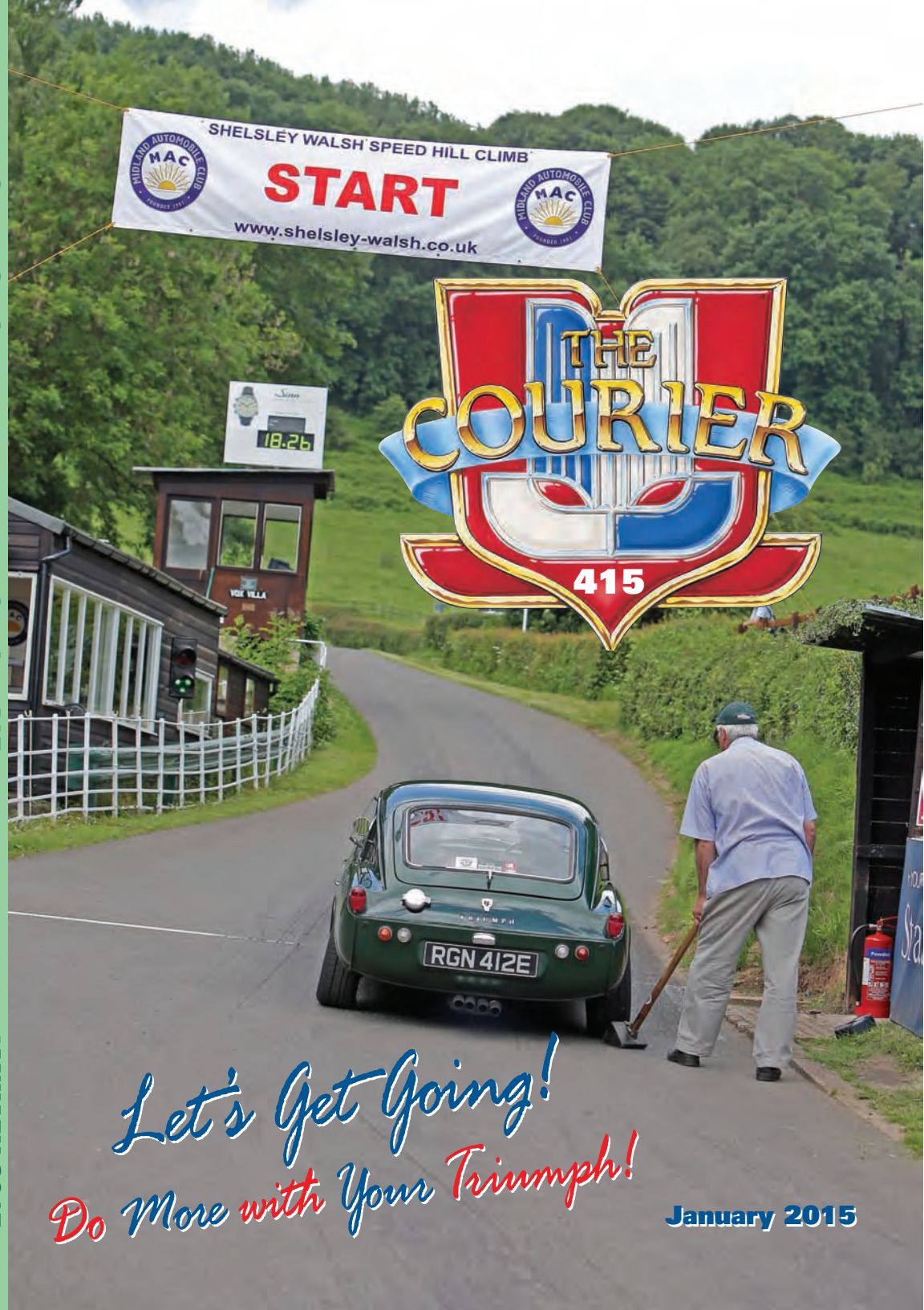
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Triumph Sports Six Club

The Courier 415

JANUARY 2015



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January 2015



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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
 No.415 VOI 36. JANUARY 2015  
 Price £3.50 Free to Club Members.

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**Fuzz Townshend**

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## COUNCIL MEMBERS 2015

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

## 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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HAPPY NEW YEAR!

LET'S GET GOING!

SHELSLEY WALSH

HILLCLIMB

PIC SUPPLIED BY

JANE ROWLEY

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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2015 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **January 2015**

**SUN 4 JANUARY 2015**  
**NOTTS & DERWENT VALLEY'S  
NEW YEAR RUN**  
CONTACT ADRIAN 07837 110325  
NIGEL 07976 163006

### **May 2015**

**FRI/SAT/SUN 22 23 24 MAY 2015**  
**TSSC TRIP TO SPA CLASSIC**  
CONTACT HQ 01858 434424

**FRI/SAT/SUN/MON 1 2 3 4 MAY 2015**  
**THE 26TH ISLE OF WIGHT  
TRIUMPH WEEKEND**  
BOOK CAMPING 01983 852597  
Queries: [tssciorw@hotmail.com](mailto:tssciorw@hotmail.com)

### **June 2015**

**FRI/SAT/SUN 26 27 28 JUNE 2015**  
**TSSC CORNWALL AREA  
CAMPING WEEKEND - BODDINICK**  
BOOKING ESSENTIAL  
CONTACT MIKE 01872 573763

### **July 2015**

**FRI/SAT/SUN 10 11 12 JULY 2015**  
**TSSC TRIUMFEST UK  
DONINGTON PARK**  
CONTACT HQ 01858 434424

### **September 2015**

**FRI SAT SUN 18 19 20 SEPTEMBER 2015**  
**TOTALLY TRIUMPHS**  
FORMERLY MILE OF TRIUMPHS  
CONTACT MIKE 01502 476699

**PLEASE SEND ALL 2015 EVENT  
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e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## **CLASSIC CAR SHOWS** (CLUB INVITED)

### **January 2015**

**THURS/FRI/SAT/SUN 8 9 10 11 JAN 2015**  
**THE LONDON CLASSIC CAR SHOW**  
EXCEL CENTRE  
[www.lccs.seetickets.com](http://www.lccs.seetickets.com)  
Discount Code LCCSTS15

### **March 2015**

**SUN 1 MARCH 2015**  
**TRIUMPH & MG SPARES DAY**  
STONELEIGH PARK  
[www.mgandtriumphsparesday.co.uk/](http://www.mgandtriumphsparesday.co.uk/)

### **July 2015**

**FRI/SAT/SUN 24 25 26 JULY 2015**  
**SILVERSTONE CLASSIC**  
[www.silverstoneclassic.com](http://www.silverstoneclassic.com)  
Discount Code C1525008

### **September 2015**

**SAT SUN 26 27 SEPTEMBER 2014**  
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# CoMment

## Resolution 1. Support **YOUR** Club!

BY DAVID EMBERY  
COUNCIL OF MANAGEMENT

**N**ow that 2015 is upon us, on behalf of CoM, I would like to take this, the earliest of opportunities, to wish everyone connected with the TSSC a very happy and prosperous New Year!

The passage of time is something that never ceases to amaze me! Only a few weeks ago we were enjoying the delights of the Classic Car Show at the NEC and discussing what we needed to do in order to protect our cars against the hard winter ahead. Now here we are with Christmas having only just gone for another year with lots of Triumph goodies delivered by Father Christmas and we're looking skyward hoping for the weather to turn and the opportunity to present itself for our cars to come out again for 2015! For a community that concerns itself with looking back to enjoy the delights of bygone years, it is a credit to everyone that we spend so much of our time looking forward in anticipation of what the future holds! Hence those devilish New Year resolutions!

It is with that in mind I want to encourage all members of the TSSC to make some simple New Year resolutions that will help not only themselves but also the club itself in 2015. Firstly, of course, **'to do more with your Triumph!'** That is the key to all our joy and happiness. The second is to do more with your Club, the TSSC! Without the membership there is no Club and the Club can only ever be as strong as its membership. I urge every member to make a New Year resolution now that come Insurance renewal time they will at least get quotes via our excellent web-site from the companies who make up the Insurance Panel. Each one offers something different but they all offer extremely good value for money and excellent customer service.

The Club Shop is for those parts all Triumphs need at what can be frustratingly frequent intervals. Garth works tirelessly in making improvements to the shop all year round. Particularly in the area of quality. Using suppliers that will not readily let the club down or, most



importantly, you the member! The shop catalogue will be issued both in paper and electronically as we get nearer to Spring time. Look out for it and get those parts that are so important to both your car's and your club's prosperity in 2015!

Finally make that resolution that you'll attend TriumFest UK! (11th & 12th July). This is our national flagship event and 2015 should see a great event for all members that builds on the success of 2014! It is you the membership that makes any event a success not CoM and/or the club staff, they can only merely facilitate. So why not join in and make a note to go this year?

Without the contribution of you, the membership, the Club is nothing. With its membership the Club can be anything it wants to be. Therefore, be selfish, make the most of what your Club can do for you and at the same time what you can do for your Club. Only by working together as a united membership can we make all our dreams come true and thereby health, wealth and happiness can be shared by all in the TSSC!



# NEWS REVIEW

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

### The Annual General Meeting

Sunday 12th April 2015

Notice is hereby given that the Annual General Meeting of the Triumph Sports Six Club is to be held on **Sunday 12th April 2015** at TSSC HQ in Lubenham.

#### Resolutions for Agenda

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 myself (General Secretary) to be received by **2nd February 2015**. Any item received after this date will be regarded as null and void.

#### Questions for the Agenda

Any questions also need to be with myself (General Secretary) by **2nd February 2015** 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.

#### General Issues

General issues can, of course, be raised at anytime through myself (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.

#### 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 Headquarters in Lubenham. Council members are also expected to attend other events/activities e.g. AGM, open days at HQ, shows to help on the Club stand and take responsibility for particular areas of Club management e.g. Business planning, Finance, Tech Support.

If you have the time, enthusiasm and skills that would benefit the Club and would like to know more, then please contact me by email for a nomination form (contact details on page 3 of the Courier).

The deadline for nominations is **2nd February** by which time a signed nomination form and paragraph describing what you can bring to the Club need to be submitted. (the nomination form requires a proposer and seconder who are Club members)

Any enquiries regarding any of the above should be addressed directly to me; my details are in the beginning of The Courier (page 3).

**Ben Broadbent**  
General Secretary





# HQ OPENING TIMES

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01858 434424  
www.tssc.org.uk



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**CLUB**

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## INSURANCE PANEL

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www.lancasterinsurance.co.uk/tssc

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

**Peter Best**  
01621 840400  
www.peterbestinsurance.co.uk

**JANUARY** - OPEN AS USUAL FROM 5TH  
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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

The Club Shop will be attending the following Show  
**Triumph & MG Spares Day**

**Stoneleigh Park - Sunday March 1st 2015**

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 E-Mail: clubshop@tssc.org.uk

## TSSC Annual General Meeting

**SUNDAY APRIL 12<sup>TH</sup> 2015 2.30 PM - TSSC HQ - LUBENHAM**

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

## Council of Management Meetings

**NEXT MEETING - JANUARY 11 2015**

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: **Ben Broadbent**  
**TSSC General Secretary, 28 Forshaw's Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.**  
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*

**Footman James**  
0844 826 9021  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**  
0121 506 6040  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

## The Key Benefits on all TSSC Insurance Policies

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

# SPITFIRE I - II - III Register



e-mail.  
**spitfires@cadley.org.**

**Suzie Singleton**



## South Africa Calling!

A couple of months ago I was surprised by someone knocking on the door (or rather, honking the old rubber bulb horn we use for said purpose!). We don't get too many unexpected callers but this gentleman intro-



Bill has since sent me a few photos of his car. As you can see he does have quite a project ahead of him but it appears that the weather in South Africa generally has been kinder to the Triumph steel than the UK climate would have been.

Bill also told me about their Club's TR7 40th Anniversary event and you will be able to see the results of this (elsewhere in this magazine)

duced himself as **Bill Sales** from South Africa. He was in the area on holiday and had spotted the signs on the garage next door 'Classic Cars at Cadley Garage', and called in to see if they could help him source a handbook for a Spitfire 4. Not having such a thing on the shelf, they directed him next door to us! Although we do have a Spitfire 4 handbook, unfortunately we didn't have one to spare (and I couldn't at that point lay my hand on ours anyway) but it was good to have a chat to Bill about his cars. He emailed me later to say that he had found a handbook at Beaulieu. We had also been there but, unsurprisingly, we didn't knowingly bump into each other!

You will have seen in November's article that **Bernard Littlewood, our TR4 - 6 Reg Sec & S. Wales AO**, has been doing some work on a fellow member's Spitfire. He keeps good records and photos of the progress and I'm including some of that in these pages.

The bonnet had needed a lot of work and Bernard details some of it here:

*"When Keith brought the bonnet to my house the wheel arches had already been removed so using a flap disc the wheel arch lips on the front wings were taken back to bare metal and then painted with zinc rust preventative paint.*

*The two front sidelight/indicator panels were*





**Nearside light panel removed and metal rust treated**

cut out and one of the new panels was cut to fit. The remainder of the N/S inner wheel arch was then cut off the supporting bracket. All bare surfaces were painted with the zinc paint.

nation of seam and plug welds. I then roughly ground down the welds and painted any bare metal with zinc paint.

I spent 3 hours cutting out corroded metal in the bonnet grill surround, making cardboard templates, transferring these to sheet metal, cutting them out and welding them into place, referring to images that I had taken from the internet to ensure that I replicated the correct forms as well as I could. All welds and patches were



**Welds ground back**

painted with zinc paint and welds ground back.

I needed to repair the front grill and trial fit it to the bonnet which I did in readiness for welding. A long day spent fitting the front grill to enable me to weld in the bottom of the grill surround which needed modifying and fillets made up to weld it in position.



**Panel plug and tack welded**

The front side lamp panels, strengthening filler "D" panels and closing strengthening panels had to be trimmed to fit and welded in position, the original panels had been removed before the bonnet came to me so I had no reference points and had to use what information I could find on the internet as well as common sense. By the end of the day I had welded all six panels in place using a combi-



**Front Grill re-riveted**

I then welded the two inner wheel arches to the two outer arches. I then found a badly



### **Bonnet assembly finished.**

corroded area around the right hand headlamp mounting which was easier to repair without the arches in place so I removed the headlamp, cut out the rust, made a repair patch and welded it in place. I then tack welded the both wheel arches in place (as I



### **Pretty good bonnet alignment.**

didn't remove the old panels I have no reference points or measurements to ensure that the new panels are in the correct position, I will have to fit the bonnet and alter it as best I can to get the best fit possible) and bolted the bonnet hinged arms to the arches. I was not able to fit the rear support bar as the holes in the arches for this were drilled 90 degrees out (probably to suit a MKIV Spitfire).

After welding, all joints and welds were painted with a zinc rich primer.

As the bonnet assembly was very flimsy with

the arches only being tack welded in place and with the rear support bar not in place I had to enlist the help of my son Jack to position it on the car. After working out which holes had to line up on the hinges I fitted the bolts and after a few adjustments I was very relieved to see that my calculations had been correct and I had achieved very nice shut line gaps – phew!

After fitting the grill, front bumper (very time consuming as the bumper was slightly twisted and I had to incorporate a few "tweaks") and front valance I then had to drill through the front brackets to attach the hinge bars to the front of the wheel arches. After that I had to fit the rear bonnet support bar and after careful measuring I was able to drill through the wheel arches to bolt the bar to the rear of the arches. After every action I opened and closed the bonnet to ensure that the fit was still good and made any corrections necessary. I then enlarged the hole in the left hand inner arch so that I could fit the bonnet stay. Next I re-attached, by welding, the right hand trailing edge stiffener to the wing. The next few hours were spent painstakingly filling in the many 8mm holes around the right hand wheel arch lip that the person who removed the old arch had drilled to separate the spot welds.

I welded repairs into the front O/S headlamp surround, the front leading edge of the O/S wheel arch lip, a slit in the top trailing edge of the bonnet, the O/S headlamp surround and attached the N/S wheel arches to the bonnet bracket.

I then installed both headlamps and the side light/indicator light assemblies (these were temporarily screwed on with suitable self tapping screws)."

### **Bern**

I'll bring you some more information on this work in future articles and, in the meantime, congratulate Bernard, not only on the painstaking work he's been doing – but for the photos and description of said works!

I have had an update about a car I mentioned



## SPITFIRE I - II - III Register



owner using the car rather than just leaving it tucked away in a garage. Is this your car?

And to finish, no, I haven't stopped looking for my 'alternative Triumphs', and I found one recently when researching a pushchair I was selling for a client – the McLaren Triumph 'All-purpose go fast buggy'.

way back in May 2013 after **David Scott** saw this car at a show in Boston while visiting the USA. He was there again in June this year and saw the same car, this time managing to talk to the owner about it, *"It is fitted with a Ford Explorer engine, gearbox and diff. The engine was a 302 cubic inch (5 litres). Wow 5 litres in a Spitfire."*

We were at Malvern recently for the autojumble and spotted a Mk3 Spitfire there. It was a bit of a damp chilly day so nice to see the



Hmm, thinks she, pondering on a pushchair Grand Prix....



Enjoy and **USE** your Triumph!



## ***A Celebration of Triumph!***

**Donington**  
The heart of British motorsport

To be held at Donington Park on its Launch Pad site (which will include the opportunity to drive your Triumph on the Heritage Loop & the Main Circuit)

We have also exclusively booked the adjoining Donington Park Farmhouse Campsite & Caravan park with its excellent facilities which include Showers and Campsite Bar for Food and Drink etc.

You can Camp from midday on **Friday 10th.**

Events we hope to provide are : **Friday Eve Beer Festival, Hog Roast, A Trade & Members Autojumble Market, Saturday Eve Masked Ball with Live Band, Heritage Loop Laps, All Triumph Parades on the Circuit. Discounted entry to Circuit & Museum.** etc. etc.

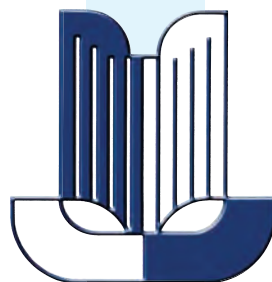
***Save the dates for your Diaries!***

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



# Welcome to NEW MEMBERS

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



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

David Andrew	Avon
Mark McKenzie	Beds
Chris Dickinson-Green	Beds
Martin & Sarah Waldron	Beds
Steph Balderson	Cambs
Ray Howes	Cambs
Peter Stringer	Cheshire
Simon Leah	Cheshire
Philip Truman	Cheshire
Robert Horsman	Devon
Heather Glanvill	Devon
Howard Earl	Dorset
David Cox	Essex
Alan Griffiths	Essex
Peter Beaumont	Essex
Martin Johnson	Hants
Stuart Allen	Hants
Matthew Coombs	Hants
Martin Gahan	Ireland
Paul Miller	Isle Of Wight
Steuart Crofts	Kent
Neil May	Kent
Wayne Coveney	Kent
Hazel Newton &	
Anthony Wilson	Kent
Ema Rush	Kent
Philip Brooks-Taylor	Lanarkshire
Richard Bradley	Lancs
Paul Robinson	Leics
Ian Snowdon	Leics
Richard Bateman	Leics

David Baker	Lincs
Paul Michelmore	London
Dr L Landau	London
James Hare	Notts
Garry Smith	Notts
Colin Holdich	Notts
Nick Rose	Oxon
Ian Hall	Somerset
Chris Brann	Somerset
Robert Faulkner	Staffs
Adam Hicks	Suffolk
Alan Smith	Suffolk
Steve Dixon	Surrey
Eloise Flippance	Sussex
Peter Threadgold	Wales North
Steven Millington	Warks
Stephen Lynch	Warks
Richard Linnell	Warks
Brian Reakes	Warks
Leslie Wilson	West Mids
Russ Topham	Wilts
Jeremy Broadway	Worcs
John Briggs	Yorks South
Neville Weldon	Yorks South
Juan Ferrer	Spain

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

# SPITFIRE MkIV/1500 Register



e-mail.

[spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

**Derek Ford**



## Don't try this at Home!

**I**f that titles not enough to put you off, then read on..... I have made the decision over this winter to strip and refurbish the single rail gearbox out of my Vitesse as third gear makes a similar noise to Chewbacca from Star wars, the basics are the same for Spitfire early gearbox and similar to the three rail gearbox. I have been advised by several people not to attempt this, but I have the advantage of the offer of help from an experienced gearbox specialist. Two in fact! So if we still haven't put you off.



Firstly remove the bellhousing by undoing the 5 bolts from the positions seen in picture one. The bolthole indicated by the blue marker has a copper washer behind it as it goes into the gearbox casing itself, and will leak oil if not sealed properly.

To access the one bolt it will be necessary to remove the clutch arm. Note how it attaches to



the ball pivot in the bellhousing before removal and ensure that when refitted the ball pivot goes under the spring clip.



Now remove the bolts holding the rear extension housing in place. The locations can be seen in picture 3 above.

The extension will probably need a little encouragement to come off, use a soft faced mallet where the gearbox mounts bolt in, be gentle, you don't want them to shear off.

When removed the layshaft can now be seen sticking out off the lower part of the gearbox casing. Try to ensure that this stays in place.



Next remove the speedo drive from the rear of the extension by removing the locking bolt and



then carefully pull the drive out using a twisting motion to free the gear.



Now remove the 4 nuts holding the gearchange lever in place as shown.

The reverse switch must now be removed



from the top cover, a water pump plier is ideal for this job.



The last part of this initial stripdown is to take off the top cover, remove all the bolts and gently lift the cover off, it may be stuck with gasket material so more gentle encouragement may be necessary.



The gear oil can now be removed through the top of the box, if not already drained and a



visual inspection carried out.

I can see that I am going to need at least one selector fork as one side of it is like a razor blade. You can check for play in the the front and rear bearings now. My Spitfire front bearing was quite literally hanging out, this ones not too bad.

You have now reached the last point that you can turn back from, anything from here on in should only be attempted if you are:

**A. Mad**

**B. Supremely confident**  
**C. Have professional help**  
**D. All of the above**

As I can answer yes to at least two, I have stripped the box down, but I will keep that for next time.

Thanks to **Mike Papworth Gearboxes** for the advice and **Hugh Glossop** for his help.

Happy new year.

**Derek**



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## Mk2 Cylinder Head Change

**A** happy New Year to you all and I hope you enjoyed the Christmas break. I always like to look at the positive side of January as we are going in the right direction towards the better weather and a chance to get our cars on the road. This month we have an excellent technical article by **Henry Jones, Chester AO**. Over to you Henry.

*"Thanks Dave. You have to have a good reason for removing a cylinder head in the first place, as it's not that trivial an operation. In the case of Heap the Vitesse, after a change of timing chain and a reset of the ignition timing, the exhaust note at idle was a little uneven. Application of a compression tester showed no 1 pot was well down (6 on the dial, with the others coming in at 10, 11 and 12). Any significant variation isn't good. It also didn't respond at all to oil being squirted in, which in theory at least eliminates the pistons/rings from the equation. Before starting the process of cylinder head removal, I took the compression again, and no 1 came in at 4 and a bit (on a cold engine with the throttle shut). So there was definitely a problem. See Picture 1.*

*The first task was to get all the coolant out of the engine. Most of the coolant came out when I opened the tap at the bottom of the radiator. I should probably have disconnected the battery (at the earth terminal, so you never put spanners on a 'live' bit), as some of the work gets quite close to the solenoid.*

*However I like to live dangerously.*

*Heap the Vitesse has no bracket between exhaust pipe and bell housing, but if there had*



**Picture 1.**

*been one I would have removed it. But, the water pump and radiator are only attached to the cylinder head, so the coolant in the block can't get out this way. There is a drain tap at the back of the block, above the starter motor, so once the radiator tap has given its all, I should have opened this tap and let the rest out. I couldn't get the camera into position for*



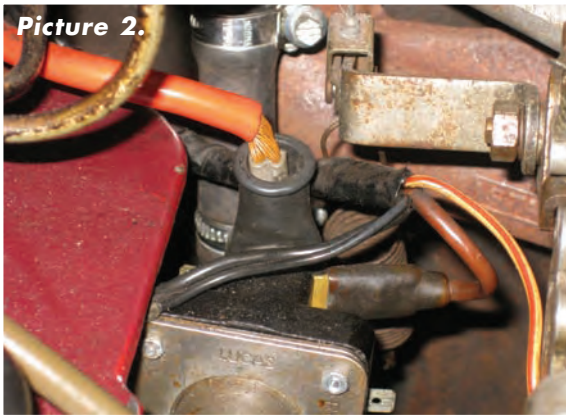
this tap. If you leave coolant in the block, (like I did) it leaks all over everything when you take the head off. This is "Do as I say, not as I did". As the coolant is fairly new and clean I've stored it in plastic bottles, for re-use. Whatever you do with it, **DON'T** empty it down the drain – it's nasty stuff. The local tip can help here.

Next I removed the rocker shaft and pushrods, and being a diligent person (!) put the pushrods away in holes in pieces of cardboard, so they can go back in the same place. Then I removed the airbox (simple, 4 screws) and then the throttle cable by undoing the nut on the end of the spindle and the bolt

there shouldn't be any leakage when the petrol pipes are pulled off the carbs. I disconnected the choke cable, the emission valve, and all the water pipes so the only things holding the inlet manifold on the car were the nuts on the cylinder head studs. Then I undid the nuts that hold the lozenge shaped things that hold the manifolds onto the head (at this point the swear box needed some input). Then I undid the smaller nuts that hold the inlet manifold to the head, and removed the inlet manifold. See [Picture 3](#).

I'd left the connection to the pipe that runs behind the exhaust manifold until the inlet was

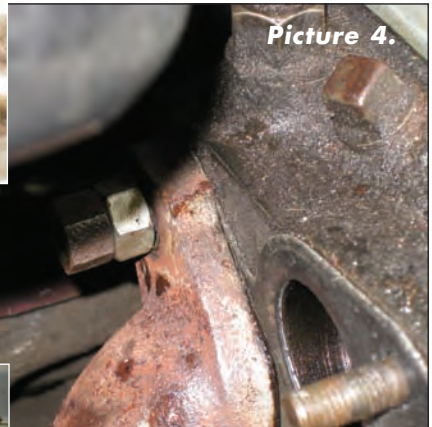
loose, so I could pull the manifold up and push the hose down. All the studs that held the exhaust manifold on to the head had come out with the nuts, the only exception being the one at the back. The manifold wouldn't come back far enough to clear this stud, but the stud succumbed to two nuts and a spanner.



**Picture 2.**

that holds the bracket to the manifold. [Picture 2](#) shows how close all this is to the solenoid, so it's a good idea to have the battery disconnected.

Unless the petrol tank is full to the brim,



**Picture 4.**



**Picture 3.**

as shown in [Picture 4](#).

The next object of attention was the water pump housing at the front of the cylinder head. First, I removed the fan belt and the wire on the temperature sender, and the radiator hoses, then the pipe that runs behind the exhaust manifold. In my case, the housing had been removed a little time ago (in order to replace the timing chain) and the long bolt at the bottom of the housing was well and truly stuck in the housing

at that time (this bolt has its end in the water jacket - good bit of design that). I sheared the head off trying to turn the bolt, and used my two big screwdrivers and a lot of force to get enough clearance to hacksaw through the bolt. The remains in the head turned quite easily,



**Picture 5.**

and the remains in the housing came out with a punch and hammer. See Picture 5.

Therefore all 3 bolts came out easily this time, the housing came out sideways, and the fuel pipe remained in place. If I'd had the seized bolt during head removal, I'd have removed the fuel pipe from the pump (which involves a clamp on the flexible bit of pipe into the pump, otherwise the contents of the tank empty out onto the floor) and removed the housing from the head when off the engine, when it can be turned 360° to undo the bolt from the head. Now, the only things holding the cylinder head to the block were the cylinder head studs.

I noted that the head was likely to foul the heater valve on its way up, and therefore removed said valve. Ah yes, the studs that attach the rocker cover prevent access to the head nuts. And the valve springs prevent access to the nuts at the bottom of the studs, so I used a stud extractor to remove these pesky things. I then slackened off the head nuts a little at a time, starting at the centre, and working

one way then the other. I found that slackening all the nuts off a quarter of a turn in the first place, then removing completely, works quite well.

Some studs will come out at this stage attached to their nuts, others won't. It's a lot easier to remove the head if there are no studs, so I removed (almost) all the studs using the two nut method. All my studs except one (the rearmost on the manifold side, the least accessible one) came out obediently. With gentle sideways

force applied between the engine lifting eye and the head, the head moved, so things looked good. Adrian had just three studs still in place, he then applied a block and tackle to lift the head up, and lifted the front of the car off the ground!

There are many techniques for freeing off cylinder heads, ranging from operating the starter to try and generate some upward pressure, through tapping a sharp blade into the head/block join, followed by a slim screwdriver (wedge), etc, finding interesting ways of applying upward force (see above), and so on. Avoiding damaging the head or



**Picture 6.**



block can be difficult – Adrian did leave marks on various bits during his removal. Even with just one stud in place, the head has to be lifted up carefully (otherwise it catches on the stud!). I got my two big screwdrivers between block and head, *Picture 6*, without too much trouble and then lifted the head off.

*Not bad for a head that's been there for at least 36 years!*

Oh my, the head is stunningly heavy! 26kg according to our bathroom scales, with

another 5.5kg for the water pump housing. You may want to have an assistant for this stage, and/or have a place nearby to put the head when it's off. If you drop the head, it'll break whatever it hits (including fingers and toes). I mopped up the mess on top of the block, checked what the bores looked like (all seemed well), squirted a bit of engine oil in each bore for good measure, inspected the head, and had a cup of tea.

In my case, inspecting the head revealed terminal damage, *See Picture 7*. (This is not uncommon on MkII Heads – Dave) The whole procedure took about five hours going at a



**Picture 7.**

*leisurely pace, with about an hour break for lunch and contemplation”.*

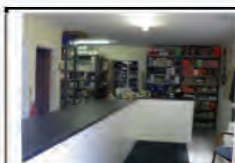
**Henry**

Thank you Henry, for a very descriptive and technically sound article. Anybody that has carried out this work will echo your thought on the weight of the head. I guess always have an unobstructed path to a cleared bench so when you are staggering with, sorry carrying, the head there are no problems.

Roll on Spring.

*Safe Driving & Keep Running On All Six*

**Dave.**



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Door hinges 607824	£21.00
Exterior door handle (black) YKC2837/8	£77.50
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Water pump 216939/GWP128 (exchange)	£29.50
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Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£10.50
Front shock absorber GSA364	£20.00
Front suspension vertical link	£108.00
Front suspension top ball joint GSJ155	£9.00
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Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
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Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
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Brake disc 208715 Drilled/Grooved	£42.50 pair
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## GT6

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Main carpet late Mk III new tan 822633	£27.50
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Recon (exchange) water pump GWP201	£29.50
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Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
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Front shock absorbers	£20.00
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Mk II boot reinforcement panel 910505	£75.00
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Rear centre bumper (estate) for insert 917813	£97.50
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Dash veneer set 2000TC/2500TC - 730397	£65.00
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**Colin Lindsay**

## The Good, the Bad &... ...the Unfinished

**N**ow that we're in 2015 it puts an end to my plans of having my 1964 1200 convertible finished for its' 50th birthday; there's no

excuse, really, as most of the hard work especially the bodywork has been finished, and all of the drive train and suspension have been finished these many months if not years. The photo shows the current status: chassis, bonnet, bulkhead, bootlid, spare bonnet, engine and rear tub all more or less ready. All that it requires is a little bit of

have done with their Heralds.

The first photo I found is a sad scenario from the streets of some nameless city and the remains of a



12/50 following what looks to have been a substantial frontal collision.

The bonnet has been driven back into the bulkhead causing serious distortion visible through the wheelarches and even rippling to the roof, but the absence of windscreen damage points to seatbelt usage. Not a pretty sight but

reassembly...

So while I was sitting at a nice warm PC and not out in a cold garage doing good work, I thought I'd look at what other people

hopefully the occupants walked away.

There is more than one way to skin a cat however and more than one way to drastically alter the appearance of our beloved Heralds... this late



## HERALD 948 -1200 -1250 Register



According to the seller 'the modification work is not perfect and the grille does not fit perfectly' but the body has dry Western Desert solid sheet metal.... The interior is stock and the rear lights work...

... that's a relief!

The top is all there... if you can pick up all the bits that have blown around the car, since the hood frame looks almost totally exposed to the desert.

Yours for a mere \$4000.

model 1200 has been converted into something akin to a period Hearse by the addition of twin headlamps; I suspect these are set sideways but have no idea what they originally came from. Any ideas? It beats having to look for replacement cowl...

This one is even more drastic and has been

This red 1200 is heavily modified underneath



and is one of **Don Robert's** Bridal cars from the Philippines. Talk about 'Get me to the church on time'... this one would have the bride clinging to the bucket seats although it does feature Gull-wing doors for easy access in a wedding dress. I can't find any data whatsoever on the engine but suspect it's as tastefully finished as the rest of the car.

Two period shots now from the magazine 'Standard Triumph Review' dated 1962. **Gabriel Lubitz** of



modified into a 1957 Chevrolet Convertible.

International Translators Ltd loves his job so much he displays it on the side of his 'personal' Herald. A few years later they called it advertising and everyone was at it, but in those austere days it must have been noteworthy. In the other photo, **ZF Garages of Hong**



**Kong** have rebuilt a wrecked Herald into what they called 'the smartest little pick-up in town; that's one I'd like to see in the flesh to work out how they modified it in comparison with the couple I've seen recently at UK shows.

Whilst International Translators may have disappeared off the radar, ZF Garages now has an entire building on Po Loi Street in Hong Kong; it may mean little to us these days but it was **Walter M. Sulke** of that very Triumph

Dealership who commissioned a 'special' in 1965 for the local Grand Prix... and so the famous **Macau Spitfire** was born. A fascinating motorsport enthusiast as well as car dealer, he also wrote a volume of poetry entitled "Myself and Words" ... he's well worth an Internet search for some fascinating motorsport photos from the 1950 and 60s in all kinds of cars.

I made the mistake of searching for 'unusual' Triumph Heralds... and found almost too many, particularly in the hot-rod world where the questionable rear axle has been replaced with a few... subtle... modifications. I've no idea where the owner of **LUY 888 D** keeps his spare tyre... however he could use this handy



Herald flatbed to transport one.

I thought for a moment that **UDH 297F** (top of next page) had reversed over a shopping



trolley... until the front view of the finished drag racer revealed the reason that stabilisers are required.... What a monster. Am I correct that our cars are sought after in drag racing circles for the separate chassis, which makes modification like this a slightly easier prospect than on some other cars?

So that's a quick look at some – and



## HERALD 948 -1200 -1250 Register



only some – of the weird and wonderful Heralds that are out there. I have no objection to anyone modifying their Herald to their own particular preference... the last photo – albeit of a Standard Gazel somewhere in India – shows what happens when no-one wants to do anything with them at all....

**Happy New Year!!**

*Colin*



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**Phil Willson**



## January Miscellany

**F**

irstly, a big welcome to new member **Ray Howes** of Cambridgeshire who joined the TSSC at the recent NEC

show. In May 2014 Ray bought the very nice convertible shown in the first photo. It is a very late car with a commission number about 800 from the end so was probably built around April 1971. It was first registered on 1st August 1971. Ray has ordered the Heritage Certificate which will give him the precise date it came off the line.

*rang the guy that owned it before me. He had bought it for his wife as a present for their 40th*



wedding anniversary. When he got it he had a new hood put on and then put it in to a garage and told them to put it back into the condition it left the factory in.

"He had a Spitfire gearbox fitted so it had synchromesh on all gears, a new balanced prop shaft, a new clutch, brakes, engine overhaul, new tyres, extra padded Vitesse seats for extra comfort and the list goes on and on. I have over 80 photos and the

Ray says "I have a big folder full of info and receipts for work done on the car which as you see from the attachment is pretty good.

"I bought it from a dealer and 2 nights ago I

receipts for all work done.

"It was featured in a few mags which I have and after 2 years and 2000 miles he sold it because his wife's health had gone downhill

*and she could not get in it. I have been doing a few car shows with it but what I really like is to get it out and go for a ride out."*

I wish Ray many miles of happy Herald driving and he hopes to get to his nearest TSSC area meet which he believes to be the group in Peterborough.

I thoroughly enjoyed the NEC Classic Motor Show in November. If you've never been then it's something you ought to do at least once as there is so much to see and do there. The Club stand was themed on 'Non'-Standard Triumphs (clever eh?) and it was interesting to see what can be done with our cars. Of interest to Herald owners was the 1965 Herald 1200 hatchback prototype that has been featured a few times at TSSC events and elsewhere. I am sure that, if hatchbacks had been in vogue by then, ST would have proceeded with it. However, it was a fairly new concept and the management didn't want to take the risk I suppose. The Austin A40 Countryman was one of the first, in 1959, but it hadn't exactly set the world alight.

13/60 Saloon.

I hope to be able to tell you more about the making of the programme and what was done to the car concerned.

Just time for a short follow-up on the last three articles.

I understand that overdrive units are available with up to 28% reduction, which would give even better cruising ability. The only downside would be that it would be less hill-tolerant than a 20% unit i.e. you would have to deselect overdrive at a smaller gradient than would otherwise be the case.

That's probably not a major issue.

I came across what I assume to be a GT6 convertible at a recent show that was rather overgeared. It had a 2500 engine, a 5-speed gearbox plus overdrive (i.e. 2 overdrive ratios in series) and a 2.9:1 ratio rear axle. The 2.5 engine in standard form, as used in the saloons, produces 133 at 3000 rpm or, from 1975, 139 lbft, so about twice that of our cars. This gearing apparently endows it with 35mph

per 1000rpm in 5th + overdrive. So 2000 rpm at 70mph and 4000rpm at 140mph! At the other end, the acceleration is quite poor considering the size of the engine and 3rd gear is rarely achieved except on a run. Fuel consumption is superb for a 6-pot but it's not for me!

An interesting comparison, though, is to look at a modern diesel car set-up. For my 'modern' I have lowly 1.6 litre Ford C-

Max with a 6-speed gearbox. This is a turbo-charged 113 hp unit (115PS) with excellent torque output – typical of modern diesel engines. The peak torque is quoted as 199 lbft from 1750 to 2500 rpm. Compare that to a Herald's 73 lbft.



**Picture 3:** Fuzz et Moi at NEC

I was lucky enough to have a chat with our **President, Fuzz Townsend**, and I am going to be talking to him soon about the Car SOS programme that featured a modified

Now, because it has all that torque you can afford to up-gear it. The wheel radius is about 12" compared to a Herald's 11". But it's the overall gear ratios that make the real difference. 4th gear is 0.919 i.e. 8% engine rev reduction. 5th gear gives 0.738 (26.2% reduction) and 6th gives a massive 37.8% reduction (0.622). So in top it gives 33.6 mph per 1000rpm and cruises very comfortably at 70 mph doing just a fraction over 2000 rpm. Notice, also, that at this speed it is right in the middle of its peak torque range so if you need to put your foot down it will happily respond.

The key difference between this Ford installation and the 2.5 one mentioned previously is that on the diesel, not only is the peak torque 50% higher anyway but also the axle ratio is 3.6:1 (compared to 2.9:1) so considerably more torque is available at the driveshafts.

Although not the intention of the series of articles, you may have realised that you could markedly improve the performance of your Herald just by fitting a Spitfire 1500 engine and not changing anything else except, maybe, adding an overdrive gearbox. This is, of course, true but you should bear all the following in mind:

**a)** If you use the full performance available from the 1500 then you will be subjecting the engine to higher revs than it may like when accelerating. Remember that this engine does not like being revved very high. If you want to go down this route, and some have, then it would pay to have the engine rebuilt and fully balanced to a high spec. Then change the oil every 3000 miles or 12 months at least. In my ever-so-humble opinion, though, if I were prepared to go to all that work and expense then I would opt for uprating the 1300 unit simply because it is much happier at high revs. I would also still go for the overdrive box.

**b)** Ensure that you definitely have a GE diff fitted and that it's in good order. A few 13/60s may well have received the earlier GA unit which, although having the same ratio, has smaller output shafts that may well break under the additional load. Also, make sure that all bearings and seals are in good order as well as the drivetrain UJs – 4 of them.

**c)** Make sure that your brakes, tyres and steering are up to the requirements for the increased performance. The braking system on a 13/60 is effectively the same as the 1500 Spitfire. However, the 3.5 inch wheels and 5.20 or 135 width tyres are

not really up to it. 4.5J wheels with 155/80 or 5J wheels with 175/70 are more to the point. With the wider tyres you may have wheelarch clearance issues and gentle reprofiling with a body hammer may be in order.

**d)** For a saloon or convertible, decambering the rear spring or converting to swing spring are two ways forward. Alternatively, fitting the stiffer Estate or Courier spring will also work but you will almost certainly also need a lowering block between the diff and the spring. 13/60 Estates tend to handle better than the others anyway due to their stiffer rear spring but lowering by 0.5" or 0.75" should bring benefits. You cannot fit a swing spring to an Estate as none of those available are strong enough to carry the extra weight. If you do any of these mods you must get your rear wheel alignment checked and adjusted afterwards.

#### **A note on speed limits.**

ACPO, the Association of Chief Police Officers, recommends that speed detection equipment should allow for speedo error by adopting a threshold of: speed limit + 1% + 1 mph. I.e. 34 mph in a 30 limit or 78 mph in a 70 limit to allow for older or less accurate speedos. However, this is only a recommendation and some authorities are stricter.

Bear in mind that the equipment used to check for speeding is very accurate and its calibration is checked regularly. If your speedo under-reads then you won't be able to use that in your defence.

Finally, please tell your insurance company about all modifications from standard. You may not be making your car any faster or less safe than a standard one but they do need to know. If you were to be involved in a claim they could refuse to pay out if you have not been honest with them. Agreed value certificates will not help you in this.

*Another 'Cracker' of a Triumph joke:*

**Q.** Where's the best place in Devon to get a respray done?

**A.** Paignton.





  
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**Bernard Littlewood**



## TR? I'm a Fan!

### CONVERTING THE TR4A FROM THE STANDARD WIDE BELT FAN BELT SET UP TO A NARROW BELT WITH AN ELECTRIC FAN INSTALLATION AT THE SAME TIME

**T**he TR4A has a very wide fan belt fitted (about an inch wide) and as the radiator is a fair way away from the front of the engine there is a 4 7/8" long extension shaft for the fan which bolts onto the crankshaft pulley. To replace a broken fan belt by the roadside with this set up (although a belt of this size and strength would take some breaking!) would be an involved job as the original belt is so wide that it cannot be slipped between the radiator and fan. Another issue is that when the engine is worn (as mine was at the time) there is a tendency for the engine not to run very smoothly with the fan situated at the end of an extension shaft which is not supported and also driving such a brute of a fan belt, as a combination of these factors throws the bottom end of the engine out of balance. A method of moving away from this situation is to fit an aftermarket "narrow belt conver-

sion" which I carried out on my car in 2005, about six months after I had bought it. I also took the opportunity to convert the car to an electric fan set up at the same time. Below is an account of the exercise using notes that I had taken at the time.

**The original fan, extension and wide fan belt**



After isolating the battery by removing the leads I drained the coolant and removed the radiator. I then removed the bar that braces the two front suspension turrets and gave it a good clean then sanded it down in readiness for painting with black enamel paint. Next to be removed was the fan along with its extension that bolts to the crank pulley, I then removed the dynamo, water pump pulley and crankshaft pulley (using a range of pullers as they were very stubborn) in readiness for the car to be converted to the narrow type fan belt. The conversion kit that I bought did not have a new

pulley for the dynamo, but as I was working at the time I had one made in the engineering workshop.

I took the radiator to a local company to have it re cored, I did not have the hole for the starter handle replicated as it would have cost a lot more money and would have been of no use as I was not going to re install the original cooling fan extension which is where the starter handle locates. I did stipulate the fitting of a thermostatic switch for use with the electric fan, but when I got the radiator home and unwrapped it, they had failed to fit one and I



**View showing radiator and cross bracing bar removed**



**All pulleys removed, timing chain cover replaced after new duplex timing chain, oil seal and tensioner**

couldn't be bothered to take it back with the associated wait for it to be carried out.

With all these parts removed I thought that I would remove the timing chain cover to replace the oil seal as it was weeping and probably had been for years. It was just as well that I did as I found that the timing chain tensioner had worn so thin that it had actually broken!

I ordered a new front oil seal, duplex timing chain and tensioner and after I had cleaned up the timing chain cover I painted it and fitted the new seal and tensioner. To replace the timing chain I first of all turned the crankshaft until the pulley key was at the bottom

and the timing marks on the crank shaft chain sprockets and the cam shaft sprockets were as closely aligned as possible. I then removed the cam shaft sprocket to allow the removal of the old chain and the fitting of the new chain. The crankshaft and camshaft sprockets were in amazingly good condition so I was able to re use them. The timing chain cover was then installed using a new gasket with care being taken that the tensioner was in the correct position before being bolted to the correct torque.

The narrow pulleys were then fitted to the crankshaft spigot, the water pump and the dynamo. The newly painted bracing bar was fitted next followed by the radiator and hoses. I then fitted the electric fan unit to the radiator and wired it up using the adjustable temperature switch and the thermo couple in the top hose (both have since been replaced by an in line thermostatic switch which is situated in the pipe that connects the bottom radiator hose to the water pump, but I have left the adjustable one in situation should a problem ever occur when I'm out on a run). With the new fan belt fitted and tensioned I



**Everything in place (please note that this image was taken much later, after the alternator conversion )**

filled the radiator with coolant and re connected the battery.

The car started easily and the engine seemed to run a lot smoother than it had before. The broken tensioner could have been causing the valve timing to vary as well as the old steel fan on the end of an extension throwing the worn crank shaft further out of balance.

When I drove the car there was a definite improvement in engine performance and smoothness, so a great result.

This set up is still in use in the car and has given good service. Since this work has been carried out I have replaced the dynamo with an alternator and rebuilt the engine. I would recommend this to any TR4/4A owner who doesn't mind moving away from originality for a likely gain in practicality.

Don't forget I would love to hear from any TR4/4A members out there that have a story or even a few images of their car that they would like to share with us.

## Subject: Water Loss

Hi! Bernard,

*I would like your view on another "problem" I have relating to water loss (I think that I may be going paranoid as well!). Every time I run the engine in the garage for*

*about an hour or so the water level in the expansion bottle ends up approx half the level it started at (Note: Taking levels at Cold Engine conditions before & after the run, and starting with the expansion bottle 3/4 full each time).*

*There are no signs of any water leaks - garage floor is dry & nothing in the full length drip trays under the car. I have previously renewed the hoses. The Radiator is not leaking either. I have noticed this happens on each engine "run" occasion. I suspect an "internal" engine leak from the wet liners.*

*Today I drained the engine sump completely. The oil was a mixture of "black" & "grey" with a little bit of cream (water emulsion?). I don't know what is a "normal" oil condition for a "Classic" car.*

*I am leaving the oil for a few days to see if Oil /Water separation takes place in the drain-off container.*

*Do you know if there is a Test Kit I can get to check for water content of the drained oil, or another method that you may have used in the past?*

*I guess the best way is to refill the sump with 10 pints of "new" oil & take sump level readings for a few engine runs. Obviously I don't want to damage the engine by running on an oil / water mixture ..... not a good idea!! But I don't know how else to determine the cause of the water loss problem.*

*I am of the view that an Engine Out scenario is developing here!*

*Your experience would be most welcome.*

*Regards*

**Graeme**

Hi Graeme,

If you are just running your engine in the garage for an hour or so it could be getting very hot and you could be losing water due to steam escaping. Also the emulsification of the engine oil that you describe is typical of an engine that is used for short journeys. Before you resort to stripping the engine down I would recommend the following :-

- 1) Fit a new 13lb radiator cap
- 2) Fit a new thermostat ( or check that your



existing one is working by lowering it on a piece of string into boiling water to see if it is operating)

3) Flush your engine using a good quality product (eg STP)

4) After flushing the engine to the instructions on the product you purchase, drain it off and remove the oil filter.

5) Fit a new oil filter and fill the engine with a good quality 20/50 mineral oil (I use Halfords Classic oil).

6) Take the car for a decent run (60 miles) on uncongested roads and check your water level, oil level and for any emulsification in your rocker box filler cap and on the dip stick.

If you have signs of emulsification after this then it does look like water is getting into the oil which can be caused by a head gasket or figure of 8 seal failure.

If this is the case you may be lucky and find that the cause is the head gasket and that you may be able to replace it without disturbing the figure of 8 seals.

Good luck

Regards

**Bern**

And now over to **Michael Brown** who was kind enough to write to me about his carburettor upgrades which included new floats, thank you Michael.

Dear Bernard

Following your request for readers of the courier magazine who have fitted viton tipped float valves I wish to respond.

I have a Triumph fitted with twin HS4 SU carbs the last ones with the ball bearings.

Last year following an ongoing fuel leak on one of the carbs I took advantage of the recent offer by Burlen fuels for a neoprene float and viton tipped valve which like yours replaced the ball valve fitted previously.

Since fitting this to the carb it has remained leak free and with no other problems, very impressed with the quality, and the ability to future proof the fuel system that was suffering from the introduction of ethanol in the petrol. The unsinkable float is also of similar high quality.

Have since ordered another set for the second carb but they have just emailed to say that it may be delayed, however first rate communication from Burlens as usual. kindest regards

**Michael Brown**

TSSC member.

I hope you had a Great Christmas & New Year and I hope to meet more of you out and about in person during 2015.

And remember –

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

**Bern**



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# TR7/8 Register



e-mail:

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**Paul Lewis**



## TR7 Anniversary 2014

What a year, what had started off as an idea about a road run at the NEC in 2013 transpired into one of the biggest gatherings of the TR7/8 this decade? To top it all off "Classic & Sports Car" classed the event as the Best Club Run/Rally of 2014 which was awarded at the NEC in November 2014. The award was given to the TR Drivers Club but it was a joint effort amongst the TSSC and TR Register as well. So to all that attended many thanks.



Well, New Year and a new Anniversary, this time it's the launch of the TR7 in America, but just to conclude last year's celebrations of the 40th Anniversary since the start of production I was sent an article from the **PRETORIA TRIUMPH SPORTS CAR CLUB (PTSC)** in South Africa. The PTSC produce a newsletter called the Triumph Herald and in October the cover was adorned with celebrations from their TR7 40th Anniversary event. Below is a summarised version of the article.

*A lot has happened in the last few weeks since the last newsletter, specifically our TR7 40th Anniversary event, and what an achievement that was, not just for the commemoration of the event itself, but for the task of parking all of our cars in the TR7 40 way.*

**A WEDGE PARTY TO REMEMBER  
TRIUMPH TR7 40TH ANNIVERSARY**

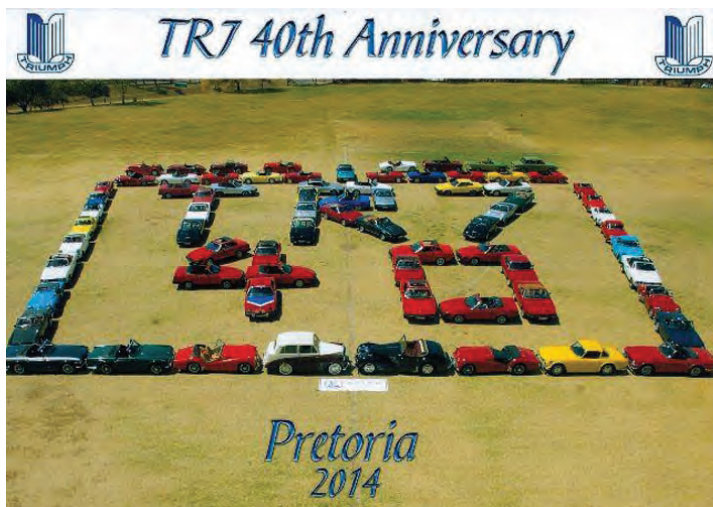
**27 SEPTEMBER 2014 - NOLS PIENAAR**

*The first TR7 appeared in 1974, and at our 40th anniversary event, by sheer coincidence,*



74 cars arrived for the commemorative photo.

## TR7/8 Register



Wedges in one spot with the idea of presenting them for a commemorative photo, I worked out a scale diagram for the parking of each car but in the process discovered that we would need a minimum of 32 Wedges to spell 'TR7' as well as the figure '40' in the photo. Initially, again while still in the optimistic phase, I thought that if we could source 20 cars from Pretoria, 10 from Johannesburg, and 10 from Kwazulu-Natal and

Our effort to celebrate the South African chapter of the world-wide 'Wedge Anniversary' finally came to fruition on Saturday, 27th September, right here in Pretoria. The seed for the event was planted by Eric Fletcher at the February noggin when he informed us about the festivities and planned commemorative TR7 run in the United Kingdom, from Speke (Liverpool) to Canley (Coventry) and finally to Solihull, in a symbolic procession of 40 TR7's connecting all the plants where Wedges were built during its production span from 1974 to 1981.

(Good to see that our influence is world-wide, Paul - TSSC).

In response I immediately thought that our Pretoria Triumph Club should pick up the challenge to host a South African commemorative event and instantly received wonderful support from fellow club members. Since we have a fairly strong representation of Wedges in our club (remember the effect of the 'wedge fever' epidemic?), I thought that our objective should also be to gather 40 TR7/8's to coincide with the number of years. I was convinced that this figure would be attained if we could get support from our compatriots across the Jukskei, as well as from Kwazulu-Natal and Bloemfontein. Once I got stuck in signing up cars I realised, however, how absolutely optimistic and not quite realistic my initial objective was.

Since the prime goal was to assemble the 40

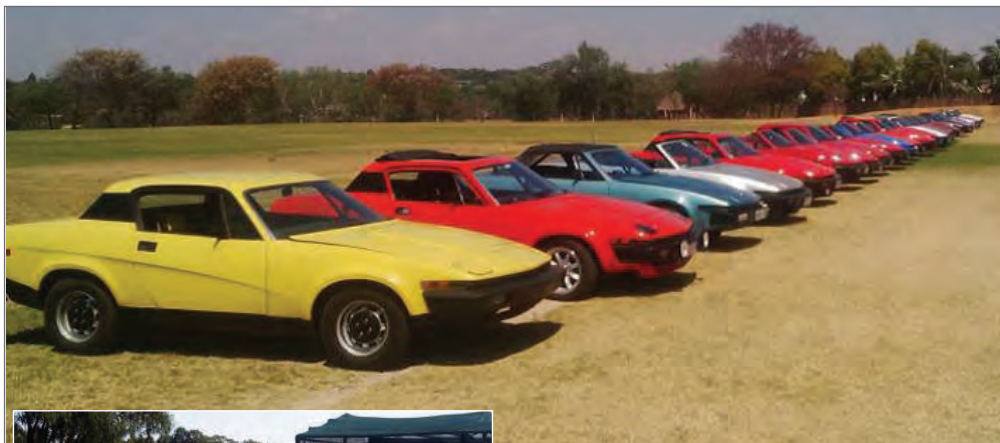
Free State combined, we should be home



and dry quite easily. However, faced with the reality of how difficult it was to find the dream figure of 40 running and willing Wedges, I downsized the required numbers to 32 TR7/8s and 30 'Other Triumphs' to be parked in a square 'laager' surrounding the Wedges.

The magic number of Triumphs in the com-





memorative photo would not have been possible without the people who brought their cars along. The 32 TR7/8s assembled in one spot, in my book must be a Wedge record for South Africa. To put it into perspective: at the 2014 National Gathering in Kwazulu-Natal I counted the biggest contingent of Wedges that I had ever seen at any of our Nationals: 18

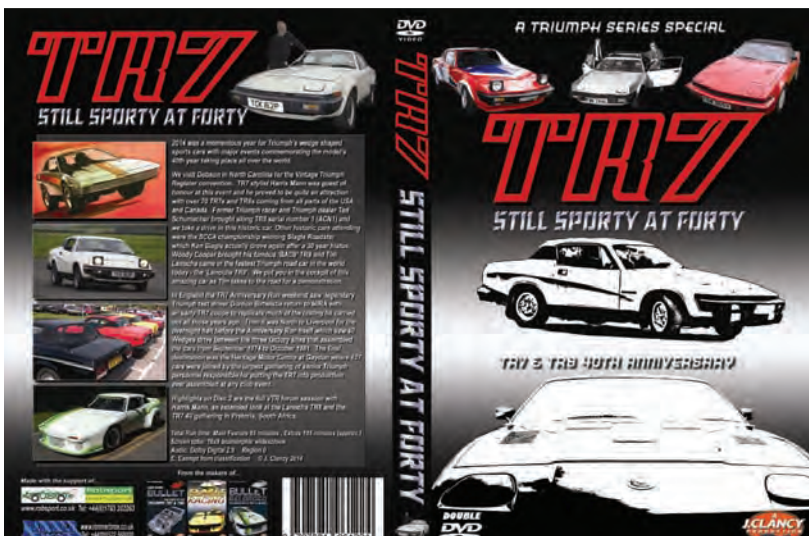
cars. The people who made our record number possible by their attendance therefore need to be commended and congratulated. The TR7 anniversary event was a great success thanks to fantastic support and participation by very many club members and Triumph owners from far and wide, as well as a tremendous team effort by all those club committee and other members who came forward and whose collective inputs resulted in such a great event.

**What a 'wedge party'!**

Well that's it for this month, I have been working over the past few month on my Red TR7 FHC trying to get the final jobs done since the rebuild. It has had its ups and downs but will report next month on where I am at present.

Anyway Happy New Year and don't forget to order your commemorative TR7 "Still Sporty at 40" DVD from **John Clancy** <http://www.trumphdvd.co.uk/> if you did not receive a copy from Santa, it really is a great DVD and not just because I am in it!

**Paul**



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# GT6 Mk I - II - III Register



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## Andy Cook

## Turbo GT6 Evolution

**H**appy new year everyone, I hope Santa dropped off some nice goodies for your GT6 at Christmas time. This month as a follow on to last month's piece on the very fast and well engineered Volvo T4 Engined GT6 of **Ian Cottam** I'll cover another higher modified and equally quick car that has been around on the Triumph scene for many years.

### **The Evolution of a fast GT6**

This is a story of my friend **Colin Geer's** modified GT6 which has evolved over the last 25 years to be one of the fastest and well sorted road going GT6s around.

Having said that it's certainly not all a Triumph nowadays with Power and Transmission from a Tuned Sierra Cosworth Engine, gearbox and LSD. I first met Colin back in 1989 at the SEM Leatherhead meet, he had just

finished a pretty major restoration of his GT6 and it was not only a superbly done restoration but was also a pretty fast car having been equipped with pretty much all the Triumphtune tuning kit that was around at the time including a nice set of triple 40



DCOE Webbers, the picture below was taken back then, apologies for the poor quality it's a bit out of focus but it's worth including as it's the start of the story.

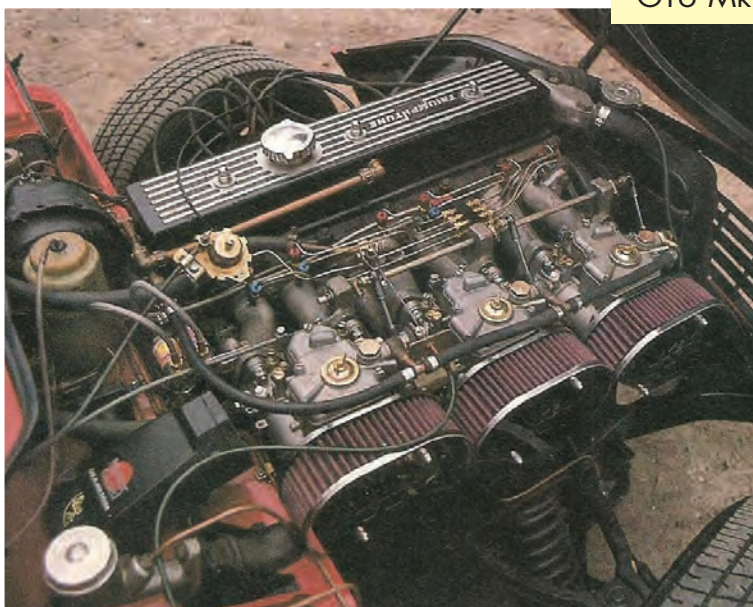
The car also stood out a bit as the chrome



had all been changed to Matt Black which suited the red paintwork nicely as the car was finished in a lovely bright Ferrari red.

Over the next few years Colin became a close friend and although he lived across the river in Kent became an honorary





**Picture courtesy of an article on  
Colin's Car in June/July 1991  
"Car & Bike Classics " magazine  
published by Redline Publishing  
(no longer trading)**

member of the TSSC Essex area which I was running at the time. Back then Essex was a pretty lively TSSC area, lots of the cars were pretty modified and we used to party hard and drive hard as well.

Colin is a bit of a speed freak and although the GT6 was kicking out about 150BHP it wasn't quick enough for him. He's a pretty talented and inventive Engineer and he decided on a solution to give him what he needed without too much cost or hassle, he added a NOS (Nitrous Oxide) injection system as used by Drag Racers and Hot Rod builders and drivers. The NOS system works by adding a short boost of Nitrous Oxide Gas and extra fuel into the inlet manifolds and the kit he installed was designed to give 100BHP of boost. This is controlled by a switch in the car and it's a short boost for briefly accelerating hard. The picture below is of his initial NOS set up under the bonnet. There are

two sets of pipes to each inlet tract, one delivering the Gas from a gas cylinder (which Colin had installed behind the seats in the GT6), the other delivering additional pumped fuel from the petrol tank. Colin added this to the existing Triumptune set up with the triple DOCE Webbers and with the 100BHP boost kit the short boost of power would have well in excess of 200BHP which

came in as one huge boost making the car a bit of an animal under acceleration. Stopping power was improved at the front with Austin Princess twin pot front callipers and Ford Capri vented discs.

Colin drove the car around for a year of two with the NOS injection set up but it just wasn't quick enough. What he needed was more continuous power rather than short bursts of explosive power. What he did next was a real feat of engineering. Colin rebuilt the car installing a Turbo from a Sierra Cosworth hooked up to the Triumph 6 pot Engine. In order to get the most out of this he needed a high revving Triumph Engine so he built up an Engine based on an overbored 2 litre which was around 2.3L. The Engine was rebuilt using the strongest available parts, all fully lightened and balanced. This was not a cheap option though, the con rods by Carillo were imported from the US and cost about £900 from what I remember. Colin had quite a bit of assistance in the engine build from a well respected Triumph guru Steve Phillips who gave him lots of advice and helped him obtain some of the parts. Colin then used his skills as a heating Engineer to craft up the



made by a company that produced components for race car engines. It was a certainly pretty high maintenance and reliability was an issue at the time, the picture below is of Colin doing some tweaking on the engine on the way back from an Area

inlet manifold and the Turbo pipework. A custom built exhaust manifold was made up by the late "Mike the Pipe". To start with the turbo blew through a large SU carb which was then later changed to a large Webber DCOE.

Colin even ran it with the NOS Nitrous Injection for a while as well!

Colin then continued to tweak the Engine over

the next few years, increasing the turbo boost for more power, replacing the GT6 Radiator with a custom built Radiator with an Aston Martin Core, replacing the gearbox with a Triumph Saloon box to take the extra power, replacing the diff with a Toyota unit. Running extra boost was a bit of a problem for the Triumph headgasket so he had a custom gasket

tour of Holland in 1993.

After a while Colin got fed up with the



unreliability of the highly stressed Triumph Engine and made the decision to change the car radically and move away from Triumph Power. A Sierra Cosworth Engine and Gearbox was obtained and installed. With Colin's "need for speed" it was no bog standard Cossie engine either, it was chipped and run with a higher boost to give around 300BHP.





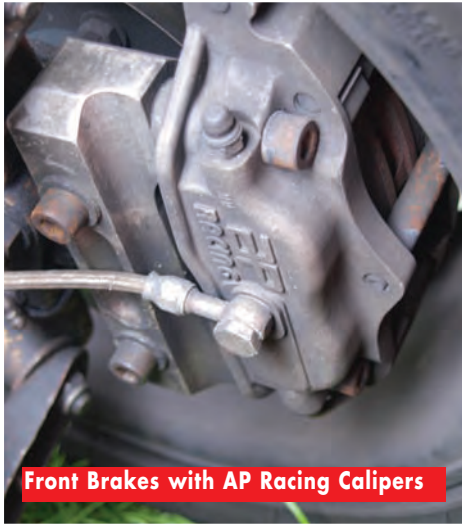
The rear end of the car was redesigned and built with a wishbone coil over shock arrangement driven by CV joints replacing the Triumph swing spring arrangement.



**Rear Suspension set up**

This used MGF brakes, modified Triumph suspension uprights and custom wishbones made by Colin.





**Front Brakes with AP Racing Calipers**

At the front AP racing Brake Callipers were fitted with 15 inch revolution wheels to provide clearance for the bigger brakes.



**Rear Disc Brakes**



**Note the large intercooler below the front valance.**

Colin's car now goes, stops and handles so much better than when it started out as a Triumphtune GT6 and also it's extremely reliable. I can only think of only one other road going GT6 in the UK that is of the same ilk which is the Volvo Turbo Engined GT6 owned by Ian Cottam

that I reported on last month.

Ian's car is certainly quick and very well engineered but the background is not quite such a tale of "**Evolution**" as Colin's...

## Members Car

Member **Pete Gardner** sent me through the pictures below if his Mimosa Mk3 GT6. His car did get a mention in Trevor Collett's Specials Register Article about the Shere Hill Climb back in the November Courier 2014 as Pete had entered the hill climb in his GT6.

Here's some details from Pete;

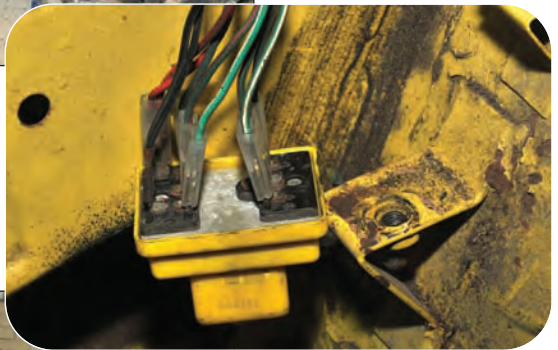
*" I bought it a couple of years ago as a runner. It's a late Mk3 (October 1973) in Mimosa with rear seat con-*





version and a sunroof. It had been resting for a long time and needed re-commissioning to get it properly sorted for the road.

Brakes, carbs, tank and rad were all rebuilt and I had been using it until last September.



*next week and while it's away I'll start the engine rebuild."*

Pete included the pictures here to prove that you can take the body off the chassis as a one-man job.

Pete also had a question regarding an unidentified piece Lucas box that was screwed to the inside of the rear n/s



*The Shere Hill Climb in Surrey was its last outing, and I have now started the serious full body off restoration.*

*I made a (possibly rash) promise to myself to have it done by the next Shere Hill Climb...*

*Chassis should be ready for shot blasting*

wing in the rear light wiring loom that had him totally baffled.

A question I was able to answer! It's the **"Night Dimming Relay"**.

This was a very strange idea from Lucas / Triumph / BL! When the rear lights are on it reduces the voltage available to the indicator and rear stop light bulbs so they glow dimmer at night and don't overwhelm the brightness

of the rear light bulbs.

Not surprisingly most people do away with this part and just have the indicators and stop lights glowing at normal brightness. So if you have one of these boxes in the rear wing of your GT6 and have been wondering what it's for, now you know!





## From Cookie's Archives.

In my November Courier article I posted a picture of a GT6 racing and said it was at Mallory Park.

However I stand corrected, two members **Matt Hollingsworth** and **Tim Aggas** contacted me as they both recognised the track in the picture to be Snetterton. I've only been to Snetterton once and that was to watch the Birkett 6 hour endurance race that had a Triumph team entered so it must have been then.

Both Matt and Tim would remember the differences in the race tracks well as they have both raced there. Tim raced as a passenger in a Triumph Sidecar (Bike racing). Matt used to compete in the TSSC racing championship around the country back in the 90s, first in a Herald and then he progressed onto a GT6. So to make amends here is a picture of a racing GT6 which is definitely from Mallory Park. In fact it's one of Matt racing in his GT6!

Matt was a good mate of mine and back in the 90s used to be TSSC joint Essex area organiser with me. I have quite a few pictures of him racing the GT6 including it's "final race" and I'll probably include them in a future article in this column sometime in the future.

## Matt at Mallory Park



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# BIG SALOON Register



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## Mark Blease

# The Work Begins

**S**eaon's greetings to all Big Six owners! I hope you are having, or have had, an excellent Christmas and New Year. It won't be long now until the evenings begin to grow lighter, and we can look forward to another season enjoying our saloons and estates.

You will recall that last month **Bill Reed** introduced us to his rather rare 2500.

Thanks again to Bill, who this month continues his story....

*Sharon drove me up to collect the car, took the photograph of me with Ray and Beryl Taylor, and followed me home.*

*I then set about assessing the vehicle closely, enlisting help from Richard Cooper at Hankerton Garage. The structure was confirmed as sound. A bit of MOT-style levering with a crowbar revealed that the only immediate jobs needed underneath were a new suspension arm and track rod end; I felt an immediate improvement in handling.*

*The tyres however were faded and crazed. The old, worn Michelin X spare in the*

*boot looked as if it might have been supplied with the car originally - I could find no age code on it. So the next stop was my local Kwik-Fit to see if a set of five budget tyres could be sourced: I knew the original specification might be difficult to find. They came up with a set of NEXEN 175/80 R13 to fit to the aftermarket Cosmic alloys; but they refused to fit these without tubes,*



**Purchase April 2007**

*"For 33 years, RUJ 911N had lived in the same Telford / Shrewsbury area of Shropshire. Now, it was off to foreign climes: North Wiltshire. In April 2007, my partner*

*even though there were no tubes on the car at the time. I was not too happy with this, fearing the tubes would rub on tyres that were not designed for them. However as the*

Triumph 1st April 2007

PUMP

• Petrol smell - check seat pipes ✓ grommet ✓ caps ✓  
 • The smoke - when exactly? Check compression \*  
 - boots or valve guides? - broken? Full at 3145  
 • Oil level check - monitor Spirit at 8m on trip  
 • Fuel consumption -  
 • US or diff tank? Empty tank!  
 • Wheel centre - find  
 • Wheels - remove tyre (shot blast)  
 • Water bottle retaining strap: replace ✓  
 • Steering wheel - revolution \*  
 • Main beam switch - fit \*  
 • Wiper blade - reposition + Park it \*  
 • Additive for unleaded? Valvemaster \*  
 • Radio aerial - key needed? Check radio  
 • Spare key - Kit box \*  
 • Tighten up rear SPAX? (unover?) or US?  
 • Rimmer parts list - ordered 23/1 ✓  
 • Identify cast wheel (rub fuel) \*  
 • Adjust mirrors  
 • New glass / rearview mirror  
 • Polish  
 • Disconnect immobiliser  
 • Service pack (identify distributor type) →  
 • Hologram - Civic?  
 • Car planner calendar ✓  
 • Engine no: ✓ 2500 front 2501 Reel  
 • Fuel additive Valvemaster RX1407  
 • Radiator re-core u 1955 Flint Octave lost  
 • Rear seat belt - horns a bag  
 • Tyres - front (rears) size? \*  
 • Write Roger Pearse  
 • Gearbox - differential oil

to get -  
 wash leather  
 After  
 Kipper next?  
 Parts list time  
 Safety vests  
 Sinker clips  
 Wash leather  
 Set hotel  
 Touching up  
 paint tape  
 Service pack  
 Valvemaster  
 Spare bulbs  
 Disc on seat  
 Wiper system  
 Books  
 or belts /  
 bushes?  
 Fire exting.  
 boot light (bulb)  
 o/s repair lost  
 washer pump tubes  
 number plate  
 touch up paint

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original steel wheels and covers had come with the car, I planned in due course to refurbish and refit them, tubeless, as originally supplied. I didn't get round to this for another four years. In the event, over about 12,000 miles, I had no problems related to the tubes, although I did suffer one puncture. I eventually acquired - at a price - the correct centre caps and clips for the Cosmics. These wheels are for sale, by the way, if anyone is interested.

Under the bonnet, most of the rubber was crazed and hardened. As the radiator





had also seen better days, I had the whole cooling system refurbished, with a new set of hoses, new thermostat and a radiator re-core. A detached heater cable was reconnected to the control lever – this proved a very fiddly job and was my first encounter with “Flip clips” (“Flip! Where did that go?”).

So with the cooling system overhauled, the running gear in acceptable, though not pristine, condition, and a new set of tyres, I could get on with using the car on a regular basis and deal with other jobs progressively.

There were, however, a lot of these; and I also began to discover that certain upgrades would be useful. Every time I looked at the car the list of tasks big and small seemed to get longer, as you can see from my notes at the time – I imagine some of these items may evoke wry smiles! As I was dependant on the professionals for many jobs, it was clear that the budget, and therefore the work, would have to be staged. However, the car was perfectly useable in the meantime; and I will have more to say in my next article about further work.

You may remember from my last contribution that one of the stories lying behind this one is that of my father’s two 2000’s.

I mentioned before that he was disappointed with the performance of his Mk 2 compared with his Mk 1. I have now been able to find paperwork on the actual vehicles he owned, and I think the figures in this table below explain his disappointment. 1974 was a difficult year for British Leyland: the first oil crisis was affecting sales of bigger-engined cars; US emissions controls were not helping matters. It looks as if the 2000 of that year accordingly had less power and less torque, but in spite of this, fuel consumption was actually up! The increase in maximum speed from 93 to 97 mph would hardly have afforded much comfort to UK buyers, the motorway speed limit having been set at 70 mph since 1965. Evidently my father was not impressed. In later life, he did not even remember the broad wood-veneered dashboard of the Mk 2; he was still attached to the Mk 1 dash.”

Many thanks again Bill. Please remember if you have any stories of “Big Six” ownership you’d like to share, please email them to [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk), I would be delighted to hear from you. Until next month!

**Mark**

	Power	Torque	Top speed	0-60 mph	mpg	Engine no.
<b>TWT 829 F</b> <b>Triumph 2000 Mk 1</b> <b>Gunmetal</b> <b>1st reg 1/1/68</b>	90 bhp at 5000 rpm	117 lb/ft at 2900 rpm	93 mph	13.6 sec	27	MB 83173 HE
<b>PAK 463M</b> <b>Triumph 2000 Mk 2</b> <b>White</b> <b>1st reg 1/3/74</b>	84 bhp at 5000 rpm	100 lb/ft at 2900 rpm	97 mph	14.9 sec	24	ME 089380

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## In Practical Classics this month....

From the man who used brake discs to make piston rings (La France resto) to the low down on how to rebuild your servo, to **Bob Le Brocq's TR3 restoration** and Neil Campbell's efforts to get the world's most battered **Dolomite** ready for a winter test in Wales. Practical Classics delivers must have, classic car knowledge and entertainment in every issue.

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# CLUB SHOP NEWS

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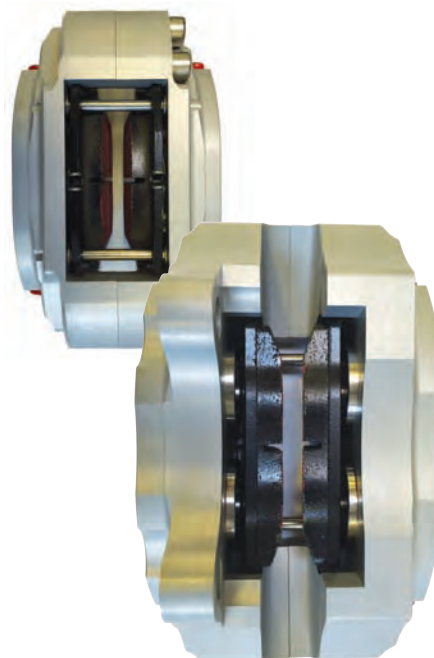
**by Garth Jupp**

**New Products 2015**

## **Four Pot Calipers**



We can now offer these British designed and manufactured Four Pot calipers for TR6, GT6, & Vitesse. They bolt straight on and utilise the standard discs, no modifications required.



They also fit with standard 13" steel wheels in the case of the GT6 and Vitesse fitment options. They come as standard in an Hard Anodised finish in a variety of colours and also are available at extra cost with a powder coat finish for those of you that want colours not available with the anodising process. The total list of colours for the calipers is as follows:-  
**Black, Silver, Gold, Orange, Green, Purple, Blue and Red** all at no cost option.

Full technical details are as follows:-

### **PREMIER Series Brake Calipers**

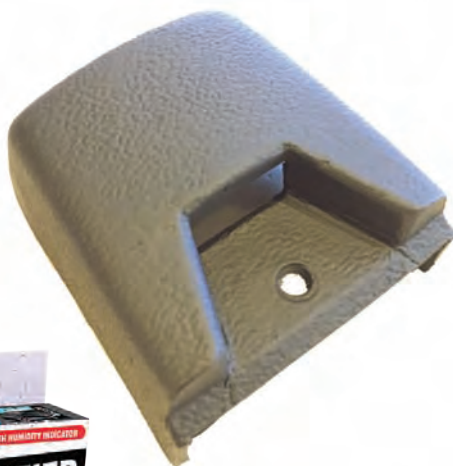
- Using the proven BCC design the Premier is machined from 2014-T6 Aluminium for strength and durability.
- Premier calipers are anodised (powder-coating to your choice of colour is offered as an option) to prevent corrosion and then assembled.



- The pistons are made by BCC from 303 Stainless Steel to prevent corrosion and ensure a long life of faultless operation.
- The seals are supplied by British manufacturers of OEM automotive hydraulic brake seals.
- Premier calipers are fastened together with 10.9 grade high tensile steel bolts.
- They are supplied with Copper/Nickel Alloy hard lines with Brass fittings and EBC Ultimax 2 pads (Other pad options are available).

**The introductory price for these is £500 Inc. VAT** for the pair, Normal price will be £575 Inc. VAT so get your orders in now!

## Re-made Item



### Seatbelt Clip Holders

*Please note you will have to re-use the internal metal clip from your originals.*



### Car De-Humidifier

The second new product is a reusable in car dehumidifier, this handy little product will help those with cars that have misted up windows, these work just as well in your modern car as your beloved Triumph!

These units have a colour changing spot on the top, when it turns pink just pop it in the microwave for 6 minutes and it is ready to use again and again.

These are **£11 Inc. VAT**

### Spitfire 1500 Seatbelt Clip Holders

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**Trevor Collett**

## Lasting Design

**T**here are no rules. Well, there are some rules, obviously, but when it comes to deciding how many Herald parts a car needs to retain to be called a Herald-based kit car or special, there are none. Of course, the original premise of the Triumph Sports Six Club was a club for devotees of six car models that share the Herald chassis frame: Herald, Vitesse, Bond Equipe, Spitfire, GT6 and Specials. So it sort of follows that Herald-based kit cars and specials should retain the Herald/Vitesse chassis, or its shorter sibling, the Spitfire/GT6 chassis.

And indeed that is the case with our favourite kit cars, the Spartan, the Gentry, the Burlington Arrow and the Moss range. But (the good old but), what about the other undoubted favourite, the Marlin? The first Marlin cars used the engine, gearbox, front and rear suspension from the Herald/Spitfire donor, but they were attached to a Marlin designed chassis – so not strictly part of the family?

And then there was the new frames supplied in the Eighties especially for Gentry, Moss and Burlington builders whose donor Triumph had a terminally rusty chassis. Are these still “Herald-based cars”? As, I said, there are no rules.

If someone asked you what the Triumph Herald is famous for, what would you say? Its

separate chassis? Its sharp Italian-styled body? Its independent rear suspension? Any or all of these certainly; but what about its front suspension?

This month I am mostly writing about the Triumph Herald front suspension. The wishbones, uprights, trunnions and joints that make it up were such a good design that very soon after its first appearance in 1959 it was used by many other manufacturers on many models of car.

Lotus used it on the Elan, Europa and Seven; TVR for the Vixen, Tuscan and others; Marcos for its beautiful GT Coupe and Ginetta for its G15s and G27s and some of its brilliant G4 model.

There's also the rare and beautiful



**The rare & beautiful Piper**

Piper. Piper cars were made in Wokingham between 1968 and 1974. There were two models, first was the GTT, which developed

into the P2 (Phase 2), with an estimated total production of just 90 cars. They used the Ford 1600 crossflow engine on a purpose-made steel chassis, clothed in a fibreglass body, and the Herald/Spitfire front suspension and steering. The particular car here was at a Goodwood meet back in 2009, and I used the picture in my article in May that year. .

There were other kit car manufacturers that designed their cars for Triumph front suspension and steering gear, Dutton for example. Dutton were for many years one of the mainstays of Britain's kit car industry; the best known model being the Ford-based Phaeton.

Before the Phaeton there were the B-Type and Malaga models, produced by Dutton in the early seventies, which used the Triumph suspension.

Having been convinced of the effectiveness of this set up on its road vehicles Lotus took the decision to use it on its racing cars, in various classes, right up to Formula 1, including the Lotus Type 18 that came second in the



**Lotus Racer**



**Lotus Racer - look familiar?**



**Dutton Malaga B +**

1960 British Grand Prix, driven by John Surtees.

I photographed this Lotus racer, sporting number 83, at the recent classic car show at the NEC. I'm not sure exactly what type number it is but it does certainly make use of the Herald suspension, albeit with tubular wishbones instead of pressed steel.

There's one more well known car that uses this set up I want to mention, the Huffaker Genie.

What do you mean, you've never





**Huffaker Genie MK 10**

heard of it? To be honest, I hadn't either till quite recently.

The Genie is a series of American race cars built by **Joe Huffaker**.

The first, in 1962, was the Mark 4, which was powered by the humble BMC 1100 engine; this choice of power plant and the use of the Triumph front suspension was no doubt influenced by Joe's involvement with a company dealing in British motors at the time.

The car pictured here is a V8-engined Genie Mk 10, which currently resides in Sussex under the ownership of one Adam Simmonds, who also owns and races one or two Mustangs.

A little Google research reveals that this particular car was sold at a Bonhams auction in

America in 2012 for £91,000 and seems to have been shipped to France.

I know that Adam bought the car in France in 2014; there are some things a gentlemen just won't reveal, like how much he paid for his classic race car, but a little further research uncovers a 2014 advert for the car with an asking price of £150,000. Interesting stuff.

I believe the front suspension on current Caterham Sevens is still recognisably derived from the Herald original, using the upright, which was originally made by the Hemel Hempstead based engineering company Alford and Alder, but no longer with the good old brass trunnions.

*If it works, why change it?*



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**Guy Singleton**



## Keeping All Happy

**W**

e have just returned from the Christmas TSSC HQ party with a

gentle reminder from Bernie to let him have this article by tomorrow – and there was Suzie thinking I was going to finish painting the kitchen tonight.

Hmmm, who should I keep happy first??  
[Ok, will do painting tomorrow.](#)

Problem – looked in my (organised by Suzie) bring forward file on the computer but found the cupboard was bare! No juicy Bond bits sent in to make my life easier. So, Equipe owners, please can you put pen to paper – or fingers to keyboard – and let me have updates on your car(s).

So, I had to move on to other sources and



or recently.

Starting with the Equipe 4s there is a left hand drive 1967 Cherry Red car with wire wheels in Holland, apparently originally a Dutch car although not currently registered. It looks to be in reasonable but un-restored condition. If any of our European readers know any more about this car it would be good to have more information about it.

We also found – as far as I am aware – the only current 4s Convertible. I have known of this car for about 10 years and we met the seller, Jean-Claude, at Le Mans Classic and at Stafford about then, I have seen photos of it but never seen the car 'in the flesh', as it were. Some years ago I had a 2+2 which, due to an unfortunate bout of agility, lost its roof and became a convertible. It took a while but I was able to fit a hood and frame. Interestingly this 4s has not yet had a hood-frame fitted to it so, what description would you use for a roofless car that does not convert?



decided to have a look at Google and found a few Equipes abroad for sale, either currently  
60



I found the information on this car on a Scimitar Forum and someone had been to see the car and commented:

*"Oct 15th 2014 on Scimitar website*

*I took my friend John to go and have a look at this unique Bond Equipe MK1 convertible*

*It turns out that the guy who is selling it is the president of the French Bond club, which was created 10 years ago when he bought this car ... since there was no club in France, he decided to build one and had been busy for several years gathering information from the English club, contacting French Bond owners and collecting all sorts of spare parts for the Bond Equipe to start restoring it. According to him there are*

*looking at this variant - reckons that the chassis, including outriggers, is in sound condition. There is still some mechanical work to be done*



*- brakes, suspension, exhaust and the like - and of course more work on the body - including fitting an Herald top - The car is complete and comes with a load of spare parts, there are two original Herald hoods, plus a brand new one, the frames, etc. The engine had been worked on and converted for unleaded, carbs are not mounted at the moment but available, etc.*

*The car was indeed a coupe originally, which had been converted afterward ... that's why it was the only early Equipe convertible ever to*

*around 60 Bonds in France, but mainly three wheelers, and most owners prefer to belong to three wheelers clubs - with other makes - than being regrouped under a Bond club ... so the club is now inactive. Adding to the fact that he has less time than before to work on this project, he decided to sale her for someone else to carry on with the project.*

*John, who had restored Triumph Heralds in the past - and as such was very much interested in*

*run (Guy's note: not quite accurate as there was another in the UK but that has since been scrapped) It's an original LHD French car*

*The owner is offering to provide all the documentation that he had gathered for the French club, and advice as well ... he just does not have any more time to finish this project."*

*Interestingly it is the only Equipe I have seen which does not have a black interior although I heard of some red seats a few years ago.*



### **Found in Portugal this White 2 litre Convertible**

Moving on to the later cars I found a white 2 litre convertible in Portugal, this one being un-restored and offered for restoration. It is a right hand drive car and described as 99% complete and with a non-working engine but otherwise I have no further details on this one.

Sticking slightly to the 'overseas' theme (or at least over the water) I have heard about what sounds like quite a nice 2 litre convertible which is being renovated and will be offered for sale, this car is in Northern Ireland and I will pass on any more information I receive on the car.

Finally, I have heard for a 2 litre Mk1 coupe which has been off the road for about 12 years but was, I believe, in good condition when it came off the road. The owner is selling it because he has too many other cars – I think I



know that feeling!

He is looking for £1,100 for the car and it is in Leominster. Sorry I don't have any photos of this car but if you are interested please let me know and I will put you in touch with him.

Now with a New Year upon us we have to look forward to 2015 with the hope that the sun shines, fuel prices are low and time and/or finances allow us to go out and enjoy our toys!

**Guy**

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# Area Showtime



e-mail.

**[pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)**

## ***Pip Flegel***



# Welcome to the Isle of Wight

By Elaine Hawkins & Tracy Cleaver

**T**his May sees the 26th Triumph Car Club weekend happening on the hopefully sunny Isle of Wight but if we cast our minds back to 1990 to the very first weekend we can reminisce over the past 25 years of eventful weekends.



The weekend is held where it first started off at Appuldurcombe Gardens Holiday Park

**THE FIRST ISLE OF WIGHT CAMPING WEEKEND**

WHERE: Appuldurcombe Holiday Centre Wexhall Nr Ventnor (route signposted from Newport)  
WHEN: May Bank Holiday Weekend 5th and 6th  
HOW MUCH: £5.00 each \* FREE Friday night if needed (must be on site by 11pm)  
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NUMBERS ARE STRICTLY LIMITED SO BOOK EARLY, Remittance and SAE to be included with booking form below, send to - Martin Pocock (sec) 69 Grove Road Sandown I.O.W. PO36 8HH - YOU MUST ALSO BOOK YOUR FERRY EARLY AS THEY ARE VERY BUSY THIS TIME OF YEAR - Bookings for Sealink on 0705 827744 or Red Funnel from Southampton on 0983 292101. Any queries ring Martin on 0983 405382 or Jason on 0983 402757. Please call only at a REASONABLE TIME.

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No of tickets req. \_\_\_\_\_ Remittance £ \_\_\_\_\_ when you expect to arrive \_\_\_\_\_

Area \_\_\_\_\_ Model \_\_\_\_\_ How many cars in your party \_\_\_\_\_



and apart from when in 1996 we ventured out to Whitecliff Bay in Bembridge, has



**Appuldurcombe Gardens**

been there ever since. Previous years have seen us visit many of the places of interest on the island, some of which we have out lived, I'm sure they haven't closed because we went there!!! Blackgang Chine has been a favourite of ours and many a hilarious time has been had by all, not to mention an amazing time!!

Convoys have been fun and everybody has a love hate relationship with the zig zag hills in and out of Ventnor Esplanade.

Bill in the Minghella van on Brading Down has served up hundreds of yummy ice creams over the years to very grateful Triumph drivers and passengers and has provided an amazing back drop of Sandown Bay for photoshoots. This is a favourite that we will be revisiting this year and although Bill has hung



up his ice cream scoop the Minghella van lives on.

Also to make a reappearance this year will be a visit to the beach which was very



popular back in 1993 when creations of epic magnificence were constructed.



## Area Showtime



Attendees for the weekend come from far and wide even from the other side of the pond so the ferry journey makes it like a little holiday without



your passport, honest!!

The weekend starts off with a chance to meet up with old friends and make new acquaintances



on the Friday night in the club house. It also gives TSSC kids the opportunity to catch up and I don't just mean the youngsters. Even TSSC dogs get to wag their tails, exchange greetings and make their plans to nick ice creams.

Live music has often been a feature of the weekend and this year will be no different. In

the past we've used local Island bands and we intend to keep this tradition going, so Saturday night will be spent socialising with friends over a drink listening to a band.



If you wish to join our mailing list to receive information then please drop us an email at [isleofwight@tssc.org.uk](mailto:isleofwight@tssc.org.uk) and we will keep you updated.

If you still can't decide then here's an extract from an avid attendee's blog...

## Andy Cook

### "Tuesday, 6 May 2014 Isle of Wight"

*"Just had a great few days away at the Isle of Wight Triumph Weekend. This event is a bit of*



*an annual pilgrimage for me. This year was the 25th event and I went to the 2nd one so have been going along for 24 years now and only missed a couple so I must enjoy it! It's a*

*great event for the family with lots of stuff for kids to do as well as grown ups and plenty of drives out with large convoys of Triumph's to various attractions around the Island."*

*"After a drinking session in the bar on Friday evening and up early to fix the exhaust it was time for the first drive out to Robin Hill Adventure park.*

*The Isle of Wight Triumph Club had negotiated free entry to anyone in a classic Triumph as we parked our cars inside the theme park as a visitor attraction. This was a bit of a challenge as the grass area was a bit waterlogged and on a hill. I managed to get the Flying log stuck and bogged down and splattered with mud as I tried to wheel spin out!"*

*"After the run we had the obligatory camping barbecue accompanied by lots of beer. Then it was off to the bar for the live band."*

*"The following day after a barbecue breakfast there was a convoy to Appuldurcombe House which is only a few hundred yards from the campsite. However we went the long way round on the convoy and did a trip of about 10 miles to get there including Ventnor Seafront and the infamous Zig Zag Hill which we do every year. We all parked on the lawn at the front of Appuldurcombe house which was an impressive photo opportunity. The house looks great at the front but is in ruins behind the facade as it was hit by a bomb during the war which a German bomber dispatched before he crashed a few miles further on. There was an excellent Falconry display in the grounds as well."*

*"Then on Sunday afternoon was a hog roast and live soulful Reggae music from the very excellent Derek Sandy"*

*"Also on Sunday evening was the quiz which our team always do well at, this year we came 2nd."*

*"On Monday there was a convoy out for lunch at the White Mouse pub."*

*"That was the end of another great Isle of Wight weekend. Looking forward to*

*next year already!"*

*"Many thanks to Angela, Graham and the Isle of Wight Triumph team for impeccable organisation of another excellent event."*

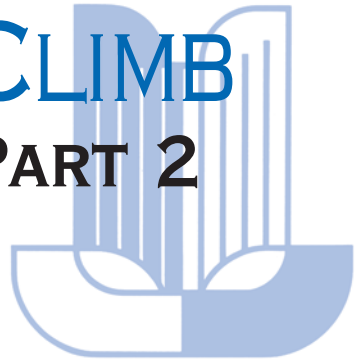


# BO'NESS HILL CLIMB

## REVIVAL 2014 - PART 2

by Paul Robinson

Continuing from Last Month, Paul describes the 'Bo'Ness' experience



**A**cross the finish, yes, we have done it - follow the course around to the turning area where all the cars from each batch wait until the travelling marshal comes to lead us back to the paddock. A quick glance at the oil pressure and temperature gauges, everything is fine, and then follow the marshals' direction to where I can stop. Helmet, balaclava and gloves off (it gets very warm wearing these) and I am already analysing how it went and what I could do better next time. The chat amongst the other drivers was relaxed and good natured. It was first practice after all.

10 minutes or so later the travelling marshal arrives and; helmet back on; its back to the paddock and the opportunity to watch the other competitors. Jacqui was able to provide feedback on my start compared to others and I am feeling much more relaxed. Time for cup of tea! My time on the first practice run was 41.73 seconds - to put it in context the GT6 did it in 39.57 seconds and fastest car in our class (a TR3) did it in 36.25 seconds.

The day was getting warmer and the track drier by the time the second practice run started. The number of spectators in the paddock was also getting much bigger, thanks in part to the regular shuttle bus running from the top of the hill to the paddock and back again. There were no shortage of people



Is more than one Lotus, Lotuses or Lotae? Plus a TVR

wanting to talk to me about the Spitfire including the occasional "I used to have one of those" conversation. In what seemed like no time at all the announcement was made for us to return to our cars and the short drive to the start line. The second practice went well, my confidence growing as I became more familiar with the course. It was becoming very seriously enjoyable and just a little frustrating, as I knew I could do better. My time for the seconds practice run was 40.06 seconds.

Back in the paddock and one of the visitors was Northern Ireland member Michael Kernahan who was on holiday in the area and decided to come along. An experienced competition driver and marshal I always value his feedback.

Being in one of the early batches had a number of advantages, not least being able to go to the food van and order lunch before the big queues started.

After lunch it was the start of the very serious business of the official timed runs.

Practice is all very good but this is when it really counts and, though I had no chance of beating the others in my class, I still wanted to set the best time I could. The two practice runs

cars, information on any drivers they knew and how the classes were going. Not surprisingly neither commentator knew anything about me although one was able to say that he'd seen me

compete at Craigantlet. Well it's better than nothing.

They also revealed that one of the photographers present at Bo'ness had been in the Triumph team pits at Le Mans back in the 1960s.

I hope he took some photos of my Spitfire.

As I waited for the second timed run Jacqui returned from the top of the hill and was able to tell me about the car show and other displays as well as give feedback how my lines through the corners

compared to the others. Everything was very positive and I was definitely 'in the zone' at the start line and ready for the second timed run. Less wheel spin this time, slightly faster into the hairpin, down into second and as back up into third as I went up the hill. No problems with the gear change this time. As always trying to delay braking as long as possible before the bends and trying to find the best line through the courtyard, then the final corner and the sprint for the finish line. 39.25 seconds – my best time of the day!

15 minutes or so later and it was back to the



**Going through the courtyard.**

were helping me learn the hill and conditions were pretty perfect – now it was time to find out just how fast I could take the hairpin and where else I could shave off some precious fractions of seconds. As I waited for the first official run Jacqui took the free shuttle bus up to the top of the hill to see the classic car show and other displays plus be in place to take some photos at the top end of the hill.

Soon the wait was over and my turn came for the first timed run. Too much wheel spin at the start but otherwise I got away reasonably well, got lined up for the hairpin nicely and then fluffed the gear change coming out of the hairpin. Drat! Nevertheless I kept my foot down and tried to cut the corners as closely as I could without hitting the bales, through the courtyard followed by the final corner and the sprint for the finish line. 40.27 seconds slower than the previous run and probably due to that bad gear change!

By now the event is running very smoothly with very few delays but it still takes time to get 90 cars up the hill plus there were also demonstration runs. Two commentators are also giving details of the



**Returning to the paddock**

paddock. At Bo'ness there are only 2 practice and two official timed runs so that was me finished for the day - I could relax, watch the other classes and talk to spectators and fellow

## Bo'ness Hill Climb

competitors. By 5.30 it was all over bar the prize giving and it was time to go back to the hotel to get changed before going out for something to eat.

On the way back to the hotel we took a detour into Grangemouth to find a petrol station. We found no end of oil refineries and related petrochemical works and, thankfully within a few miles, a petrol station beside which was another Spitfire, only this time one



with wings. After we got petrol we parked our car and walked back to have a closer look. It turned out to be a replica Spitfire which forms part of the memorial for RAF Grangemouth and for those based there who gave their lives in darker times.

Lest we forget.

It was then back to the hotel for a quick change and then out to another nearby restaurant for an evening meal - three courses for £10 each and both the service and food were very good!

Sunday morning and a very early start again. This time at breakfast we came across some of the Jaguar club members. With the first day behind me I was a lot more relaxed and after a very enjoyable breakfast it back into the Spitfire and down the road to Bo'ness.

Once in the paddock the arrangements were much the same as the day before. Colin Wilson (TR3A) beside me decided that he would have his own impromptu boot sale and set out a wide range of bits and pieces including grill badges, spares, books etc. His daughter was in charge of sales and a very

good job she did as well (I bought a Midland Auto Club grill badge). The weather continued to be dry and pleasant, scrutineering went without any hitches but Markus Bewley (yes he does spell his first name with a K) in the GT6 was not happy with a noise from the back end of his GT6. It seemed to be something to do with the nearside rear wheel or suspension but the exact source of the noise proved impossible to identify.

The four runs from the day before were a tremendous help in learning the course and my time on the first practice run was 39.66 seconds - not much slower than my best run the day before. If anything there were even more spectators than the day before and Jacqui reported that there were more cars at the display near the top of the hill. Soon it was time for my second

practice run and this time I set a new personal best of 38.18 seconds! I was really getting the



hang of the course and was fairly sure I could shave a little more of my time. Markus in the GT6 managed a time of 34.84 seconds just behind the fastest of the TRs (not that any were slow). That is a lot quicker than me but then his car is 2500cc and fuel injection compared to my 1300cc and 1 1/4 inch carbs!

The smallest TR engine was 2138cc. It's a bit David versus Goliath but no less fun for all that.

**Final Instalment next month!**



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**SPITFIRE 1500** Factory Hard Top. Currently in maroon, decent condition, stored in garage, need the space! £50 or offers Mike Holtham (Newcastle Upon Tyne) 07870 228002.

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**GT6 MK1& 2** seat frames. Pair of frames. Workshop Manual page 5-212. No29 seat frame. No33 (metal) side pad and No 4 Back covers. Some old covering material. Newton Commercial recover. Rare. Offers over £100. GT6 MK2 seat frames. A pair see Workshop Manual page 5-236 rusty but repairable - some fittings, not readily available Offers over £40 Frank Cooper (Leicestershire) 0116 2792203

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**GT6 MK2** wheel trim. Please call, Gary Neidus (Essex) 07860 543119.

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**January 2015**

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NORTH EAST	Danny Stroud: 01224 742315	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>	<b>Cock &amp; Pheasant - BOLLINGTON CROSS SK10 5EJ</b>	<b>1st Thurs. 8.30pm</b>
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	<b>Advertised in Cumbria News &amp; Website</b>	<b>Last Sun. 12 midday</b>
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	<b>The Boundary Inn MANCHESTER M34 5HD</b>	<b>1st Tues. 8pm.</b>
	<b>Pip Flegel: 01524 791607</b>		
NORTH EAST	Mark Astley: 07917 738091 Geoff Dent : 07773 440201	The Dunn Cow, Primrose Hill. BOURMOOR DH5 6DY.	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
WEST YORKS	Victor Thompson: 07800 551363	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	<b>The Bull &amp; Butcher - CORLEY MOOR CV7 8AQ</b>	<b>1st Tues. 7.30pm.</b>
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	<b>Red Lion - 48 King St. WEST DEEPING. PE6 9HP</b>	<b>2nd Mon. 8pm.</b>
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embrey: 01952 371783</b>	<b>The Huntsman - Little Wenlock, TELFORD, TF6 5BH</b>	<b>3rd Wed. 7.30pm.</b>
	<b>Bill Bate: 01952 581391</b>		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Vicky Dredge: 01527 894125	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Barry Minett-Smith: 01242 522973	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> <b>01691 600215</b>	<b>The Plough Inn, GRESFORD.</b> <b>The Plough Inn, St ASAPH</b>	<b>1st Tues. 8pm.</b> <b>3rd Wed. 8pm.</b>
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	<b>Unicorn Inn - Pontprennau - CARDIFF CF36YA</b>	<b>Last Tues. 7.15pm</b>

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochford: 07764 324345</b>	<b>The Plough - FEN DITTON. CB5 8SX.</b>	<b>1st Mon. 8pm.</b>
ESSEX	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 OPG	1st Tues. 8pm.

## NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
<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 CT4 6 NX.	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, Halls Green, WESTON, SG4 7DR.</b>	<b>4th Mon. 8pm</b>
ISLE OF WIGHT	Angela Cotton: 07884 006237	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
	Elaine Hawkins: 07842 249591		
WEST KENT	John Macrow: 01689 829231	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
<b>SOUTHERN</b>	<b>Mike Goodling: 01252 722432</b>	<b>The Seven Stars - STROUD GU32 3PG</b>	<b>1st Tues. 7.30 - 8pm.</b>
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. UCKFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

<b>SOUTH WESTERN AREAS</b>			
<b>ANDOVER</b>	<b>Guy &amp; Suzie Singleton: 01672 514241</b>	<b>The Plough GRATELEY SP11 8JR</b>	<b>2nd Thurs. 8pm</b>
		<b>The Bruce Arms MARLBOROUGH SN9 5LR</b>	<b>3rd Weds. 8pm</b>
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
<b>DEVON</b>	<b>Sue &amp; John Franklin: 01548 821348</b>	<b>Ring A.O. Details</b>	<b>1st Sun. Lun</b>
		<b>The Star Inn - LIVERTON TQ12 6EZ</b>	<b>3rd Wed. Eves.</b>
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
<b>SOMERSET</b>	<b>Derek Giles: 01934 515376</b>	<b>The Fox &amp; Goose - BRENT KNOLL TA9 4HH</b>	<b>2nd Tues 8.00pm</b>
	<b>Martin Hughes: 07760 384236</b>		
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm

<b>OVERSEAS Contacts</b>			
<b>AUSTRALIA</b>	Eric Mariner 03 97878010	<b>MELBOURNE</b>	
<b>BELGIUM</b>	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
<b>CANADA</b>	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
<b>DENMARK</b>	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
<b>FRANCE</b>	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
<b>GERMANY</b>	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
<b>GREECE</b>	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
<b>INDIA</b>	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
		krishn_sk1981@yahoo.com	
<b>ITALY</b>	Luca Bellinello: 00 39 347 7405795	<b>MILAN.</b>	
		lucabellinello@iscalinet.it	
<b>LUXEMBOURG</b>	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines 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.	



## ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . SOUTH BUCKS . . . CHESHIRE

### TSSC AREA NEWS

#### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)



We would like to take this opportunity to thank all volunteer Area Organisers and Register Secretaries for all the fantastic work you have done throughout the 2014 Season. Without your dedication and enthusiasm our Club and its members would not be enjoying all that our fantastic Club has to offer including events and shows. We make no apologies for bringing up the subject of Area Registrations into our area Liaison officers report

again, IF You Haven't done so please can you get them to us ASAP as you are not covered by the Club's 'Public Liability Insurance' without it. We have emailed out to you the New registration forms so I hope you have received it by now, also there is a copy in the December issue of the Courier, and you can always email your registration forms to [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com). Don't forget to tick the size of the polo shirt you require at the bottom of the form, remember this is optional.

Any Area Organisers who are standing down at the end of this year can you please give the incoming A/O the benefit of your experience and help them to fill in the Area Registration Form. We have received a record number of registrations for November and December this year so we would like to say a big Thank You to you all of you for that. Brilliant!!!!

We would like to announce **The AGM** will be held on **April 12th 2015** so please get any questions/concerns or opinions to us in the usual way.

All The Best for the New Year!! and we hope to see you around your Area in 2015.

*Pip & Frank*

#### ANDOVER

Tel. 01672 514241

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

**Meetings Cover Swindon/North Wilts area**

At Grately it was good to be joined by Carl and Norman again together with the usual crowd. Ed was very good and brought 'The Club Car' of the evening, the TR7. The rest of us wimped out, being in a variety of modern conveyances - which may have been a little warmer and dryer than some of our toys.

Lily, the new club mascot, was in her usual (but not strictly approved) boisterous form, making herself known to all in the pub - and probably half of the village. Luckily she managed to melt a few hearts and make new friends too.

At the Bruce Arms meeting in November we were joined by Bob, Graham, Frank and John.

John introduced us to the vagaries of Twitter, explaining that a quick Tweet and photo of some timber pen blanks led to it getting a disease and going viral - whatever that means - and then selling out of the special timber - the office wondering why there was such a rush on it. If Twitter works that well maybe I can persuade the boss that we should consider it for our new business - not sure I'm that brave! [Suzie Note - don't let me stop you, but then don't go twittering on about it!]

Anyway, moving on, buy the time you read this we will have had our exciting Christmas 'dimmer' and given and received some highly prized (aka Naff) gifts. With best wishes to everyone for a very happy and - hopefully - prosperous New Year.

*Guy & Suzie*

#### Next Meetings:

**Thursday 8th January - The Plough, Grateley, SP11 8JR**

**Wednesday 21st January - The Bruce Arms, Easton Royal, SN9 5LR**

#### AVON

Tel. 01454 327059

I hope you all had a good Christmas and New Year. I would like to thank Mark and Mary for organising the Christmas meal. We had a good turnout for the meal including Harriet the Herald dressed with Christmas lights and her owners in festive outfits too. I understand from a reliable source that Tyler will be organising the 2015 meal.

As mentioned last month, we will start to plan this years events. If you have details of a show you wish to go to, please come and share it with us at the meetings. However, after nearly 30 years, we have decided it is time to hand over the club stand at the Bristol Classic car show to another area. Please contact me for further details of the dates/contacts for 2015 show.

See you on **Monday 5 January** for the next meeting

*June*

#### SOUTH BUCKS Tel. 07788 436167

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

e-mail [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi all, Well, here we go again!! Hope you and yours had a fabulous holiday time, and the New Year brings you health and happiness.

Depending on when you read this, the **New Year gathering at Brooklands museum on the 1st Jan** may have been and gone! If not, it's one of the biggest New Year day shows you will find. Check the details at <http://www.brooklandsmuseum.com/>.

The first **2015 Ace cafe classic car night** will be **Tues 13th Jan**, and the first **2015 South Bucks night** will be **Wednesday 21st at The Squirrel, Penn Street, near Winchmore Hill**.

Hope to see you at a event or meeting in 2015!

Take care,

*Carl*

#### CHESHIRE

Tel. 01625 425845

[www.tssccheshire.webspace.virginmedia.com](http://www.tssccheshire.webspace.virginmedia.com)

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

Happy New Year to you all. I trust all those excesses over the recent days have left you contented and ready for whatever the New Year brings!

I start with a cautionary tale. A friend (MGs and Spitfire mk8 amongst others) has had a fire in his workshop which did rather a lot of damage, destroying almost all the spare parts in the process. The fire was started by an extension cable that was 'wound up' in its drum, operating a lawn mower. So the first thing to say is, if you're using one of those extension cables on a device that's powerful, unwind it, always use an RCD, and never put it away if it's hot. The second part of this tale is that there was no insurance for the parts, so check you are covered.

And another cautionary tale. Adrian posted his V5 and Heritage Certificate to the DVLA, to get the GT6 converted to Historic status. The DVLA have lost the documents, and there is no come-back. What should have been done (wonderful thing hindsight) is to submit by registered post so whoever loses the documentation has to rectify the situation. Hark the Herald was changed to Historic at the DVLA branch office in Stretford, but that's gone now, in the name of efficiency or cutbacks or similar.

On a brighter note, several Cheshire members travelled to the NEC on the Saturday, some by car, and others by train. We all enjoyed the show, which was very well attended indeed. It was good to see Sir Stirling Moss and Fuzz Townshend on our stand, and to chat with several other people from the Club. We were all exhausted from walking miles during the show, and needed a good deal of directional assistance to get back to our car park - someone could review the signs in the NEC.

Macclesfield Gearbox Dismantling are happy to report that they



# AREA ORGANISERS REGISTRATION FORM 2015

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

The term of office to be for one year from **1st January 2015 to 31st December 2015**, unless a duly elected substitute be registered during that time. If Areas elect **Joint Area Organisers** please **COPY** and complete a Registration Form **each**.

Area Organisers duly elected by their area should have their election confirmed by 2 separate, current TSSC members who live in the area for which the Area Organiser has been elected.

**Note:** Please read the A.O. Code of Conduct overleaf before Signing.

I ..... Membership Number: ..... / .....  
as **Elected Area Organiser** wish to **REGISTER** ..... Area  
with the Triumph Sports Six Club for **2015**.

My address is: .....

Postal code: ..... Telephone Number .....

e-mail address: .....

Signed: ..... Date: .....

Area Meeting Venue: .....

..... Postal code: .....

Meeting Day/Time: .....

## Organiser Confirmed by:

I ..... Membership Number: ..... / ..... confirm that  
..... has been elected by ..... (area)  
to be our Area Organiser for 2015. Signed ..... Date: ..... / ..... / .....

## Organiser Confirmed by:

I ..... Membership Number: ..... / ..... confirm that  
..... has been elected by ..... (area)  
to be our Area Organiser for 2015. 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**  
.....

# AREA ORGANISERS CODE OF CONDUCT 2015

**PLEASE NOTE:** By Signing the Registration Form overleaf you will be agreeing to abide by the following Code of Conduct for Area Organisers.

1. Please Register your Area no later than **31st January Annually** to ensure you are meeting with the requisite Public Liability Insurance Cover from the TSSC. This is to protect the Area Organiser and the Area Members.
2. Area Organisers duly elected by their area should have their election **confirmed** by 2 separate, current TSSC members who live in the area for which the Area Organiser has been elected.
3. Remember as an elected TSSC Officer you are an Ambassador of the whole TSSC and should act accordingly.
4. Support TSSC policies that will have been made and Voted upon by the majority at the TSSC AGM and also in the current TSSC Rules of Association.
5. **The General Secretary** or your **Area Liaison Officers** are your first port of call if you have a complaint about the TSSC. (As for example:- Airing your complaints in public on social media can damage Your Area and Your Club) Most matters are easily resolved, or can be by contacting the above. The utmost will be done to resolve any issues an Area or its Organiser may have.
6. Treat all Members and Non Members with courtesy and a smile, it costs nothing and goes a long way!
8. Joint Inter TSSC Area activities are a good way of getting help and enjoying any event you may wish to organise.  
Remember all TSSC Areas are **"The Club"** so why not share the load?
9. If an Area Organiser stands down, **please return** Banners, Flags, Gazebos, and Monies (Area funds, Bank Details, Books etc) to The **NEXT** appointed Area Organiser for your Area or failing that return everything to Club H/Q so that it may be re-distributed back to the Area when a New TSSC Organiser is appointed

Most importantly **You and Your Members** are **"The TSSC"** so enjoy your Triumphs and all **YOUR Club** has to offer.



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**  
**E-mail: [pipflegel2009@btinternet](mailto:pipflegel2009@btinternet)**

## CHESHIRE . . . CORNWALL DERWENT VALLEY . . . DEVON



### Cheshire Continues

have successfully made a tool that sort of resembles Churchill tool S4221A and adapter S4221-19/1, which has been tested several times now and removes the rear bearing from the gearbox with minimal effort (and, more to the point, no use of the big hammer). Reassembly of the growing pile of bits has yet to be scheduled.

We've had an interesting meeting at the C&P, it started with two smaller meetings due to both halves hiding from each other, but eventually we joined forces and all sat round the same table. Jeff has made good progress on his GT6, which has wheels and paint (but the pictures showed no doors or bonnet, I think). Maybe sometime in 2015? Jack wasn't impressed by the Toyota engined Spitfire, and seems to have settled on keeping the Herald, perhaps with the addition of a servo (and maybe also the Austin ???). We discussed things for the New Year, so there may be a little more activity on our part than in other years.

If you haven't yet done it, visit the TSSC web site, Select Cheshire under Area Directory, scroll down to the bottom where there's a link to 'engine stripdown and more' and follow the boingboing link. It's magic. Pay close attention at the very end!

By popular request (well a majority anyway) our next meeting is on **Thursday EIGHTH January at the Cock and Pheasant**. It'll be back to normal in February.

*Henry*

**CORNWALL** Tel. 01872 573763  
www./autos.groups.yahoo.com/group/cornwalltriumphs/  
e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

I hope you have all made it through your Christmas festivities and survived your New Years Eve parties. No one else has come forward, so it appears that I am your AO for another year, but I warn you – **THIS IS MY LAST YEAR!** We can change AOs at any time, so if you fancy having a go, you'll get lots of help, give me a call; it can be very rewarding.

Our delayed fireworks party went off with a great bang, well several very loud bangs actually! Brian, the rocket man, brought his usual armada of rockets and everyone else brought some very large and noisy fireworks. The food went down well and we all had a great evening. We were judged as the best firework display in the village, by our neighbours, who, I'm sure, couldn't have missed the noise!

By the time you have read this we will have had our Christmas Dinner/Dance, so more of that next month.

We have also been putting some dates together for events next year, so have a look at the dates below and let me know if you need more information on any of them, or if you would like to come.

#### JANUARY

**Thursday 8th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 25th Lunch at Trevaskis Farm, Connor Downs. Meet Zelah 10:30am – Mike Crewes**

#### FEBRUARY

**Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 22nd Gregory GP. Scalextric Gregory Village Hall**

#### MARCH

**Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 22nd Lunch at The Bowgie Inn, Crantock, 12:30pm**

#### APRIL

**Saturday 4th Lands End Trial and dinner - TBA**

**Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 19th Drive It Day: Paradise Park, Hayle – The Hawkins Arms 10:30am**

#### MAY

**Fri 1st – Mon 4th sle of Wight Camping Weekend**

### TSSC AREA NEWS

**Fri 1st – Mon 4th Cornwall 'On Tour' Weekend, Marazion – Mike Crewes**

**Sunday 10th Windy Ridge, Trerulefoot – 12 noon onwards**

**Thursday 14th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Fri 15th – Mon 18th Circuit de Laon, France**

#### JUNE

**Sunday 7th Go Karting, Menheniot – Marc Treleven**

**Thursday 11th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Fri 26th – Sun 28th Cornwall Camping Weekend, Boddinick**

**Mike Crewes & Sally-Ann Quick**

#### JULY

**Fri 3rd – Sun 5th TSSC Devon Camping Weekend, Martock – Sue Franklin**

**Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Fri 10th – Sun 12th TriumFest, Donington Park**

Come and join in the fun this year, you've paid for it in your membership, all you have to do now is get the car (preferably, but not obligatorily a Triumph) and drive out to see us.

Have a Triumphant year.

*Mike*

**DERWENT VALLEY** Tel. 01623 487323  
www.derwentvalley-tssc.org.uk  
e-mail: [roger@derwentvalley-tssc.org.uk](mailto:roger@derwentvalley-tssc.org.uk)

I hope that you all had a great festive season that was just on the right side of merry! And that you all have plenty of plans for the New Year.

Depending on when you receive your Courier I will hopefully see some of you at the **New Year run** organised between Nott's & Derwent Valley that has been taking place for a number of years now. Details of which can be found on our Website and Facebook Page and via the Nott's area, so if you fancy a bit of a day out exploring some wonderful countryside and having a Sunday Roast then please feel free to come along and join us.

There is a small cost per car and a raffle as any profits made will be donated to a local charity so I look forward to seeing some of you on the day.

With the New Year I am sure people are thinking of plans for what to do on their cars and show or events to attend, where ever you are in the country there will be events large and small. Some supported by the TSSC and the local area and other small independent events.

I put it out there to you to make a new years resolution, if you haven't been to an area meet or an event before, or even for a few years, then give one of them a go, they are all run by enthusiasts and would all make any new comer more than welcome. Within the Derwent Valley I know there is always an active contingent visiting shows and events right across the country. On a slightly different note, our meeting will be going ahead as normal on **6 Jan** so I look forward to seeing you all then.

Thanks very much and happy motoring.

*Richard*

**DEVON** Tel. 01548 821348  
www.northcotts.clara.net/tssc/devon  
e-mail: [johnsue@franklin500.entadsl.com](mailto:johnsue@franklin500.entadsl.com)  
<https://www.facebook.com/groups/134271493433942/>

Firstly – have you thrown away your Courier wrapper? Inside it is/was your very special annual membership windscreen 'disc' – now you know you should not have thrown away your old tax disc holder!





## DEVON . . . ESSEX

### TSSC AREA NEWS

## Devon Continues

We now also have our 2015 Area Calendars available at a very reasonable price – contact us if you would like one as your car may be on it. Only £6.50 each plus £1.50 p&p as the cost goes ever higher.

At our November Club Night, our members decided that John and I should continue as Area Organisers for 2015, and approved the Club accounts too. We do enjoy what we do but more importantly hope that you, our Devon members, approve too. If there is anything that you would like to see organised, please do contact us as we are always happy to receive ideas.

In particular, we are hoping that it may be possible to start a sub group, meeting possibly in the Holsworthy area, for those members who cannot easily get to the meetings at the Star Inn. More news on this soon but how about contacting us if you would be interested in coming along to informal meetings in a different part of the county.

Back to the meeting in November, on a personal note I had a great night, when all the members there helped me celebrate my – birthday. It was a good meeting, well attended as usual, but with the addition of members visiting from Australia – yes our fame has spread worldwide now. Wayne and Sue live in the Melbourne area and at the moment their car count is a Herald saloon, Herald convertible and a Vitesse. They had visited the Classic Car Show at the NEC before heading down to South Devon where Sue has family. Anyone fancy a Club visit to OZ??

Later in November, Claire Purser, a member of both TSSC and SOC, organised another inter Club Skittles match. This time it was at the Waie Inn at Zeal Monachorum and, although Maurice and Mary had only a mile or two to come, a lot of us met at Parke, Bovey Tracey for a drive up through Mortonhamstead and Bow to the venue. There were 33 people playing plus a couple sitting it out. Three teams, SOC, TSSC, and a combination of TR Register and Dolomite Club members. We had the use of two alleys, and after four ends, it was the Dolomite & TR team victorious, with the Stag Club second and, you have guessed by now, we again brought up the rear. However, Maurice was the top scorer with a massive 42, but unfortunately Bob got the wooden spoon this time. Leaving the venue we had a surprise, meeting up with Adrian (Pez) Perry, Hermione and their two small children. Adrian was a member a few years ago and he still has his Spitfire that they used for their wedding – some of our longer standing members will remember them.

Claire has already booked the venue for **22 November 2015**, so put it in your diaries now.

Coming Up in Devon

We start again on **Sunday 4 January**, when we will meet up at Exeter Services at 12 noon, for a drive ending up for a late lunch at the popular **Smugglers Inn on the Dawlish road**. This is always one of our most popular events, organised by Allan & Jackie, and hopefully you will have let us know by now if you are coming as the pub gets very busy.

**January Club Night is at the Star Inn on 21 January.** On **Sunday 1 February** we will meet up at the **South Devon Railway at Buckfastleigh** for a run finishing at the **Burrator Inn at Dousland just north of Plymouth**. Meet there at 10.30am and have a coffee or a look around the Station before we start.

**Drive it Day on 26 April** takes us to Somerset when we visit the newly revamped **Haynes Museum** and, in a change from usual, the **Southwest Triumph meet in May** will be at a new, more central for Devon members, venue, **Route 5 on Haldon Hill** – more details later. We are delighted that our **'Trains & Triumphs' event at Buckfastleigh Railway returns on 7 June**, thanks to Peter & Jane Christie.

We are looking forward to another great year for Devon TSSC – if you have not yet come along to an event, make it your New Year Resolution to give us a try!

### DEVON DIARY

**Sunday 4 January 2015** Run to Smugglers Inn and lunch  
**Wednesday 21 January** Devon Club Night at the Star Inn  
**Sunday 1 February** Run from Buckfastleigh and lunch  
**Sunday 26 April** **DRIVE IT DAY** all Triumph meet at Haynes Motor Museum  
**Sunday 10 May** Southwest Triumph Meet at Route 5, Haldon Hill, Exeter

*Sue & John*

## ESSEX

Tel. 01375 672072

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

Happy New Year and I hope Santa brought you all that you wanted, all you have to do now is fit it to the car, what do you mean it wasn't car related? I thought that was all he brought!

My office - has been a little busy, there was a hurriedly organised attempt at swapping the engine in Kirks Toledo which resulted in the old engine going back in for now, perhaps we will have better luck next time. The Stag surrendered the broken bolt on the thermostat housing with a week's soaking in easing oil and a good pair of mole grips, first a fraction of movement in the tightening direction then back and forward slowly slowly gets the bolt out, clean up thread put it all back together and yes it all works without a leak but the rad is still cold when the engines hot, time to locate a Mk1 Stag rad. I wonder if Santa has one?



Out and about - Club day this month saw 8 triumphs turn out and 20 people the Spits with 4, Toledo's 2, Vitesse & 2.5 it was a roof down journey to club but half way through the day it started to rain and there was a rush to put roofs up. But a good day all in all and nice to see Rod in his Red Spit.

Saturday 22nd - two of our members celebrated their 40th wedding anniversary! yes 40! and a few of us went along to commiserate with them, no, sorry for the typo, I meant celebrate with them, congratulations Lesley and Ray Goldstone.

Saturday 29th - Bury St Edmonds Christmas market weekender, nice trip but someone overshot a turning, no names, but he was not in his Stag, we all got there in the end. Spent the day wandering round the Christmas stalls and wondering at the variety of food and other bits to buy, we all got something and then on to the travel lodge for a siesta then out to a posh hotel for a very nice dinner and a fight to get out of the car park afterwards, but a good weekend.

More to come next weekend at Rochester but the submission date for this report means I can only predict a good time with hot Baileys chocolate being drunk to keep out the cold.

### Up and coming

#### January

**Sat 3rd** Blow the cobwebs away run with Garden centre & Lunch in the new year

**Sun 11th** London classic car show Excel  
**Sun 18th** Club day Halfway House

#### February

**Sun 8th** Southend Breakfast run  
 (I will need numbers to book)

**Sun 15th** Club day Halfway House

#### March

**Sun 1st** Stoneleigh MG & Triumph spares day

**Sun 15th** Club day Halfway House

**Sat 21st - Sun 22nd** Tinkering Days  
 get your car ready for 2015

## GLOUCESTER . . . HERTS & BEDS ISLE OF WIGHT . . . WEST KENT



**Sat 28th -Sun 29th Stoneleigh Practical Classics  
Restoration show**

Welcome - **Allan Bishop, Tim Winsper, & Ian Mulford** hope to see you at our Club Meeting soon.  
Birthdays this month Kerry on the 29th  
Regards

*Allan & Janet*

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

Well here we are into 2015 I hope that you have all enjoyed the festive season and are now ready to take on all the delights and thrills that the coming year will put before you.

The last bits of 2014 included the Lancaster insurance classic motor show at the NEC and what a show it was, the TSSC stand was great with a display of various modified cars and they all drew lots of interest and admiring looks. Busy, busy, busy was generally how most visitors reported it to be which of course means that it will be bigger and better next time too so prepare your good walking shoes for that one.

The Swan hosted us for the area meeting as per usual and a healthy group turned out to see Jane continuing at the very well manned helm of the Gloucester area, she has too really, lets face it who could fill those shoes?

As I type this, the club HQ open day is looming and we will be taking a selection of cars along to join in the merriment.

**There is a new show this year the London classic car show is on at Excel from 8-11th January** so always worth a look if you're out and about.

Don't forget if your tinkering and need some advice, we're here, if you need that elusive part, we're here, and if you're on the road and want to join a run or event then come along and join in the fun.

That just leaves us to wish you all a very happy and prosperous new year and we look forward to seeing you all out and about soon.

*Andy*

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

Happy New Year to you all. The area AGM went off without riots or drunken mishap, we have a healthy bank account, raffles and Duxford have done really well this year.

Seems I'm still AO and all our local committee are now ready to sort out the years plan. We have some good ideas put forward, all we have to do is make it happen.

As I said last month we have a new post the SMO (Senior Moments Organiser) of which I take the challenge, off to a good start as last month I said the Christmas dinner was on the 8th Noooo! it was the 6th but as it's fully booked, doesn't matter ..does it??

Before long those on my email list will get the Herts and Beds Print at Home event calendar, we are still after some new photo's to include in this issue.

Meetings continue at the **Rising Sun PH, Halls Green, Weston SG4 7DR always the Fourth (not the last) Monday 8pm** Looking forward to a New Year with more emphasis on 'Driving Your Triumph'

Hope you're all happy and smiling  
Regards

*Pete*

### IMPORTANT NOTE

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

## TSSC AREA NEWS

### ISLE OF WIGHT

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[www.facebook.com/groups/786750551371248/](http://www.facebook.com/groups/786750551371248/)**

Happy New Year to everyone, hope you all had a good seasonal break and your New Year resolution is to get out in your Triumphs as much as possible this year.

We will be able to report on the escapades of the TSSC Christmas Dinner and Mince Pie run in February's issue as The Courier has gone to print early this month.

We are planning a drive on **Sunday 25 January**, so will meet at 10am at **Upper Coppins Bridge car park** for a run out for brunch, do let us know if you'd be interested in joining us. We hope to make this a regular monthly Sunday run so ideas are welcome on venues to visit.

Tracy and I will be taking on the role of Area Organisers in 2015, but would like to thank Angela for all her hard work over the years keeping the Isle of Wight TSSC Area up and running. Angela has dedicated a lot of time and effort over the past decade or more with Graham by her side, from organising the amazing camping weekends, pizza runs, arcade evenings to crazy golf tournaments, it has been great fun and we look forward to keeping this going.

Look out for our article on the history of the Isle of Triumph Weekend in this Courier, hopefully it will make for interesting reading and also our new advertisement for the 26th event in 2015.

Dates for your diary

**Club meeting is on Monday 20 January at the Woodmans Arms, Wootton at 8pm**

**Club run is on Sunday 25 January meeting at Upper Coppins Bridge Car Park, Newport at 10am.**

*Elaine & Tracy*

### WEST KENT

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You could tell it was the real enthusiasts who turned up at the end of November meeting. The weather was lousy, with floods near any watercourse, and rain running in every gutter. But five of us made it - Anne, Colin, Alan, me and Charlie. Who is Charlie you ask? He's the a newer member and very welcome to the club and area, with a Dolomite Sprint and the cattery just up the road from the Cock Horse. Conversations ranged far and wide - from Grade 2 listed buildings to V8 Dolomites. That I must see.

Having discussed matters with past AO John - who is relieved to not be AO next year, Colin Robertson has volunteered to take over as our new AO. His contact details are in the revised heading. Colin anticipates finding a lot more shows for us to go to next year, which are less well publicised, and more based in a local community, rather than big and brash and intent on making money for the organisers. And watch out for an influx of Dolomites !!

For those of you that didn't get to the NEC, I gather that it was quite successful for the club, but most embarrassing for me. The theme of the club stand was Non-Standard-Triumphs, which I think was a brilliant idea - thank you Bernie. But my V8 didn't make it as it still overheats like crazy. I'm at my wits end as to the cause; but I will win !!

I hope you made it to the end of December meeting on the Tuesday 30th. What else was there to do between Christmas and the New Year's Eve?

Don't forget the **Area Christmas Dinner at the Cock Horse on Friday 16th January**, meet at 7:30 and sit down at 8pm, for £21.95 each. I e-mailed the menu to all those for whom I have addresses, and Bernie hoped he would be able to get the menu

### West Kent Continues

into the December Courier in a readable form, so please contact me with your requirements, otherwise you'll have to come along to the December meeting or phone me to find out what's on offer. I hope you all have a very Merry Christmas as we look forward to an enjoyable 2015.

Next regular meeting is on **Tuesday January 27th**. See you all then.

*Del*

### LEICS & RUTLAND Tel. 07530 307371

**HAPPY NEW YEAR EVERYONE.** Our Christmas dinner bash will be long gone by the time this rolls off the press. In fact Christmas will be over and done with. What a relief!

Our December meet was not at our usual meeting place, we couldn't have the room, so 20 of us tested out another venue that is a bit more car friendly. A pub/restaurant called the Manor House, in Quorn, Leicestershire. During the summer months this place has its own classic car gathering that can rustle up around 100 cars I am told.

A very nice place with a superb patio area and car park facilities for classic cars. It's also right next to the Great Central Railway that is a thriving steam railway that will soon be linked up to the Nottingham section with a new bridge to connect the two railways together. The train track runs across the back of the garden area of the pub. So you have classic cars, steam trains and beer. What the hell more could you want?

I want to attract more new members, or I should say existing members who don't attend monthly meets, to come and join us so the venue is very important and must be suitable for the cars. Unfortunately this is the one point that is poor at our present venue. We need to check out other places during the winter months but at the moment my vote is for this venue.

Our area awards for 2014 were as follows;

**Member of the year. Jean Parker.**

Always available to help out. Always ready to give a smile.



**Golden Sparkplug award.** Better known as prat of the year award. **John Edwards and his Spitfire 1500.**

A lovely car.....even when adorned with WW2 flying Spitfire livery.

**Club car of the year.**

**Mike Mayfield's  
Dolomite 1850HL.**

This car goes everywhere and does everything. Takes a licking and keeps on ticking.



**Car of the year. John Muschialli's Vitesse.**  
On the club stand at the NEC this year.  
Wins prizes wherever it goes.



**A new trophy this year called The Bent Con-rod Award.**  
**Steve & Pat Goddard.**

This is a wild card award for members who do something special for the club. Steve and Pat sorted out the drive round Rutland route at our Sunshine Rally. This is an incredibly difficult task that is difficult to appreciate how involved it is. I also want them to do it again for 2015!

It has been a good year. We are a great social group and I love them all to bits. I get lots of help and support from them which is just as well because my organisational skills are a little lacking. I am determined however to cast the net wider to try to tempt more area members to come and join us each month. I also want to invite other clubs along to our venue, whatever car they drive though especially other Triumph clubs. It's good to socialise though I know it can be daunting to turn up to meet a group of people for the first time. We will always offer a warm welcome to any visitors and you only have to buy all the beer the first time you come along.

Keep running on 4/6/8

*Neil.*

### M25 EAST

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**Hi all, Happy New Year and a big welcome to 2015.**

Hope you're all recovered from the excesses of Christmas and are raring to get started on the fun and frolics that we have in store for this year.

Going backwards for a moment our first Monthly Meeting of the winter was held back in November at the Wharf. It was a really grotty day and no excuses were needed for there being no Triumphs in the car park. 10 of us turned up although one of us (Rich) did look a bit worse for wear after a heavy session the night before ha ha.

The meeting gave me a chance to offload all the calendars that have been clogging up the front room for a while. Making the calendars was a really hard job, trying to make sure that everyone made an appearance. I had





## MANCHESTER . . . NEWBURY

one complaint from someone that they didn't appear in the Le Mans pic, oops, sorry dear. Oh well, you can't please everyone all of the time ha ha. Anyway, hope you all like them and that you're putting them to good use. It was good to meet up as it's been a while since the last show of the year, so, plenty of gossip was caught up on.

There is also another famous red Triumph in our area. There was a program on telly about a restoration of a Herald Convertible and one of the scenes showed the car being driven up the Test Hill at Brooklands. They also showed some other cars having a go and lo and behold one of them was Alan Malley in his Vitesse. Well done mate!! Hope the fame doesn't go to your head ha ha.

In other news - I've bought myself a new toy to help in the making of the videos of our adventures. It's a quadcopter and by now you should have seen some of my very amateurish practice attempts gracing our Facebook page. Hopefully they will get better and we should have some pretty cool footage next summer.

On a more serious note - something that Richard made me aware of recently was a big problem with his wheel studs, well more than a problem, he actually had two shear off while he was out in his Vitesse, both on the same wheel. These are the sort of items that can get overlooked when servicing and when you think about it most of our cars have wheel studs that have been on the car for years. So, it is definitely worth giving them a once over and making sure they are all ok. Thankfully Dickie Boy managed to limp home on the 2 remaining studs and all is well.

So, what's coming up soon, apart from going back to work - boo!! We've got a couple of outings planned to tide us over the winter months. **First up is a trip to Chislehurst Caves.** This sounds a really interesting place, a guided tour through the deep underground caves and then followed by lunch. Then in **February we have a trip to Tilbury Fort**, the very place that 'Good ol Queen Bess' in 1588 waved off our navy on their way to give the Spanish a damn good thrashing ha ha. This will again be followed by lunch. No booking is needed for either of these, just turn up.

Looking further ahead to the summer, there are 2 big events we are hoping to attend - **TriumphFest and The Silverstone Classic.** These will both be camping weekends and should be blooming great.

Oh, and don't forget, in **February** there's the annual battle of the brains at **Club Triumph Eastern's Quiz Night.** This is always a great night. Once again we will be looking for 2 teams of 8 to take part. See if we can improve on last years 3rd place.

Over the next few weeks the show forms should be coming through thick and fast, so, don't forget to get them sent off asap as some of the shows do fill up quickly. Right, that's enough of my rubbish for another month. See ya all soon.

**Coming Up  
January Events**

**Sunday 11th - Chislehurst Caves/Sunday Lunch**  
**Sunday 25th - Monthly meeting (The Wharf)**

### IMPORTANT NOTE

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



*John*



## TSSC AREA NEWS

**MANCHESTER** Tel. 01524 791607  
**[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)**

Only 12 members managed to get to the Manchester Area meeting in December, I hope this was due to the weather and horrific traffic problems we had on the M6, M61 and M60 this was the lowest attendance ever and me and Frank really missed you all I hope you manage to get along to our meetings in the future.

We have heard rumours that Barton Aerodrome maybe come available in the future, we are going to make inquiries what do you think? We value your opinion.

We held a special Christmas raffle with stunning prizes! From a club shop voucher to a hangover cure which Gary won and kindly donated to whoever had the worst hangover at the Xmas Do!! Sixteen people have booked for our **Xmas Do at the Alma Lodge Hotel on Friday 12 December**; a full report will appear in the February edition of Manchester area news.

Please remember that Pete needs your photos for the 2015 calendar! Photos of cars, people and events are all welcome, as large and as high quality as possible, please.

Frank and me are looking at doing a **Sunday run in February or March**, possibly around Hawes or the South Lakes, dates to be confirmed and more details to follow please let us know if you are interested.

**The Manchester Area Holiday 2015** dates to be confirmed, will be in **Wales we are looking at Bron-Y-Wendon in Conwy** which has holiday cottages and a touring park for caravans in fact the only thing they don't do is tents. Please let us know if you have any preferred holiday dates.

**The Manchester Area Event will be held 26/28th June 2015** We asked at the meeting if any member would like to take up the position of Area Organiser in 2015 as we thought we might need an injection of new blood in the area we only promised to do it for a year 11 years ago, the answer was a resounding NO!

However please remember that ideas for runs, events or anything else are always welcome, as without your help our job would be a lot more difficult. By the time you receive your Courier we will be already in 2015.

So All The Best for 2015 and Thank you for being such a wonderful and fantastic Area.

### Events in January

**New Year Run Sunday 4th January The annual Notts/Derwent Valley charity run starts from Sainsbury's in Ripley at 10.00am, full details are in the latest edition of the Courier.**

**Manchester Area Meeting 6th January 2015**

*Rip & Frank*

**NEWBURY** Tel. 01635 868640  
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Happy New Year to one and all! Hope you had a good Christmas with lots of goodies.

Some people have cars off the road now and are working on them so they will be ready for the new season. The first big event is usually **Stoneleigh on 1st March** this year. As last year this is a combined **MG and Triumph Day.** A good place to source all those spares and meet up with other Triumph people.

This year some of us are planning to go to the **Isle of Wight weekend 1st-4th May.** We haven't been for several years now and even I have decided to go as I have never been to the Isle and we have a much bigger tent now! Other events will be coming through soon and I will pass on details as soon as I have them.

At the **second meeting in January** we will be having a Naff Raffle. So if you see anything that comes under that heading wrap it up



## NEWBURY . . . NORFOLK NORTH EAST . . . NORTH STAFFS

### TSSC AREA NEWS

## Newbury Continues

and bring it along!

Meetings at **The Berkshire Arms** starting about 7.30 p.m.

**14th January and 28th January**

Keep 'em flying

*Mary and Dave R.*

## NORFOLK

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Firstly, Happy New Year to all Norfolk TSSC members. I don't know about you but the at this time of the year when the nights are long and the days are short I always seem to have a bit more time to spend thinking about what events and journeys I shall have with my trusty Triumph in the coming year. The early months will be spent doing all the essential maintenance necessary to make my TR7 as reliable as possible. I plan to make the leaky gearbox oil tight and replace the slightly noisy rear axle with a LSD unit that I managed to acquire for the princely sum of £200 and hopefully along with regular use and thorough servicing the 7 will continue to clock up another 8,000 + trouble free miles this year as it has over the previous 4 years. I am always amazed at people who are frightened to use their Triumphs as they are as reliable as a modern car in my opinion as long as they get regular use are well maintained and receive quality replacement parts when required. My first Triumph was an 8yr old MKII Vitesse that was my only car and it never let me down in my three years of ownership. So my plea to you all this year is get your cars on the road and if they are already in use don't be afraid to take them a little further afield and join your fellow Triumph and Classic owners at some of the fantastic events that are organised for you to enjoy. Not only will you see some lovely cars and be entertained at some superb venues but you will get to meet like minded people who in some cases will become lifelong friends.

Attendance at Norfolk Area meets has been on par with previous years but we are still a long way off reaching the numbers that were achieved half a decade ago but it was great to see new faces enjoying our roving meetings a policy that shall be continued in 2015. I was particularly pleased to see the successful launch of Totally Triumph in May an event that we as an area assisted in making the inaugural event such a success. Our very own Mile of Triumphs also saw an increase in attendance this year at what is a superb location almost touching the beach at The Hermandus, Winterton. **Next year the Mile of Triumphs will be replaced by Totally Triumph** but will still be held at **The Hermandus mid September**. With a hard working group of Triumph enthusiasts at the helm plans are already in place to provide even more attractions and a superb event on the Sunday to supplement the run out and evenings entertainment on the Saturday. I won't let the cat out of the bag just yet but for those of you who like polishing then you better start now and those of you who enjoy putting the pedal to the metal then you had better start tuning your car now as there is a huge expanse of concrete available for us all to enjoy. There is going to be something for everybody.

There are now regular updates on the superb new TSSC website on events in our local area. You really should take a look at all it has to offer as the TSSC website was well worth the wait and is a credit to all who had a hand in delivering such a superb product to all TSSC members. Norfolk Area now has a Facebook page of its own where members can keep in touch with everything Norfolk. For those of you who have not submitted an email address please can you let me know yours as soon as possible by emailing me at [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com) if you don't you will continue to miss out on the Norfolk TSSC Newsletter.

Dates for your diary:

**Joint meeting with Wensum TR's to be held at The Bird In Hand, Wrenningham on Monday 9th January 2015 from 8pm.**

Why not arrive early and try one of the superb meals that are on offer I can thoroughly recommend the menu.

Another roving monthly meet and out ending with **Sunday lunch at The Wildfowler, Kings Lynn on Sunday 22nd February 2015**. See details in Area news and events on the main TSSC website or email me for further details.

Happy Triumphing in 2015.

I am looking forward to meeting you all sometime this year.

*Mike*

## NORTH EAST

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Well 2015 is here so a happy new year to all. Decembers meeting was our xmas bash, 20 Members & guest turned up with the usual silly hats, and bad taste clothing. Braving the winter weather was Aaron who turned up in the Herald, the only club car in the car park that night. Thanks to Joe for his usually devilish quiz, which was won by Mark and Chris, that's two years in a row the dastardly duo have won. Hope that everyone had a enjoyable Xmas and got everything they deserved.

Raffles & donations raised £79, which this year is being donated to the Great North Air Ambulance. Thanks must also go to the dun cow for putting on some food for us, Roast Tatties, Sausages, and Yorkshire puds in gravy went down well.

Many thanks go to Mark, who is standing down as area organiser, a gift token was presented to him for all his efforts.

The only news this month is that Brian has bought a Stag.

Bet he won't talk to us soon.

Plans for 2015

**New years run out** to be confirmed. Probably the **2nd**

**Sunday in Jan** weather permitting.

**March.** Trip down **Stoneleigh for the**

**Triumph & MG spares day**

**April.** **Treasure hunt.**

I have an idea for a run up to the Scottish borders sometime in the summer, and visit the **Jim Clark museum at Duns**, time and date to be agreed.

**TriumFest UK at Donington** in the summer.

Remember it's your club, the more you put in the more you get out of it, so if anyone has any ideas for outings just let your area team know.

No trips abroad planned for this year, but discussions about a trip to spa may well be on the cards.

Best wishes for 2015

*Geoff*

## NORTH STAFFS

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Web. [www.tssc-staffordshire.co.uk](http://www.tssc-staffordshire.co.uk)

**Happy New Year to all**, I hope you all had a good Christmas and got some of those motoring gifts you wanted, and that our Christmas meal all went well, as I write it's now November and it hasn't taken place yet, so it's all very confusing.

Numbers were down a little at our November meeting which is not surprising for a dark winters night, and some have been on holiday or trips to German markets, but the good news is by the time you read this the nights will be becoming lighter, and a new year of motoring events will soon be starting.

There's talk of people driving on the wrong side of the road in late May in the new year, and possibly classic caravans taking to the road and other treats.

I have to apologise for not updating the web site, it's a web based program and the host has removed the software that was used to edit web site.

## NORTHANTS . . . NORTHERN IRELAND



### 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

They have replaced it with a new system which is not compatible with the old one so I can no longer log into it, knowing little HTML the only choice is to rebuild the whole thing which won't get my car back on the road.

So unless I can maybe open files into a WYSIWYG, edit them and then paste them back into folder and upload them it will have to wait until more time is available. I will of course update club site with any news or events, if you would like anything added please contact me.

Little has been done again on the car last month, as most of my time has been taken up on house projects, removing back boilers and fitting fire surrounds and fires, now I have a shower to install with floors to be ripped up and pipes to be run into loft.

Repairs to the every day driver have also been keeping me from work on the Triumph, with an MOT due and no working washers, removal of the under tray panels was required to gain access to water bottle and pump simple enough you'd think.

No, modern fixings for plastic panels use steel clips with torque screws that rust and won't turn, I had to grind at least ten screws heads off to gain access to pump along with removing the wheel arch liner.

Then the replacement pump was a different type so didn't fit bottle, I managed to get hold of a bottle that it did fit, but then water level sensor wouldn't fit as wires didn't reach.

Whilst doing this job I did the find a wire broken to a connector for the heater valves which I'm hoping could be the cause of lack of control of the heater temperature.

The connector was difficult to remove and even more difficult to extract the pin for the wire to enable me to solder wire back on, then I noticed small drops of water leaking from the heater control unit, the screws holding the valves were all thigh-tend up and fingers crossed, drips will spot.

It doesn't end there, the pipe that runs across the car to heater control unit which is steel, is looking very rusty so this will also need to be replaced, plus the ten clips and screws to refit the under panels, so I don't expect to get much done on the Vitesse again until new year.

Repairs to the Vitesse door also have not been started, as the garage still have not had their stinger which is coming from France, just hope they don't sting me with big bill when it is done.

I understand that a GT6 in the south of staffs area, now has a ignition key and wiring which can start and stop the cars engine, so someone's made progress, not had any reports on the yellow Spitfire's progress as holidays are more fun.

A few of us are hoping to make it to the Christmas open day at HQ on the 7th Dec, then it's only just over a week to the Christmas meal, another week and it's Christmas proper, and in a flash it will be New Year, think that's where we started, so once again **Happy New Year to one and all.**

Here's looking forward to the new year when plans for the area activities will be taking shape.

Cheers

*Dave*

Drive the dream  
Visit website for latest news

## NORTHANTS

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I hope you all had a good Christmas and Happy New Year to you all. Hi all and welcome to my first area report. It seems a bit odd writing a report before Christmas that will be in the January magazine but here goes. Firstly I would like to follow John in thanking Dave and Angie for their hard work and dedication over the last few years. Good job, well done.

The year looking ahead should be as busy and interesting as the last with one or two new events on the calendar, the first of these being the **London Classic Car Show on the 8th to 11th of January at the ExCel Centre in London**, unfortunately this clash-

es with **Autosport international at the NEC** but at least now we have a choice.

Planning for **Silverstone Classic** is now under way and the details should be in this magazine along with the discount code. As this does not clash with **TriumFest** this year we are expecting a big turnout this year and since its on our doorstep it would be nice to have a big Northants attendance. We are currently in the early stages of sorting a campsite so that we can all camp together so watch the magazine for more details.

For anyone reading this magazine for the first time or even existing members who have not yet been to an area meeting we would love to meet you. Most club nights generally include a short quiz and a chance to meet people from all walks of life with a common interest. Many of us attend with our partners and I believe I am correct in saying that the cars are the reason we get together but there is more to it than just that. We are a fairly active social group who attend various local and national events throughout the year some of which are discounted or free when you take you're club car. So why not come along and see what you are missing you will be most welcome.

**Our next Northants meeting will be Wednesday 14th January at Overstone Manor, Sywell NN6 0BB at 8.30pm.**

Cheers

*Nigel*

## NORTHERN IRELAND

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November is normally a fairly quiet month for club activity as virtually all the club cars (and a few of the members) go into hibernation but not everything comes to a halt. We had our film night organised by Richard and Maureen at the Excelsior in Comber. The film was *Coast of Skeletons* (Maureen produced a brilliant flyer) which first was released in 1964 and includes a car chase between a Spitfire 4 and an Austin Healey. The acting was distinctly wooden and the plot paper thin but it was still good fun and everybody enjoyed it. Richard and Maureen also laid on sandwiches, biscuits, tea, coffee, popcorn etc which was very much appreciated. Many thanks also to our host, and owner of the Excelsior, Roy Spence. A real film buff; he was delighted with our choice of film.

The chance to pick up some free spares also came up – a gentleman from Downpatrick called at the club stand at the NEC in Birmingham offering a gearbox and some engine spares for free. Angie took his contact details and passed them to Paul who contacted him to make the arrangements to collect the parts. When asked what car the parts were for the reply was 1929 Standard Big Nine! The chassis and other parts had been sold to somebody wanting to build a hot rod!!

Alan (French) and Paul subsequently went to collect the parts which were stored in a couple of different locations. The gearbox





### Northern Ireland Continues

and various engine parts were at the gentleman's house while the seat frames, parts of the dash and one wheel were found in a shed full of pre-war Morris and Austin parts a couple of miles away. Unfortunately the engine itself could not be found but they were assured that it was around somewhere and Paul would be contacted when it turns up. What are we going to do with 1929 Standard Nine parts? No idea but they are safely stored for the moment. The original car incidentally came from England (the registration plates were among the parts) and belonged to a RAF officer based at nearby RAF Bishops Court.

We were also asked if we could source Herald front drum brakes and some other bits and pieces for John Smyth, founder and owner of local company Smyth Engineering. Back in the late 50s early 60s, John built himself a single seat racing car using a Ford engine (probably to compete in the Formula 1000 class) and the car is now being rebuilt to its original specification. Colin Lindsay was able to provide front drum brakes and, hopefully by the time you read this, Mr Smyth will have the parts he needs. I know it's not a Triumph but we like to help when we can and one good turn often leads to another.

Six people turned up for the December and AGM - Douglas, Bert, Alan (Forsythe), Alan (Hayes) and Frank having sent their apologies. It's a shame more people could come along especially as Paul found a box of T-shirts left over from the 2002 Totally Triumph Show and was giving them away for free!

Michael presented a statement of our finances. We made a small loss this year but our finances remain in very good shape. Jacqui and Paul Robinson were elected as joint AOs (no surprise really) and Michael agreed to look after our finances for another year. Elections over there was a discussion about 2015 events. The **21 February** was suggested as the date for our annual dinner and there were a couple of suggested venues - the Ivanhoe on the Saintfield Road, Belfast and Platform in Holywood. If you can recommend a venue please let us know. We have come up with a reasonably comprehensive set of events for 2015, some old favourites, like the **Truncheon Oiling in April** and the **Totally Triumph Classic Car Show in May**, and some new such as three 'breakfast club' events - more details next month. We are also exploring including an auto solo either as an event in its own right or as part of another event. As 2015 is the 60th anniversary of the last RAC TT at Dundrod we will be putting on something in September, possibly involving the old TT course at Ballyclare as well.

We are also planning to change the venue for our monthly meetings (Nortel Social Club is expected to close) and the search is now on for a new venue. Again all suggestions welcome.

A provisional calendar of events will be available at the January meeting.

So all that is left is to hope everyone had a good Christmas and wish you a **Happy New Year!**

*Jacqui & Paul*

### NOTTS

Tel. 07976 163006

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Hi All, hope you've all had a good Christmas. Writing this after a busy weekend firstly our Xmas Dinner saw 37 of us enjoying a splendid three course meal at the Nags Head, a free raffle saw Brian win the star prize of a Christmas hamper - oooowww. This was followed by a few games and a natter.



**Tssc Notts Xmas Doo**

Sunday Julie, myself, Nigel, Di, Victoria, Julian, Chris, Karen & Eddie ran down to HQ for the Xmas open day, a good time to just catch up with friends from all the different area's and some 2015 planning etc.



**Chris, Julian & Myself at HQ**

Now with just a few Days to go before the **New Years Run** don't forget the first event of the new year - a 60mile run thru the Peak District culminating at a lovely 16/17th Century Pub for a lovely Sunday roast.

So come along bring some friends (modern's welcome if your classics's tucked away) lets kick off 2015 in style, all proceeds to Local Charity - Rotherham Hospice.

See you soon

*Nigel & Adrian*

### PETERBOROUGH

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I can't believe I am already penning the last area report of 2014. How time flies when you are having fun eh? This is always a rather strange report to write as the early Christmas deadline means that it has to be submitted before our monthly meeting. So whilst I am wishing you a very happy and peaceful New Year, hoping you had a great Christmas and that everyone enjoyed our Peterborough Area Christmas party, in reality all these events are yet to happen - it's a bit like 'Back to the Future'!

I hope you will agree 2014 was a very good year for our area, and I particularly enjoyed our 30th birthday party.

I must thank everyone that attended, particularly those from HQ, from Northants area and of course Jo and Mark field with the Le Mans Spitfire, and finally not forgetting of course all of our own area members who helped to make the evening such a memorable success.

From a personal perspective 2014 was a landmark year in as much as I managed to return my Vitesse to the road after almost 3 years of being laid up following my redundancy. I was partly driven to get her roadworthy again by a friend who got married in July and I promised to deliver his bride to Stamford Registry Office in the car - so no pressure there then! Fortunately very little needed doing to get through the MOT although a problem with the points and a burned out coil resurfaced shortly after the wedding so I was very lucky on the day.

In fact this problem eventually prompted me to fit an electronic ignition system to the Vitesse. Actually as I was working away from home, my electronics whizz of a son fitted the electronic ignition and had the car purring like a kitten just in time for me to attend the area 30th birthday bash. So thanks to Jamie for his help and so far, so good, I can thoroughly recommend the Accuspark system which doesn't cost the earth and has made a huge difference. Only time will tell whether its long term reliability.

## SCOTLAND CENTRAL WEST SOMERSET



### TSSC AREA NEWS

ty comes up to the mark but I am hopeful.

Looking forward we are already planning for another great Peterborough Area year in 2015 and as we go to press, Colin has just confirmed that our **February Feast Run will take place on Sunday 22nd Feb.** Full details will follow later but this is a date to put in the diary. Last year this trip out for Sunday lunch was very popular and I suspect it will be equally so this year. Sadly, as with last year, I am working over that weekend so I will have to pass.

The plan as always is to get all the major shows and events of interest for 2015 noted in our area calendar. I hope to have this available in time for our January meeting and I am pleased to report that I have already submitted the photos and event dates to Bernard at HQ so fingers crossed the printers will be able to get the calendar produced in time. The cost will be £6.00 each and I am only going to produce 24 calendars so it will be very much a question of first come, first served. Why not drop me a line to reserve yours?

Well that is about all for now. I will close by wishing you all a very happy, healthy and peaceful 2015. Doug and I will look forward to seeing as many of you as possible at our **January meeting on Monday 12th, at the Red Lion, West Deeping**, from 8pm. We sincerely hope that by then all your new year's resolutions will have been broken and that you will join on for a noggin, natter and nosh without worrying about diets or being on wagons etc. As my grandma used to say; 'A little bit of what you like does you no harm'. She lived to 91 and still enjoyed the odd half of stout and occasional cigarette so it worked for her! See you on **12th!!**

Cheers

*Paul*

## SCOTLAND CENTRAL WEST

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So here we are fellow Triumph devotees. 2015 is here, a New Year. I do hope you all had a great Christmas and a Good New Year. The December meeting was also our Area AGM and we were not able to get into Lochinch. So we were at our alternative Cartha Rugby Club location. I was told that the situation at Lochinch was a one off again, but we all found each other. We had a little time outside as Martin's 2.5 saloon has a new exhaust and was on song with 2 double pipes on show. That was the only Club car present. The ladies rugby was in full swing too so the car park was quite full. It wasn't too cold so we had a good look round the 2.5 saloon, a big car. We were then inside to have the AGM. Colin had footage of Le Mans, which despite being wet showed a little of the weekend and made us all think about going in 2016. Once fuelled with Im Bru, coffees, cola, mince pies, chocolates and Danish pastries the AGM was off and running.

Gregor had prepared an Agenda, so we all went through each item as follows. The new AO form was completed and seconded and thirded so the Area is registered and the AO is certified. The Monthly Meetings will remain at **Lochinch Police Social Club in Pollok Country Park, Glasgow, G41 4SN**. And will remain on the **first Wednesday of the month** at 7.30pm.

The Area funds are needing to be replenished, and it was put forward that a small donation could be made at each meeting to help with this. We seem to have enough equipment, having purchased an event shelter and sides recently (see Area funds). One point raised was lighting when camping. Obviously any ideas or donations will be considered.

Last year's shows were agreed to be good, but the sunny dry weather made a big difference. We will consider new events to attend for weekends and possible link ups with those coming into our Area.

We have ideas for the **Drive It Day Run** too so watch this space. It will be around the Central Area. Other ideas and observations were noted and have been covered already in the minutes.

As there was no AOB and those present were satisfied with the

discussions so the AGM was closed.

Thank you to all that attended and helped prepare for next year. With that out the way we were back to watching Le Mans and discussing all things Triumph.

**Donington** is going to be our major excursion this year, with the possibility of **Islay** and some weekend events. The dates are not published yet so we will pick carefully.

We all seem to have projects to get on with, either rebuilding cars or bits of cars etc., etc., etc?.. Remember the bigger the space you have the more you will acquire.

I predict more purchases.

**The Area Night Out is on Saturday 17th January 2015** meeting at Central Station Clock at 3pm then into Glasgow city centre for drinks and cocktails, and then onto **Kama Sutra Restaurant, Sauchiehall Street**.

I will be booking numbers after the January meeting so let me know numbers, all welcome, wags, anybody.

The **Monte Carlo Historique** is starting at **Paisley Abbey**, another big event on **January 28th**. This is the only Scottish start. There is a Loch run and a Reims run, please see website [caledonianmsc.com](http://caledonianmsc.com) for details and entries.

If you cannot make meetings, we hope to see you at shows or Donington. Why not join us for **Drive It Day in April?** If you are restoring a car come to the meetings, we may be able to give advice or help.

The area still has a spring lifter and I have a hub puller. Both can be hired for a small donation to Area funds. Providing they are returned. Remember we have all built, broken and bent most bits of our cars so we know how to fix just about anything. When the cars are out you can also see how they go together etc.

**NEXT MEETING** will be on **Wednesday 7th January 2015**.

The fact that the shows we went to last year were good was down to Area members turning out, helping and putting on a good Area Display, good food, and good company. The Area is in good health, which will continue into 2015. This year's shows are promising to be bigger and better. New ideas for events and runs are always welcome. The invitations for shows will start coming in soon, so we will decide at future meetings on a calendar.

**Dates for 2015. Here are some dates.**

**Saturday 17th January TSSC Scotland West**

**Area Night Out.**

**Monte Carlo Historique Start - January 28th - Paisley**

**Abbey. 7pm. The Scottish Start of the famous Rally,**

**NEXT MEETING will be on Wednesday 7th January 2015.**

**We are booked at Lochinch.**

So, who do you think is your 2015 AO ???

Yes it's the one without a road legal Triumph. I couldn't run fast enough to hide.

Only Kidding.

*Gregor G.*

## SOMERSET

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**"Hi all" and Happy New Year!**

For those of you who receive our area e-mails you will know that Steve Hopkins has stood down as joint AO and **Martin Hughes** has kindly stepped in for 2015!

Martin has been an active member for some time now and has supported many of the events we, as an area, have attended, on a regular basis.

For those who don't know Martin, he is a larger than life character with 2 and a half Triumphs! His regular drives at the moment are a 13/60 convertible and a Mk2 spitty. The half car is a Mk1 spit which at the moment resides in a shed (guarded by Charlie) as a resto project, which Martin states will be finished by the summer??? He does, though NOT specify which year!!!!



## SOMERSET . . . SOUTHERN SUSSEX . . . THAMES

### TSSC AREA NEWS

## Somerset Continues

With regard to 2015 we hope to soon (hopefully by Feb) have a provisional list of shows/meets, we as an area will be attending during the year! Some of these will be well known to our regular members but there will hopefully be a few new ones as well.

As said earlier we regularly send out area mail shots to inform you of whats happening but we are sure the list does NOT cover ALL Somerset member (there are some bounce-backs)!! So if you don't get mailed and want to be on the list PLEASE contact Martin or Derek with your details and you will be added to the mailing list!!! Likewise if you do NOT wish to receive notifications any more then also let us know and we will delete your addy!!!

The best way to contact either of us is via the net:- so my mail address is [derek1360giles@breathe.com](mailto:derek1360giles@breathe.com) and Martins is:- [martin.hughes5@btinternet.com](mailto:martin.hughes5@btinternet.com)

Well that's about all for this month! Hopefully we will see many of you at our next **(February) meet at the Fox and Goose, Brent Knoll (A38) on the 2nd Tuesday of each month.**

We are NOT ANORAKS so come and join us soon!!!

Cheers for now,

*Martin & Derek*

## SOUTHERN

Tel. 01252 722432

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

Hi Folks. Well this is the last mission Percy will have to fly this season, being the last of the events. Sunday 5th October saw the Hants and Berks Autumn Run attended by yours truly and Barb in the Stag, Mike and Karen in the Healy and David and Wendy in the TR6. We set off to California Country Park, the starting point for the run on a crisp autumn morning. The journey took us by the roads of Hampshire, Surrey, East and West Sussex to our destination at Bentley Wildfowl Park and Motor Museum, where we enjoyed a well earned lunch, after which we rode the narrow gauge railway around the site. We wandered through the Wildfowl Park, explored the house and looked around the cars in the museum. By then it was time for refreshments and the journey home, tops down, with the sun doing the same.

After returning from a week in Malta on Saturday 11th, a 6am start the next morning to attend the "Hastings Week" classic car show was quite a challenge. We enjoyed having the roads to ourselves, which brought home the joy of motoring as it used to be. On arrival we were ushered to our parking spot, the whole parking area was filled to capacity within a short time. Lunch time we enjoyed fresh fish roll and a pint, worth the trip! We joined the parade run along the Hastings seafront and back. At about 3.30 the rain started, hence we had a mass exodus so we decided to join in and make our way home. It rained cats and dogs all the way, a good test for my new front screen.

Sunday 26th saw David TR6, Mike Midget, Mark 2.5S and me Stag attend the White Lion breakfast meet at Hartley Witney. Lots of interesting cars as usual, some regulars and some new. It has just occurred to me by the time you read this it will be 2015 and Christmas will have passed. I just can't get used to the time delay in me writing this and you reading it. So I will wish you all a **Happy New Year** and let's see you all using your cars a little more this year.

*Mike*

Thanks Mike

Our Christmas dinner last month was once again a great success, thanks to Neil. 28 arrived for dinner and it was good to see Jane and other member's partners that we only see fleetingly during the year. Barbara and Val did a Stirling job with the raffle; I think everybody was pleased with their gifts.

The meals do seem to get better each year, mine was certainly very tasty but there is always one fussy person who wanted their

grizzle cooked to charcoal.

Again thanks to all who attended, it was a great evening.

I'm sorry that the calendars had not arrived in time to be handed out, but sods law said they would turn up just after the meal and they did, so I will have them with me at the January meeting.

On a personal note, my chassis is now back from the body shop and looking good. Now I've just got to find all the bits to put back onto it.

Thanks to all who have helped out with pictures and reports last year and I would be grateful if you could do the same in 2015. I cannot put any dates up yet as I have now got a new computer but lost a lot of data when the old one went kaput, but that will be remedied next month.

The first regular meeting will be at the **Seven Stars on January 6th** and the first **Sunday lunch on January 18th**. I cannot remember where it is but I'm sure Paul will pop it up on the Yahoo reminder.

That's all for now, just to say **HAPPY NEW YEAR**

Take care

*Mark*

## SUSSEX

Tel. 01444 450941

So the Laughing Fish pub for the meeting Venue seems to be going down well. We had 12 people for the December meeting. Derek and Vivien came in the White Spitfire. Pete is his pimped Herald!

Colin Robert has taken on the AO for West Kent so congratulations to Colin.

No one else wanted to take on the AO for Sussex so I will carry it on for another year.

Good news on Clive's Spitfire. Pete and Clive managed to get it fired up and running, once that had put a power supply on the ECU! So it's making progress. Clive commented on how quiet it sounded. So it sounds like a Ford Escort! See I knew there was a very good reason why he should have put a straight six in it! Clive is aiming for an MOT in January, fingers crossed.

Clive is also talking about organising a trip to SPA to see the classic racing in May so some of us may be up for that.

Gordon had a lead on someone selling a Stag so I'll be following that up.

I'll wish you all a Merry Christmas and a **Happy New Year**  
**Next meeting 7th Jan at the Laughing Fish, Isfield.**

Regards

*Martin*

## THAMES

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**Happy New Year!**

We hope you all had a great festive season & that 2015 is all you can hope for. We are having/had our **New Years meal on the 4th of January**; hopefully you were able to join us. Julie & I would like to thank you all for your continued support & help in 2014 & look forward to sharing a great 2015 with you all.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 6TH NOVEMBER.** I had twisted my ankle at work & was unable to attend tonight's meeting. Julie was baking cakes for the next morning. So thankfully George B kindly agreed to hold the meeting in my absence. To keep George B company he had the pleasure of Graeme C & Chris C. Triumph dramas were Graeme's lights are playing up again on his TR6. George had started to work on his Vitesse's U J's.

**20TH NOVEMBER.** - As the Vitesse had not been used for a month I topped up the battery with a charge after work so it would be ready for the evenings meeting. Later on it started up easy but I could not get the side & rear lights to come on, so ended up using the Transit. At the Fox & Castle I met up with Graeme, George, Mike & Andy K whom we have not seen for a while. Andy had come along to drop off George's rechromed bits for his



## NORTH WALES . . . SOUTH WALES

Vitesse so guess what he will be doing next. Graeme's lights are still evading a fix on the TR6, as are mine

Our next meetings at the **FOX & CASTLE** are from 8pm in the New Year on the **15th & 29th**. With our **New Year Meal on the Sunday 4th at Noon**. In **February on the 12th & 26th**.

Please come & join us for a warm welcome or call me on 07773623807.

*Mickey & Julie*

**NORTH WALES** Tel. 01691 600215  
www.wrexhammgandtriumph.co.uk  
email: helenahill@btinternet.com

Hello, everybody. Tuesday 4th November was our monthly meeting at The Plough, where we have a change of manager. There had been a bit of a mix-up regarding the number of our group that attend, so there was only one lady serving behind a busy bar- she had to work double-time to serve over 40 of us, but she did extremely well. The new manager has assured us of extra staff, and our presentation night buffet is going ahead just fine, as planned. There were a few early fireworks around, but they soon went away, and we settled into our meeting. M.G. Sam summarised the last months events, as Richard was away on holiday, and took names for our trips to R.A.F. Cosford and Llandudno. Joan organised the raffle, as Pat could not make this meeting, and another very sociable evening was enjoyed.

Wednesday 12th November was the visit to R.A.F. Cosford, and we met up there at about 10.00 a.m. We first toured the Restoration Hall, where remains of aircraft, boats, etc., are dismantled, then carefully restored and re-built. After this we met with the two guides that had been booked, and split into two parties of ten people. The guides took us around three other hangars, explaining all details of the exhibits. There are over 70 aircraft housed in these hangars, plus tanks, military vehicles, nuclear deterrents, engines, and more, with such an array of origins:-

British, American, Japanese, Dutch and Argentinian, to name just a few. We had a lovely day, this museum is well worth a visit, especially with the added knowledge of the guides.

We were unable to attend Llandudno on Sunday 16th November for the finish of the Rally of Wales, but the 20 from our group who went said how well organised it had been, with the classics being driven along the promenade, and buffet lunches provided. They had really enjoyed the day.

At the moment, Julia has not been able to use her Spitfire, as on the way home from the North West Vintage Rally at Widnes back in September her Spit decided to throw a wiper blade off! A new box is in the process of being fitted to rectify this.

Micks Stag is improved for the coming year. Whilst the screen gutter rails were being replaced it had a new screen fitted, so now no scratches or chips on the glass.

There was no OFFAL this month due to our party night taking place on Saturday 29th November, at Carden Park. This attractive venue did not disappoint the 34 of us who assembled from 7.00 p.m. in the bar adjoining the dining room. At 7.30 p.m. the doors opened and many guests moved into the dining and function room. The tables were well spaced, so this gave a very relaxed and sociable feel, and then the many staff served first-class three-course meals in a really pleasant atmosphere.

When all was cleared away dance music started, and many danced and drank into the early hours. While talking to Pam and Bryn during the evening, they explained that Hetty Herald is now in a proper garage since their move to Llangollen,



## TSSC AREA NEWS



and not just under a cover.

So that's about all for now. Please remember our monthly meetings are held at **The Plough in Gresford** on the **first Tuesday of the month** at 8.00 p.m., and there is also a meeting at **The Plough in St. Asaph** on the **third Wednesday of the month** at 8.00 p.m.

Come along and see us. The photos are examples of "silly summer days":- in the meantime, drive safely on these winter roads. Forthcoming events:-

**January 2015**

**6th January:- Monthly meeting at the Plough Inn, Gresford.**

**21st January:- Meeting at the Plough Inn, St. Asaph.**

**27th January:- OFFAL.**

**February**

**3rd February:- Monthly meeting at the Plough Inn, Gresford.**

**18th February:- Meeting at the Plough Inn, St. Asaph.**

**24th February:- OFFAL.**

Very best wishes for 2015,

*Helena & Roger.*



**SOUTH WALES** Tel. 02920 315260  
www.triumphwales.moonfruit.com  
e-mail: gwyndjevans@dolomite1300.plus.com

**MALVERN AUTO JUMBLE OCTOBER 12th**

As Bonnie Tyler (Ant) and Al needed a lift to the show I offered to take them in my Stag Saloon. I noticed that the fuel gauge was reading lower than it should have been as there was only 102 miles on the trip meter since the last top up so after stopping off at a petrol station on our way to the first rendezvous point I topped up the tank (42.99 litres)

I worked out that the car was returning 10.8 mpg!

I wasn't happy! When we pulled into Cardiff Gate I lifted the bonnet and found that the fuel pump was looking a bit wet, the car must have been happily leaking fuel onto my drive for the past few months (as the TR has been in constant use) at a rate slow enough to evaporate before I could notice it. I managed to get an 1/8 of a turn on the inlet union and about the same on the top bolt of the pump and after drying the pump and starting the engine the leak had all but disappeared. While carrying this out Action man, The Hammer & Rob (Red Tardis arrived) followed by Young Eddie & Mo (Modern, as Mike The Cake was using their Herald for work). At the pre arranged time we set off for the next meeting point on the A449 where Mikey J (GT6) and Paul & Barb G (TR6) were waiting for us, Paul & Barb officially announcing that winter is on its way with their woolly hats.

As we drove along the fog engulfed roads we looked out for the Monmouth Mafia, but there was no sign of them, "ever had the feeling that you are being watched?" asked Al, and Bonnie & myself could only nod in agreement!

On arrival at the show I led our small group into the parking area as we had not pre booked and were going to have to pay the full £9 each, however, a sharp eyed Marshall approached and said "excuse me but is your car not the one off factory prototype Stag



### South Wales Continues

Saloon?" to which I replied it was, "then you must display it with the show cars" he said "and have free entry to the show". I could not accept this kind offer without the rest of the group including the modern and told him so, to which he replied "then you can all go in for nothing". Thanking him I then led the group into the show area and it wasn't until we parked up that we realised that Eddie & Mo had been stopped from bringing their car into the area and had walked in behind us.

Well the weather stayed kind to us all day and there were some fantastic cars on show, we even met up with Gerry in his Rover 75 with wooden grill and door handles. Martyn Osborne also made an appearance during the afternoon. I bought many items, things that are expensive to buy on line due to postage like body filler, and other "necessities" like UNF taps and working trousers and soon managed to recoup the cost of the fuel that had leaked from my Stag saloon. As usual when the Stag saloon is used I had a lot of interest from people and I had the British Leyland referrals to the car along with a letter from Donald Stokes that mentions the car printed and displayed in the windscreen which Al had uncovered through extensive research so that I would not have to explain its existence in person and be able to relax a bit.

Mo and Eddie had once again brought along a large batch of pasties which we were all once again very grateful for and we had a pleasant time in the autumn sun picnicking and chatting. At about 3:30pm we decided that it was time to leave and after a group photo we said our goodbyes as we were not stopping en route. As we were about to get into our cars The Hammer said that it had been a great day out and that what we had lacked in numbers had been more than made up for by the quality of those who had attended, and we all had to agree. With Mikey J taking poll position our small convoy headed back home to S. Wales, another great run in the sun.

#### NEC NOVEMBER 16th 2014

As we normally do at NEC events we had decided to use mod-



ern cars to travel there. Alan Gourley picked Ant & I up on his way to the first rendezvous at Cardiff Gate where we were soon joined by Mals per Hour, Action man & The Hammer. We left at the pre arranged time for our next meeting point (picking up Paul G en route) at the lay by near the old Raglan services where Neil & Thumper Watson were waiting for us, then we continued along the A449 to Monmouth where the Monmouth Mafia John & Mike were waiting to join us. We then had a good traffic free journey to the NEC.

As we arrived together we decided to park together and then took the short walk to the Whetherspoons pub for a cooked breakfast before entering the actual show. As usual there was much too



much to be able to see in one day so we split into groups with regular meeting times arranged to regroup at the TSSC stand. A few bargains were to be had, but as is getting even more prevalent these days online parts availability and the cost of hiring stalls at these large shows meant that most of us returned home with less bargains than perhaps we would have done a few years ago, but it is much more fun to be able to physically examine things in the "flesh" than to look at images on the net and much of the day's ticket price and travelling expenses were recouped on the day, especially for those of us who bought pork pies and cream cakes in bulk quantities!

On one of our visits back to the TSSC stand our TR4 - 6 Reg Sec kindly gave up his time to be trained to value TSSC members cars for the agreed valuation scheme, this means that members in S. Wales or those who attend any of the events that our area does will be able to have their cars valued, or can even have them valued at monthly meetings for the insurance scheme. We also met up with Mark Davies and Graham as had been previously arrange.

The day went by very quickly and it seemed that no sooner than we had finished our lunch break that it was time to leave (well we did have our lunch at 16:30) and we all headed back to our cars to finish off the cakes and pork pies. Paul G ate about 11 pork pies, but I must not put this in the report as he said Barb will knock his block off. We timed our departure well as we missed the initial rush to leave the NEC and we were soon out on the M42. Although the traffic was heavy we made good progress and pulled into Strensham services together for a final drink and snack. While saying our goodbyes Action man mentioned that it had been yet another great day out and that what we had had in numbers had been more than matched by the quality of those who attended, a sentiment that we all agreed with. We then jumped into our cars for the journey back to S. Wales looking forward to our next run on November 29th (but not forgetting our AGM on 25th).

#### BRISTOL RESTORATION SHOW NOVEMBER 2nd 2014

Ant and Alan arrived at my house at 7:45am and we loaded up the Stag Saloon with our flasks and survival equipment (in case we took Ant's route) with enough food for a 7 month journey and headed for the rendezvous at Cardiff Gate Services. We stopped

off en route to fill the Stag's tank with fuel and worked out the mpg from our last trip in it to Malvern. A WHOPPING GREAT 30.55 MPG - FANTASTIC, those fuel magnets are really now



kicking in after burning off the carbon build up in the combustion chambers. Five minutes after arrival at Cardiff Gate Action man & The Hammer arrived in their Spitfire MK2 with Action man reporting that they had suffered a minor breakdown shortly after they had left home, but it seemed to be alright now. At the allotted time we arranged our convoy into 2 groups of one car (to avoid causing traffic issues on the M4) and left for our next meeting point at Magor Services. The Stag led the first group of 1 car, but Ant soon noticed that the second group of 1 car was lagging behind "I bet it's the Spitfire causing that group to travel slower" said Al and he was proved to be correct as when we pulled up at Magor Services Action Man jumped out of his Spitfire and lifted the bonnet as the Spitfire's engine struggled to run. "It sounds like a stuck jet" said our TR4 - 6 Reg Sec who sprang like a Gazelle (all right, hobbled like a 110 year old) to flick the jet back into its normal run position, the Spitfire then settled into a nice smooth running tick over and performed faultlessly for the rest of the day. Paul G was waiting in his immaculate TR6, Barb G for some reason had not wanted to come on a cold and wet day to walk around draughty agricultural buildings looking at car parts and tat, strange

## WESSEX WIRRAL . . . WEST YORKS



### TSSC AREA NEWS

person they all said (except me Barb!). When no other cars turned up we organised ourselves into 3 groups of 1 car so that each separate group could look after the car within that group to ensure that no one got lost or ended up stranded on their own in the event of a problem and headed East along the M4 to cross the river Severn into England (after some debate Alan & I finally persuaded Ant that we should use one of the bridges). We travelled through Bristol and then along the familiar country roads to the Shepton Mallet Showground where we were efficiently marshalled by very friendly people into the Classic Car Park. As the 3 groups of car arrived together we were able to park together and without the aid of the lady folk we soon mastered the art of opening our flasks and pouring out tea and coffee. We then had a good look around the show and managed to have a quick catch up with Stephen Hopkins from the Somerset Area who had a display in the main hall.

There wasn't as much to see or buy at the Show as there has been in the past, but the 2 for 1 ticket offer still made it quite good value and in any event we had a good day out. Paul G received some worrying news from home and had to leave early, but thankfully everything turned out well for him in the end. The rest of us convened back at our cars and had our lunch which was supplemented by 546 banana's that our AO had bought from ASDA for 2p as they were within 7 seconds of their sell by date when he had bought them 9 weeks earlier. We then had a visit from Jane Rowley who was also visiting the show.

As with all good days out the time went very quickly and it was soon time to leave. While having a final tea break of the day we decided to form one large group of 2 cars for the return trip and to ensure that both cars would both get lost together, Area Navigator Ant was nominated to ride shotgun with Action Man in his Spitfire, while the Hammer took up position on the rear seat of the Stag Saloon. We headed off along the country roads in the now dry weather and after hitting a lot of traffic while driving through Bristol the group of cars got split into 2 groups of 1 car per group, however, the 2 groups managed to join back up on the Westward journey along the M4. The 1 group of 2 cars then pulled into Cardiff Gate Services for The Hammer and Ant to swap places. We had to say our goodbyes there as the 1 group of 1 car and the other group of 1 car were travelling in different directions, but as we were saying our farewells I had a TXT from Paul G saying "well lads, what we lacked in numbers we certainly made up for by the quality of those who attended". "You couldn't have put that better myself" said Action Man. "Don't you mean I couldn't have put that better yourself" I said. None of us knew who could have put it better than someone else, but we all agreed that Paul had summed up the day perfectly.



**WESSEX** Tel. 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Let me start by wishing you all the complements of the season and hope you are either having or did have an enjoyable Christmas and also wish you a **Happy New Year**.

At the time of writing we are looking forward to our Christmas Dinner which we are holding at the Avon Causeway. Hopefully this will be as enjoyable as last year and look forward to catching 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 2015 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 scheduled for the **1st of March**.

Then of course is our area's annual **New Forest Run**. We are planning to hold this on **Sunday 19th April**, which is our normal 3rd weekend of April slot. We will soon begin the process of 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 2015!

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*

## WIRRAL

Tel. 0151 339 4150

Are you out there? Hello again, first things first, **A Happy New Year to all readers**. Not that there is a lot to read about for the first month of 2015 as the hibernation season seems to have well and truly set in. I hope you received all the goodies that you asked Father Christmas for and all his little elves were busy fitting your new clutch, or what have you, how romantic!

What has been happening since my last report in November? The echo comes back, loud and clear "not a lot" except to say our meetings at the "Cottage Loaf" pub have been quite well attended. Maybe this is because the kindly Landlord lays on free and gratis huge plates of superb chips. He must think we look starved, it's the enormous cost of keeping these old Triumphs on the road. Altogether now OH!

Our last run of 2014 took place on Sunday October 26th, Another of Dave's fiendishly complicated up hill and down dales (or should I say mountains and valleys) of North Wales ending up at one of our favourite watering holes in Carrog for what I am told was a splendid meal. I say I'm told this because I did not attend as I had rather a nasty cold that weekend, and, would you believe, this came on just after I had the free flu jab for the aged.

Our Christmas Dinner at the "Cottage Loaf" pub which took place or rather will have taken place on December 13th will likewise be well and truly digested by the time you read this but I'm sure Andy will fill you in on the festivities when he writes up the February report.

Not much car news to report I'm afraid, all tucked up for the winter I guess, Andy is still dealing with the tin worm epidemic on his GT6.

That's all for January folks, I'll be back in March (early Spring) with some sunshine (WE HOPE) after the winter solstice has come and gone, meantime,

Cheers

*Ray*

**WEST YORKS** Tel. 07800 551363  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

December's meeting was during the spell of very wet, windy and cold weather we had at the beginning of the month. It's very much to the credit of those who came along and braved the elements, well we did have mince pies for you!

It was good to welcome a few new faces, Garth and his wife who own a very nice looking Vitesse and Don (sorry didn't get what your Triumph is?), it was very nice to see and hope you come back for more.

The end of another year, as many I'm sure are saying, where did that go! Well here's looking forward to an even better New Year, so a belated **Happy New Year to all**.

As previously mentioned we are having our annual dinner at the



## West Yorks Continues

**Silver Birch Pub on the 17th January 2015**, (7 for 7:30pm). If you're interested in coming along and haven't let me know so far please do either give me a call or drop me an e-mail. It's a pub/carvery menu, but we've always been very pleased with it and we will be having our usual raffle, so if you got any unwanted

gifts from Christmas and you are willing to donate, please bring them along.

There's not a great deal of news at the moment, we have some ideas for the coming year so watch this space. As I mentioned at the meeting we will be planning a visit to the recently opened **Police museum in Bradford**. I was talking to Martin Baines at the NEC Classic Car show, he is one of the driving forces behind this (sorry couldn't help that). It sounds fascinating, and he commented we'd be very welcome, so again watch out for this.

Look forward to seeing you at our **January meeting**.

*Victor*



The poster features a background image of a classic car race track with several vintage cars. In the top left corner is the logo for 'THE TRIUMPH SPORTS SIX CLUB', which includes a stylized blue and white emblem. In the top right corner is a circular logo for 'SPA CLASSIC May 22 - 24' with a red and white checkered border. The main text in the center reads 'Trip to SPA CLASSIC 2015' in large, bold, white letters with a black outline. Below this, a list of activities is provided: 'Track, Paddock & Grandstand Access', 'Circuit Laps -', 'Camping at Eau Rouge -', and 'Trackside Parking'. At the bottom, the text 'Bookings Available Now!' is written in a large, stylized, red cursive font.

# *Notts & Derwent Valley Area's* **New Years Run**

*Sunday*  
*4th January*

**Meet in the car park of Sainsburys at  
Ripley Derbyshire (DE5 3QP) from 10am  
The run will leave at 10:30am**

**A Sunday Roast will be available at approx 2pm**

**Entry only £4 per car with all proceeds going to  
a local charity. Moderns welcome**

**Fancy Dress of your choice**

**Prizes for the best dressed and decorated car**

**Charity - All Proceeds to Rotherham Cancer Hospice**



**Nigel Hill 07976 163006**  
**Adrian Hadfield 07837 110325**  
**e-mail [ade@adrianhadfield.wanadoo.co.uk](mailto:ade@adrianhadfield.wanadoo.co.uk)**



**26<sup>th</sup>**  
**Isle Of Wight**  
**Triumph Weekend**

**May Bank Holiday**

**Friday 1st to Monday 4th May 2015**

Appuldurcombe Gardens Holiday Park, Wroxall  
[www.appuldurcombegardens.co.uk](http://www.appuldurcombegardens.co.uk)

Call **01983 852597** to book camping, touring or static caravans and reduced ferry crossings.

This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

**[tssciow@hotmail.com](mailto:tssciow@hotmail.com) or call**

**Elaine on 07842 249591 or Tracy on 07754 751672**



# Derwent Valley's 27<sup>TH</sup> Peak Run on Sunday 14<sup>th</sup> June 2015 and camping weekend ~ 11<sup>th</sup> to 15<sup>th</sup> June 2015

Friday night a warm welcome at the campsite.

Saturday daytime activities are planned for you to enjoy.

Saturday night is the usual Party Night at the campsite.

Sunday 14<sup>th</sup> June is the day of the 27<sup>th</sup> Peak Run—a scenic drive through the breath-taking Derbyshire Peak District.

Camping available from 3pm Thursday 11<sup>th</sup> until noon Monday 15<sup>th</sup> June at the Peak Gateway Campsite near Ashbourne. NO electric hook up available.



Name .....

Address .....

.....Postcode .....

Phone Nos. .... Email .....

Car Make ..... Model ..... Reg. No. ....

## Four packages available—please select the one that suits you:

Package	Rate	Tick below
The Sunday Peak Run <b>ONLY</b> on Sunday 14 <sup>th</sup> June 2015	£10.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping	£17.50 per car	<input type="checkbox"/>
The Peak Run Weekend including <b>one night</b> Camping	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to <b>4 nights</b> Camping	£40.00 per car	<input type="checkbox"/>

**Please remember that any make of Classic Car is welcome,  
so tell your friends and bring them along!**

Please send booking form together with your cheque made payable to

**Derwent Valley Area TSSC to:**

**Peak Run 2015, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane,  
Snelston, Ashbourne, Derbyshire. DE6 2GP.**

### Telephone Enquiries:

Kim and Paul Dale - 01335 345784  
or Richard Malin - 07813 397731  
or Roger Buck - 07970 619149

### For more information visit:

[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)  
and click the Peak Run link

The Peak Run is organised by Derwent Valley TSSC the Derbyshire area of the Triumph Sports Six Club.

Courier Form

# Totally Triumph - 2015

Formerly Mile of Triumphs

- Friday: Meet & greet
- Saturday: Scenic drive, evening entertainment
- Sunday: Car show

18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup>  
September



Hermanus Leisure, Winterton on sea  
Accommodation and camping available



TR REGISTER ★ STAG OWNERS CLUB ★ TSSC ★ CLUB TRIUMPH

[www.totallytriumph.org](http://www.totallytriumph.org)

## THE CAROLE NASH INTERNATIONAL MG & TRIUMPH SPARES DAY

CN  
CAROLE NASH  
The care it deserves

SUN 1<sup>ST</sup> MARCH 2015

National Agricultural Centre Stoneleigh  
Warwickshire, CV8 2LG (4 MILES FROM JN.15, M40)  
9.30am-4pm



### Trade Stands & Autojumble

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

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### Cars For Sale

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### 125,000 sq.ft Heated Halls

### Pride of Ownership Awards



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