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THE

COURIER

No. 511 JANUARY 2023

THE COURIER NUMBER 511 JANUARY 2023 TRIUMPH SPORTS SIX CLUB



Driving into a NEW YEAR

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Carl Swanson - Director



Neville Wright - Director



TSSC HQ TEL. 01858 434424 - 9 TO 5 MON TO FRI

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Accounts. Trudi Prettyjohns - trudi@tssc.org.uk



Editor: Bernard Robinson - courier@tssc.org.uk



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THE January 2023 COURIER

Price £3.50 Free to Club Members.

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Cover Shot



HAPPY NEW YEAR!

COVER PICTURE
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SEE GT6 REGISTER PAGE 8



Courier Copy/Area news

Editor. Bernard Robinson

e-mail: courier@tssc.org.uk

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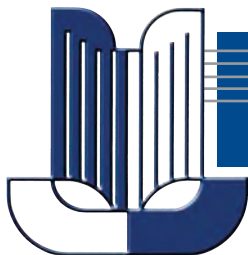
Courier Copy By 8th of Each Month

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THE GET OUT

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2023

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TSSC HQ Services

Tel 01858 434424 E-mail info@tssc.org.uk

**TSSC Head Quarters is Closed for
Christmas Break from 22 Dec 2022
Re-Opens Tues 3rd January 2023**

TSSC MEMBERSHIP & RENEWALS

Worldwide Membership & Renewal £51.00
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Members joining/renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC MEMBERSHIP ENQUIRIES

Angie Hill, TSSC HQ - Sunderland Court, Main Street, Lubenham, Market Harborough, Leics. LE16 9TF. Tel: 01858 434424 Fax: 01858 431936
e-mail: info@tssc.org.uk Website: www.tssc.org.uk

INSURANCE VALUATION SERVICE -

Please always Book an appointment in advance if requiring a Valuation at HQ.

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e-mail Form To: TSSC Valuation Service

e-mail: courier@tssc.org.uk

Form on Website: www.tssc.org.uk

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TSSC MUSEUM - Open Mon to Thurs

TSSC HQ, Sunderland Court,
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TSSC SHOW CAR REGISTER

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

COUNCIL OF MANAGEMENT 2023 meetings:

15th January 2023

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:

**Chris Gunby, Riverside Forge,
Water lane, North Witham, Lincs,
NG33 5LJ**

Tel. 07843 435190

or email: chairman@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

2023 - What a Year!

Hello, welcome to 2023 and a Happy and Prosperous New Year to all the members of the TSSC.

This year is about as big as it gets for any Triumph enthusiast, we are celebrating the **100th anniversary of the start of Triumph cars** and what a 100 years it has been. Triumph made some of the best cars of the 20th century and that's is why we love them. Whatever Triumph you own 2023 is the year to get out and celebrate with like minded enthusiasts.

Our big event of the year will be at the **Triumph / MG 100 Years** celebration at Silverstone on the weekend of the **10th & 11th of June 2023**.

All of the Triumph clubs that are part of the Standard Triumph forum are working together with the MG Car Club to bring you the best possible weekend of celebration.

Following the disappointment of last year this event will definitely take place giving us all the opportunity to meet with friends and enjoy a proper Triumph Weekend this is going to be one not to miss.

Also celebrating its **100th anniversary is the Le Mans 24hr race** and to celebrate **Classic Le Mans** will take place over the weekend of the **29th June to 3rd July 2023**. If you have never been this is a fantastic opportunity to go with the hundred's of TSSC member's to our own private campsite with shower's at Tertre Rouge, this is the best campsite at Le Mans and with our well tried and tested package, this year surely is the year to visit.

Please take a look at the **Booking Form in this magazine (Page 35)** and get booked in for a weekend you will remember for a long time. Hoping that as many of you can get out and enjoy your classic Triumph please get involved with the TSSC and your local area.

We are so lucky to have 57 local area's across the UK, more than any other classic car club, for you to enjoy locally what the TSSC has to offer, backed up by our amazing Area Organiser's who work tirelessly to help all of our membership to

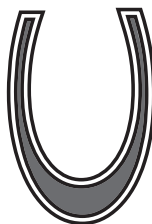
....

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GHRIS GUNBY

COUNCIL OF MANAGEMENT - CHAIRMAN



EVENTS CALENDAR

e-mail courier@tssc.org.uk

TRIUMPH
SPORTS SIX
CLUB

TSSC NATIONAL, REGIONAL & EUROPEAN EVENTS

See also further adverts in Courier

January 2023

DERWENT VALLEY & NOTTS AREAS
NEW YEAR RUN - MEET - DE5 3QP. 10 AM
CONTACT NIGEL HILL 07976 163006

June 2023

SAT SUN 10 & 11 JUNE 2023
MG & TRIUMPH 100 YEARS
SILVERSTONE - WWW.MGCC.CO.UK

July 2023

SUNDAY 23 JULY 2023
TRIUMPH SPORTS SIX CLUB
100 YEARS OF TRIUMPH BORDER RUN
(TSSC FOUNDERS DAY)
VENUE - YOUR LOCAL AREA

August 2023

SUNSHINE RALLY ON THE WEEKEND OF
FRIDAY 4TH TO SUNDAY 6TH AUGUST
CONTACT DAVE 07770 650802

September 2023

SUN 10 SEPTEMBER 2023
TSSC HERTS & BEDS
DUXFORD ALL TRIUMPH & CLASSICS DAY
IWM DUXFORD - CB22 4QR
CONTACT PETER LEWIS. 01582 750943
EMAIL . peter.h.lewis@ntlworld.com

CLASSIC CAR SHOWS (CLUB INVITED)

February 2023

SUN 12 FEBRUARY 2023
TRIUMPH & MG SPARES DAY
STONELEIGH PARK
WARWICKSHIRE CV8 2LG



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www.necrestorationshow.com

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FRI/SAT/SUN 25/26/27 AUGUST 2023
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POLICYHOLDER'S DETAILS

Important: MUST BE COMPLETED (If Not a TSSC Insurance company then this is not an Agreed Valuation)

Title (Mr/Ms etc.) and first name(s) _____ Surname _____

* Membership No. _____ / _____ Membership Expiry Date _____

Address (Including Post Code) _____ Post Code _____

Daytime Tel. No. _____ Evening Tel. No. _____

For No. _____ Email _____

* Must be completed with current TSSC membership number and expiry date to validate certificate.

VEHICLE DETAILS - MUST BE COMPLETED									
Model & Yr	Reg Number	Body Type	Engine Size CC	Tax if (UK Euro)	Paint & A/c	Year of Manufacture	Year of Restoration or Rebuild	Date of purchase/Year	Purchase Price

Overall Conditions - CONCOURS, A1+, A1/S - Serviceable, P - Project									
Body	Paintwork	Chassis & Drivetrain	Interior	Engine & Gearbox	Exhaust	Transmission & Suspension	Electrical equipment	LAST Known Valuation	Agreed Valuation

CONCOURS: The vehicle and its components must be in a condition of original specification, free from alterations, faults and wear. This condition will only apply to vehicles previously entered or being eligible for entry in concours competition and evidence of entry may be required.

A1+ The vehicle must exceed A1 - SERVICEABLE and with a little effort could be considered to be Concours.

A1/S - SERVICEABLE: The vehicle must be in excellent condition with background/Classical quality free from rust. The vehicle's components should be free from any but trivial faults and should work efficiently.

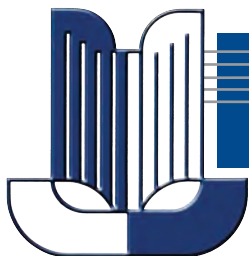
P - PROJECT: The vehicle is usually in need of a full restoration of all its components.

YOU MUST BE A CURRENT TSSC MEMBER OR TSSC VALUATION REVERTS TO 'MARKET VALUE'

NOTE: The certificate will NOT be TSSC Backed unless insurance is with a TSSC Insurance Panel Company

Provided the details and condition of the vehicle are as stated, it will be agreed that the Club Car has been rated or under rated by the members, or more realistic value will be set and you will be advised accordingly.

In the event of a dispute, the Club may request more information or a general inspection.



NEWS REVIEW

Monthly News of a Triumph Nature

Silverstone Festival Discount Booking Code

We now have the discount code For Silverstone Classic. This gives two tickets for the price of one plus a display pass for a Triumph. Users of the code should be members and taking a car for display. If you have any questions give me a call.

Tel. 07879 491778

The code is **23CCD035**.

Nigel Hawes
Northants AO

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Christmas Quiz Answers

Answers to last months "wheels" quiz - 1) Triumph 2000 Mk2, 2) Dolomite Sprint, 3) Herald, early Vitesse, Spitfire and GT6, 4) Amphicar, 5) Roadster, 6) Stag Mk1 or Vitesse Mk2, 7) Stag Mk2 and 2500 'S', 8) Acclaim, 9) Toledo, 10) TR6, 11) Late Spitfire and GT6, 12) TR7.

I'm happy to be corrected of course...

Paul Girling - Norfolk AO



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**Brand New Range of
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See Back Cover





Mk 1/2/3

<http://cook1e.blogspot.co.uk/>

ANDY COOK gt6@tssc.org.uk

Swiss GT6 Meet

Happy New Year to you all, looking forward to some good events this year including the MG and Triumph 100 at Silverstone in June.

I'm also hoping to use my GT6 this year for the Club Triumph Round Britain run completing 200 miles in 48 hours in October.

The event is held every 2 years and although I've entered the event every time it's been run since 2006 I haven't used my GT6 for the event since 2010. That year we had a bit of a mishap spinning off the road in the highlands of Scotland avoiding a Stag (the Deer not a Triumph) and damaging the rear suspension in the middle of the night. We limped the car from South of Inverness to John O'Groats with a bent suspension tie rod.

At John O'Groats when the daylight came I tried to straighten the tie rod and it broke if half so had to be recovered all the way from John O'Groats back to Hampshire!

That's the only time I've failed to complete the event but since then I've done it in various Triumph Saloons rather than the GT6.



My GT6 on the Round Britain Run in 2010, ready to be recovered from John O'Groats to Hampshire.

GT6 meet in Switzerland last year



In September last year there was an invitation only GT6 weekend in Switzerland organised by Swiss GT6 owner Chris Allibone. Although I was invited I was unsure whether the event would be

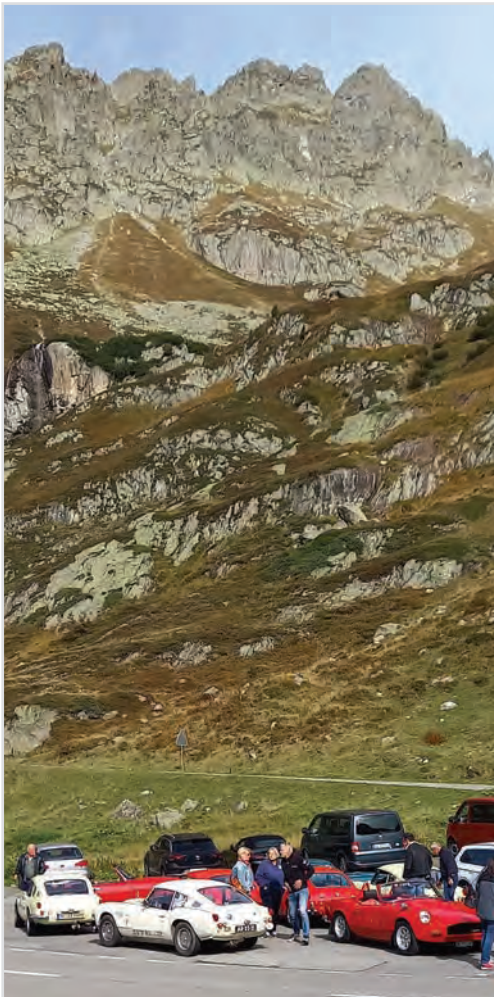


possible with Covid restrictions as booking was at the start of the year while travel was still a bit awkward, so I didn't go.

However, I'm pleased to be able to post some



pictures courtesy of Dutch GT6 owner **Ron Breukelman** his partner **Grietje Veldman** and





event organiser **Chris Allibone.**

scenery makes a great back drop to the GT6s.

Thanks Ron, Grietje and Chris! The stunning





Update on progress from Mike Percy

In last October's Courier I mentioned **Mike Percy** and his GT6 he is restoring which has been in his family since 1974 originally purchased by Mike's Dad from a colleague who worked at Canley.

Mike has sent me a further update on his progress:-

"I'm recovering well from my knee replacement 7 weeks ago, so I've now been able to fin-



ish the front suspension, brakes and hydraulics and I've moved onto the rear wheels. I also had





my original unused, but a bit rusty, wire wheels sandblasted and powder-coated by a local company and got the front ones on the car. I've attached a few more photos for you, if you're interested.

The rear suspension is obviously a little harder to access, especially with a new knee, but I now have the n/s off, all in one piece including the UJ. Just need to get a suitable hub puller before I can dismantle it and start to clean it up. The damper upper mount in the o/s wheel arch is slightly corroded, so rather than getting a

new one welded on I think I'll get the conversion brackets to mount the shocks onto the chassis, which seems to improve handling by all accounts."

Thanks for the update Mike.

I can fully appreciate the issues of being prevented from getting on with work on a GT6 by caused physical issues! Last month I was hoping to carry out a full rear brake rebuild on my GT6, I ordered the parts and before they arrived put my back out and have been unable to use them yet so they are sitting on my workbench. This getting old lark is not fun!

Rest assured, when I do get around to doing the job it will form an article on rear brake overhaul in this column.

From The Archives

The Pictures from Ron of the Swiss GT6 weekend reminded me of when I visited Switzerland back in the early 90s as part of a TSSC Essex Area continental tour. We only briefly visited Switzerland during one of the days crossing



My GT6 at Lake Constance/Bodensee.

over the German Border at Konstanz venturing into Switzerland and then popping back over into Germany. One really impressive sight I remember was unexpectedly stumbling across the Rhinefalls. We had never heard of this fantastic place before, the highest waterfalls in Europe and most impressive.

Strangely I didn't take any pictures of the GT6 on our trip into Switzerland, but this is the next best thing. The picture below is of my GT6 on the German side of Lake Constance (known locally as the Bodensee), the land on the other side of the water is Switzerland.

Andy



Brake overhaul parts sitting ready for replacement on my GT6.



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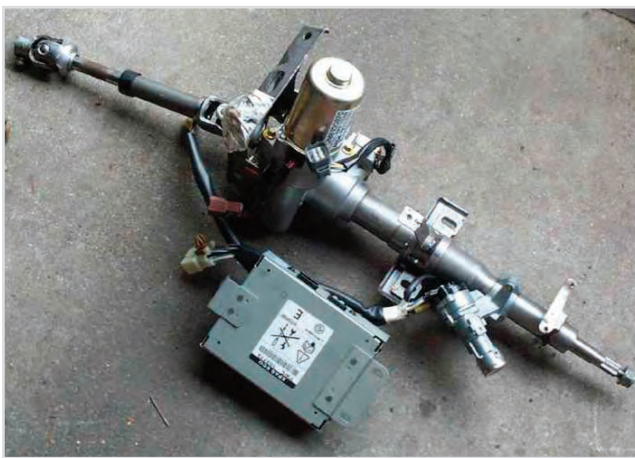
PARTS FOR JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

A Steer in the Right Direction?

Happy New Year all!

I received a call just before Christmas from a gentleman who was enquiring about whether it was possible to fit Power Assisted Steering (PAS) to his Spitfire. He explained he was considering selling it to a lady and was concerned that she may find the steering 'too heavy' particularly as she had never driven a vehicle without PAS. He also explained it would be mainly driven in the city, therefore mostly low speed manoeuvring.

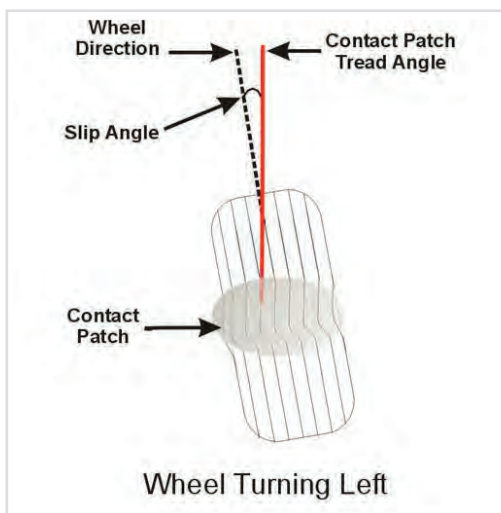
My response was initially, yes it's possible but probably expensive, unless he felt confident enough to convert one himself, however, as soon as I said this it immediately filled me with concern – could a DIY PAS be installed safely without any risk of



critical failures which could ultimately result in a serious accident?

If for now we ignore the potential safety issues, then the second important consideration is steering effort/feel. The steering effort is an important characteristic of how the vehicle responds to the drivers input at the steering wheel via the physical effort

applied to complete the manoeuvre. Steering effort can be divided into 'low' speed and 'high' speed manoeuvres. In a parking manoeuvre, steering effort is mainly due to the elastic deformation of the tire tread due to the friction between tire surface and ground. In a 'higher speed' manoeuvre the slip angle - the difference between the direction a vehicle is travelling (known as heading or course over ground) and the direction that the body of the vehicle is pointing (true heading) - is an essential factor in analysing the steering effort. As the axle weight increases the steering effort also increases making it more and more difficult for human muscle alone to operate the steering wheel for long durations. To overcome this, power steering attachments are introduced which can either be a hydraulic pump or electric motor, assisting the steering gear box.



To calculate the steering effort the following inputs are required;

1. Tyre Width
2. Front Axle Weight
3. King Pin Off-set on Ground (scrub)
4. Steering Arm Length
5. Drop Arm Length
6. Gear Box Ratio
7. Steering Wheel Diameter

I'm not going to try and begin to calculate what the effort should be (it's not my area of expertise) but needless to say it's going to be difficult for the average DIY'er to build a PAS that provides exactly the right assist and 'feels' right during low and high speed manoeuvring. I did find a company in Australia (thetriumphcentre.com.au) that claimed they could supply PAS units which were either speed sensitive via the speedometer cable or manually set to the drivers liking via a rheostat! The EZ Electric Power Steering (EPS) unit fits neatly underneath the dashboard keeping its original look and is completely out of sight. If there is an electrical failure within your car, the steering reverts back to standard and feels just like the manual steering felt before. The unit is maintenance free, silent in operation and does not require any belts or pulleys from the engine to operate it. There happy to pop your vehicle on a hoist and take a quick look free of charge! But I think they may draw the line at paying shipping costs of the vehicle from the UK.....

However I did find a company closer to home (autodoc.co.uk) that also offered an EPS system – unfortunately 'it's not available at the moment' but they were working hard to make it so soon! I couldn't find any installation guides so were unable to decide how much 'cutting, fabrication and welding was required by the recipient or if indeed they offered a fitting service! Please let me know if you do know or have purchased one to fit.

I would be really interested to know how simple (or not) it was to install and if the end result was worth the cost and effort.

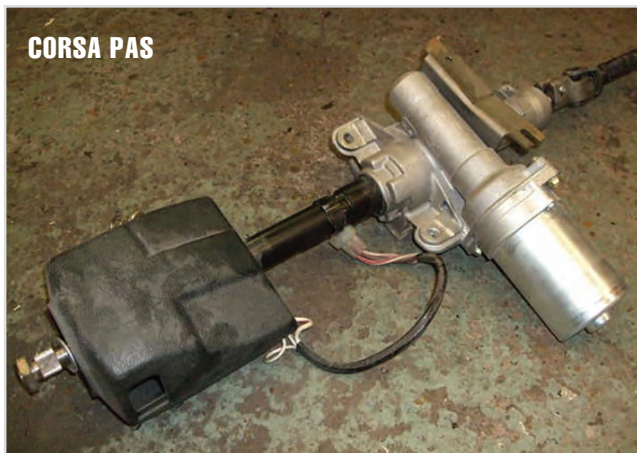
That said I did find an article on the TSSC forum

where someone had carried out their own DIY 'conversion'. They were very quick to say right at the start of the article that 'this is a safety-critical process and needs to be done professionally unless you know *exactly* what you're doing' - so I assume they did know what they were doing?

They used a Corsa-C Electric Power Steering (EPS) module: the top of the original Spitfire steering column 'spliced' on to the EPS and an electronic 'box of tricks' to 'wake it up' (where or how this box of tricks was developed and who built it wasn't re-



vealed). On the simplest level it needed a stream of pulses to simulate a running engine (in order not to flatten the battery –



apparently it draws up to 50-Amps! – perhaps another consideration I shan't dwell on for now).

A second signal is also required related to the vehicle speed to set the level of assistance. Most EPS modules appear to be made by the same Japanese company -



the only difference is the position of the motor (to fit behind the dash) and firmware to give the right assistance characteristics. As well as adapting the Spitfire's steering bracket to mount it, a BIG torque arm bolted to the A-pilar is also needed to cope with the torque reaction and stop it being ripped off the first time it's used! Companies like the afore mentioned EZ Power Steering are listed if you don't want to take on this kind of project yourself. They will be using an off the shelf EPS like the Corsa or MG ones (apparently the MGF EPS is a better option and fits better behind the Spit dash)!

The Spitfire in this forum had a 2.5 engine with the original "quick" rack and the EPS apparently made the steering weight acceptable at lower

speeds, below 30mph, but adversely gave it a slight "vague" or "detached" feeling at the steering wheel!

So, can you fit PAS to a Triumph Spitfire?

Yes of course you can! Should you fit it?

Well I guess that depends on what you want to get out of it. If it enables you to get more from your Triumph then go for it...but make sure it's done correctly and safely either by a professional or yourself. If you wrote the article or anyone out there has PAS fitted either professional or DIY and can provide some more insight to fitment and 'steering feel' before and after, I'd be interested in hearing from you.

Have a great 2023. Cheers,

Steve



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Spitfire Mk 1/2/3

SUZIE SINGLETON spitfires@cadley.org.

Roundtail Updates

I have a couple of updates for you this month.

I had been asked if I knew anyone with a Spitfire who might be interested in showing their car at the NEC and suggested Mark Hughes and his bright yellow Spitfire4 as featured in my November article. He was pleased to do so and sent me a couple of photos. I hope he enjoyed displaying his car for the 60th Spitfire anniversary as much as we did with Sybil 10 years ago for the Spitfire 50th anniversary.

[Suzie note: Today, as I write this, 4th December, it is Sybil's birthday – 60 years since she rolled off the line at Canley! Sadly she didn't get an outing but we will raise a glass to her this evening]

A few weeks ago I received an update from **Neil Clark**, whose car I mentioned in my April article, together with a few photos of putting it back together and of moving the body onto the fully restored chassis. "A neighbour made the mistake of walking past at the wrong moment in the morning and got away 8 hours later when my son and I felt we had done all we could. But it was huge fun!"

"I had said that I would let you know when my rebuild was back on the road. My personal benchmark with my old cars is that they pass the current MOT purely for my own re-assurance and I'm pleased to say that it



passed last month with no advisories! I've not been able to roam far yet because of course, as soon as I finished the first run around our part of west London the gear selector ball decided



to disintegrate, almost the one part that I had gambled on being OK. Anyway that is fixed now and I've found a local tuner who understands the mysteries of the PO's (Previous Owner) Weber carburettor so the engine runs sweetly too.

I'm still not convinced by the chrome wire wheels that the PO had had fitted – perhaps too bling for me but many people seem to like them. And I'm not sure about fitting the engine bay side



panels because I like seeing everything when I open the bonnet.

As usual it has taken far longer than expected – partly of course due to the pandemic – and cost more than



budgeted. Having bought it purely as a project after selling my last kit car I'm becoming quite attached to it and it may stay in the family."

Well done to Neil for getting an MoT on the car after its rebuild, a very wise decision to have fresh eyes check the whole thing over before going out and about in her. I will admit, Guy & I had all good intentions of having occasional MoT inspections done on our cars just for that peace of mind, but as time has

gone on, and the cars do fewer and fewer miles over the years – particularly the last few – we have not done as we had intended, although Guy did put his Renown up on the ramp at the garage next door when he bought it and had a good look over it with one of their mechanics to make sure he wasn't going to be driving a death trap.

I would comment on Neil's observation on the wire wheels that we had never planned to use wires, but Guy's 2+2 was the recipient of a set a few years ago, as she donated her wide slot wheels to Sybil. But then, we don't spend hours polishing the spokes, a bucketful of water once a years is about the lot of our cars.

I don't think I've ever heard of a restoration, however small or large, that ever came in under budget or in a shorter time than expected. It really is not something to take on lightly, but it should bring a great sense of achievement once it is all done and back on the road as Neil's is now.

I've also heard more from **William Allen** who sent me some photos of his Mk3 Spitfire a while ago and has now been able to send me a little about its story.

"I attach a few pics of my Mk 3 on which my son and his friends have just completed, almost, a major rebuild. New wiring harness, carbs stripped and rebuilt, new radiator, seats recovered and a thorough clean. The body had been resprayed some 20 years ago, and just needed a good clean and polish. It had been ill used by a previous owner, and needed quite a bit of work to get it going.

I hope this is of interest.

We, that is my younger son Robert and I, acquired the car on Sept 19 1982, so we have now had the car 40 years. We bought it from one of my son's school friends, who in turn had bought it from one of his school friends. It had had 5 previous owners and had been hard used by them.

Robert used the car for about 6 years before promotions at work enabled him to go upmarket first to a Lotus Elise and then to an Aston Martin.

In May 1988 he passed the car on to his elder brother Richard, who took more care



has used it for a number of long runs, including one of 120 miles to visit relatives in Suffolk. He has a TR6 in Hungary."

Lovely to hear of a car owned by a family for so long and that they've restored it to continue using it. I hope it remains in the family and in use for many more years. And congratulations on William reaching the venerable age of 90.

And finally, Guy found a lovely small trailer for me the other day,

but we decided that it wouldn't actually be very practical. It was described as a 1930 luggage trailer. I don't know how practical

of it. He had it resprayed, but still in the original Signal Red, the rear suspension and UJs sorted and the cylinder head removed and skimmed to cure a gas leak.

Richard moved out of London to Faversham in Kent, and without a garage to keep it passed it back to me. At that time I had a cottage in Suffolk with a garage, and I took it there where I used it for short runs to the coast. Whilst in Suffolk I had more work done to the car. The cylinder head modified to run on unleaded, a new radiator, front wheel bearings and a few other minor upgrades.

I kept the car in Suffolk until 2018, when two disasters struck. The cottage was attacked by an arsonist, and my wife was diagnosed with Alzheimer's. The cottage was repaired and sold, and the Spitfire trailered back to London by one of my nephews and put on a SORN. It sat in my garage unused as I had the Skoda for everyday use, and for Robert to use when he came back to England from Hungary.

Then two years ago my wife died, and I became too incapacitated to drive. I got rid of the Skoda, and we decided to recommission the Spitfire for Robert to use when he was in England.

The carbs were rebuilt an alternator and Lumenition ignition fitted, the torn seats repaired with second hand but good black vinyl, a new wiring harness and 4 new tyres. I dare not add up what I have spent with Stephen Furneau's labour, who did the electrics. Robert now has a car he can use when in England, and



it would have been as it is described as being able to sleep one! But at an £1,800 asking price definitely not one to add to our stable.

Suzie



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Fix That leak!

Happy New Year to you all and I hope you had a good break over the seasonal period.

I guess it's time to look at some of those outstanding jobs on the Vitesse. That's of course providing the garage is not too cold to do so. Cold or not if your Vitesse is suffering from a sump oil leak the article I received from long term member Vivian Arthur will be very useful as it tells us how to fix this problem without removing the engine from the car.

Over to you Vivian.



Pic.1.



Pic.2.

"I was somewhat intrigued to see Colin Lindsay's article on oil leaks in the November Courier as it arrived the day after I had completed the same fix on my 1600 Vitesse, [Picture 1](#). Mine had got to the stage where I always put a sheet of corrugated cardboard under it when I parked it, and it left a dotted trail wherever it went. When I moved it from the garage I had to wipe the floor before doing anything. Enough was enough, it had to be fixed. I was also changing the exhaust from stainless steel 2 box sports (which I'm selling) to standard pattern stainless steel so both jobs had to be done together.

I had previously cleaned the sump and surrounds to see where the leak was, there was nothing conclusive but the sump itself seemed the most likely. Removing the sump on a Vitesse is much more difficult than the 4 cylinder cars, I knew it was possible as I had done it previously many, many years ago on my first 1600. Having put the front on sturdy

axle stands and the rear wheels on concrete blocks, I had plenty of room to work. The Vitesse sump sits very closely on top of the steering rack, [Picture 2](#), so the engine needs to be lifted. I found the best way to do this was to use a scissor jack on blocks pressing on a strip of 1 inch x 0.5 inch timber across the front row of sump bolts. Remember to undo the earthing strap which is under the bolts first.



(Note on later cars it is bolted to the front plate. Dave) [Pictures 3 and 4](#).

Then drain the system and disconnect the hoses, once the jack has the load, undo the engine mounts (chassis side) then using the jack lift the engine as high as possible. I now needed to hold the engine and remove the

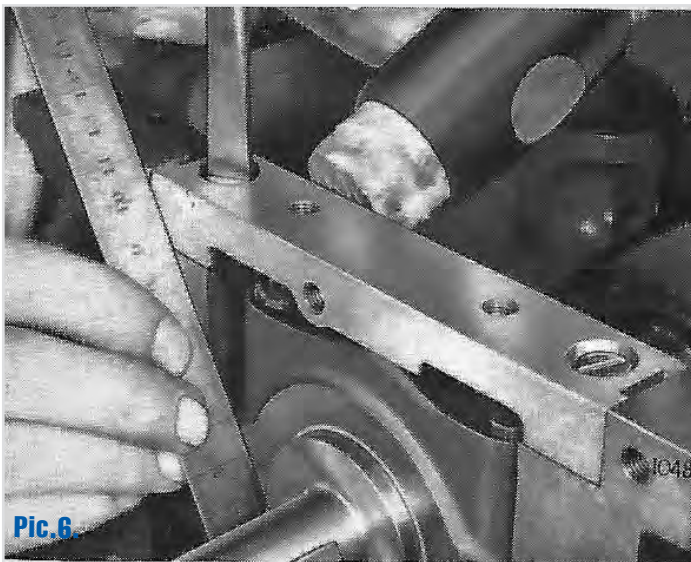
jack, I did this by cutting 2 pieces of 1.5 inch wooden dowel to fit between the chassis and underside of engine mounting brackets (don't use cheap wood), the lengths will be whatever your car needs and the left and right are not the same, be



careful there is a hydraulic brake pipe on the cross-member, [Picture 5](#), don't squash it. Remove the exhaust and the two lower bolts from the bell housing and drain the sump if you haven't already done so, remove the dipstick. Remove all the sump bolts (3 are difficult to get at) and lower the sump. If you're lucky you should be able to fiddle the sump out.

I couldn't get the sump to squeeze between the engine backplate and the chassis crossmember, it only needed about a mm, so I used one of my ratchet straps around the centre chassis crossmember and the gearbox sump plug and pulled the engine rearwards. The Vitesse has a telescopic prop shaft so does not restrain this. After that the sump dropped out. I removed and cleaned the breather pipe at the side of the engine. Mine had a cup tack welded on one side at the bottom of the breather pipe and had collected enough muck to almost block the breather, after cleaning it out I found it had a small drain hole on one side at the bottom which was blocked so may be worth checking this first if crankcase pressure is suspected.

The pipe pictured in Colin's article does not appear to have this cup. (Note the sump breather pipe is only present on the 1600 engine. Dave) On previous engines, both 4 and 6 cylinder, the front of the block had an alloy bridge with longer screws



reverse of the above, don't forget that earthing strap.

I was concerned about undoing the ratchet strap so settled the engine on its mounts first and then found that this had loosened the ratchet strap which came off easily. Did it work? So far not a drip of engine oil anywhere. Sorry, no photos, oily hands and my camera don't mix."

Vivian.

Thanks, Vivian, for an article that many members will find useful in additional ways than fixing those dreaded leaks which in themselves are difficult enough to resolve. Just to

and copper washers (the holes are through holes and need the copper washers to stop leaks down the thread), mine is a very early car and it has a steel bridge, [Picture 6](#), and blind holes so used the same bolts and spring washers all around. Having cleaned the sump thoroughly and checked the flatness around every bolt hole I used some instant gasket between the gasket and sump and blue Hylamar (non-setting) between the gasket and engine block, my hope is this will ensure no leaks due to sump pressing errors. Re-assembly is, as they say, the

help I have added a few pictures of my own.

I know what Vivian means re cameras and oily hands as over the years I have carried out several jobs on my cars and hadn't had the time to stop to clean up and take any photos. Sometimes you just need to get the job done.

That's it for now see you all next month and roll-on Spring.

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Dave



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What's in a Name?

To start a new year I'm resorting to my old tactic... bringing you some examples of Triumph-based cars that have recently appeared on the second hand market.

The first is a model I know well, it's a Moss; most of you know that I run a 13/60 Herald-based Moss Malvern, I completed the conversion in 1984.

The Malvern is the 2+2 version of the original 2-seater Moss, the 2-seater being subsequently known as the Moss Roadster. Most of these two kit options were built on a Herald chassis and most retained the Herald's four cylinder engine, but the donor car could be a Vitesse, retaining its six cylinder engine. Of course, even if you started with a Herald chassis you could choose to fit a six cylinder engine, and you could up-rate the brakes to match, if you felt that was necessary.

Which brings me to **YWJ435G**, a red Moss Roadster currently up for sale on carandclassic.com. Here is the ad's text:

"Triumph Moss/ Herald for sale. Stunning engineer built kit car in stunning red colour, with white leather interior. The car has a Triumph Vitesse 6-cylinder twin carb engine, which is in fantastic order. The car is in excellent mechanical and cosmetic condition and really is ready to enjoy. A real head turner!"



Comes with history file and has been lovingly looked after. Very reluctant sale, £8000 ovno."

Not a lot of detail is there, and a very limited number of photos provided. The asking price of £8000 is on the high side, what I call a **"seller's price"**, but from the photos it does look like a very good Moss Roadster. The six-cylinder engine is nice, though it might be a touch overpowered for a lightweight car like this?

There are aspects I do like, going just on the photos: the grille is not the one supplied by the Moss factory, it is a gen-



uine Jaguar Daimler item I'm sure.

I like the louvres on the engine side panel, which the factory supplied fibreglass side panels didn't have.

I can't tell how these louvres have been created, there are three options: least likely is that a new glass fibre panel with louvres moulded in have been made. Pre-formed metal louvres can be bonded into a fibreglass side panel, and option three, a whole new metal, usually aluminium, panel can be fabricated, with louvres cut and pressed in.

The interior fixtures and fittings look very impressive, a lot of work, and shekels, has gone into those. White leather is undoubtedly striking, but not sure how practical it is in everyday use. The black rimmed steering wheel looks quite plain compared with the rest.

There are a couple of things I'd change, first I'd ditch the headrests, they ruin the lines. I'm not a fan of the chrome Great Britain outline on the side panel. There are several visible hexagonal bolt heads holding panels together, finished in zinc plating or they may be stainless steel. I'd prefer if these had round heads, finished in body colour. But these are

just personal choices.

One thing about this Moss, whoever buys it could use it almost straight away. I say "almost" for one reason, the seller makes no mention that the car will be sold with an MOT; if a buyer does take the car without an MOT, and the car could well qualify for MOT exemption, I would strongly recommend he/she subjects it to a thorough mechanical safety check before driving it on public roads. There is a quick and easy, fairly cheap, way to do that safety check... put it through an MOT.

Driving straight away is not something that can be done with the next two cars I'm going to show you. The red Gentry, **GFB405G**, is up on Ebay and resides in West Wales. Just from the photos you can see that a "little work" will be needed before this car could legally be driven on the King's highway. Here is the seller's description:



"For sale is this RMB Gentry MGTF kit car. Based on a Triumph Vitesse, 2-litre 6-cylinder petrol engine. It has been sitting under shelter for many years! Would make a great basis for a restoration project. As you can see in pictures, there's no interior, no windscreen, but easily replaceable. Hasn't been started in many years, but running when parked up. Sold as spares or repair. Buyer is responsible for loading and transportation."

Not a lot I can say about this. It would need a pretty brave buyer to take this project on. As I write the bidding has ended, with a high bid of £1,220, which it seems was not enough for the seller. I'd love to know what the seller does



tures of **KCU535H**, here's the text, with added punctuation by me, in an attempt to make it vaguely readable:



"One Triumph based kit car (Trigatti) Bugatti replica, needs work. Nice engine, box and running gear. Sill step sections missing between front and rear arches. Would make a nice replica with some



work. Lots of paperwork. Triumph 1296 cc engine. Floor very good, chassis is excellent and running gear and chassis configuration is standard Triumph Herald. A nice winter/recession project."

Yes... well... um. I note the use of the word **"replica"**; I'd like to think this shows the seller has a sense of humour, but this is probably not the case. No, I mustn't be rude about this car. We're not told anything about where the body was originally made, I guess it is a one off, home built. Leaving aside how close this car does, or might do in the future, resemble a Bugatti, if someone is prepared to put in an awful lot of engineering effort an interesting and fun car could result. It seems that some-

think this barely car is worth; I reckon that high bid was a pretty fair offer.

Car number three is another barn find offered on Ebay, and will need a huge input to get driveable.

You've probably already clocked the pic-
28



one is prepared to give it a go, as it apparently sold for £860. Though it is possible the buyer is planning to get his money back by reselling the Triumph parts.

built from a Triumph 2000, though I don't know what chassis it has. It came up for auction in 2017 and apparently sold for £19,600.

Superficially the three cars I've included this month are quite different, even though they are all Herald-connected, but there is something else they all have in common. It relates to a topic that I seem to have touched on quite regularly over recent months, the registration of modified cars. I'll say again, I do not know current rules for registering kit cars, scratch built

cars or heavily modified cars, but I can say that none of these three cars have been registered to fully reflect what they look like today.

On the DVSA web site the Red Moss YWJ435G is described as a Red Triumph Herald 13/60, but the DVLA site



I'm prompted to include a single photo of one other car, the Blue **JIL5259**. We can all agree that this car does have more than a passing resemblance to a Bugatti Type 35... even though it is actually mostly Triumph. It is one of a series of Triumph-based Bugatti recreations built by **Mike King**, which I have written about before. This car is described as being

does record its engine capacity as 2000cc.

The DVSA has the Gentry, GFB405G, as a Black Triumph Vitesse and the DVLA tells us its last road tax ran out in March 1987. DVSA has the "Trigatti" KCU535H as a Black Triumph Herald, and on DVLA its last tax ran out in April 1984. Even the records of the Mike King car, JIL5259, have no mention of Bugatti, it is described as a Triumph 2000, and it is currently taxed.

Trevor

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Stag Mk II Rostyle wheel trim	£120.00 set

TR6

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Brake disc 209327	£18.50
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Off Season Upgrades

Hi y'all, and Happy New Year!

My article on the lazy-man's guide to overdrive conversion has led to a lot of correspondence; I've helped where I can, and the online forum has been a great source of advice for members, but please meet me halfway - unless you fit the exact parts I used, it won't be as easy or straightforward - hence: not lazy. D-type overdrives require different wiring, plus a solenoid, a different propshaft will require cutting or modification, and if you've got a Subaru rear axle fitted the two won't mate up. It also seems we've used up the World's supply of Spitfire 3-rail J-type gearboxes, too, but there must be more out there!

I've also been working on the rear suspension components of my Herald, intending to swap over later in the cold months - if indeed there are any! - and having found a source of what appear to be good thrust buttons online I decided to try some. These are the rubber 'cushions' that fit between the lower leaves of the rear spring to cushion movement and reduce noise or wear, and are often mangled after years of use. (pic 1) There are numerous sellers out there, but some of the buttons are dire, cheap squishy rubber that seems to melt into the spring within a few miles. An online search for 'Tri-



Pic 1.

umph leaf spring insulator buttons' came up with a few different types and I opted for white Teflon buttons (pic 2). You need eight per spring.

They seem solid and well made, they have the 'top hat' section that snaps into the dimple on the spring leaf but are wide enough to



Pic.2.

completely span the entire width of the spring, and once the remains of the old distorted button was cleaned out they snapped



Pic.3.

into place with reassuring firmness and stayed put (pic 3). Other versions I've tried fall out almost immediately, usually when you're trying

to reassemble the spring and have no free hands. The leaves are now further apart than before and should therefore be firmer, with a better ride height, but only time will tell if it makes any difference to the driving experience.

One big bugbear I have are the replacement shackle bolts currently available. All four of mine sheared on removal, so

the shackle, the unthreaded section should be 2 and 1/8 inch. Measuring the unfitted shackle itself gives a wider measurement but don't forget that these compress until the spacer tube sits tight. I thought I'd try a mainland supplier who claimed the unthreaded section was 2 1/8 inch long, but when the bolts arrived they were nowhere near that; put down to an inaccurate description on the listing. After some consultation they managed to work out that 3 inch bolts have the correct length of shoulder for my spring shackles, but will be slightly long; however, nothing that can't be sorted with a grinder or hacksaw once the nut has been tightened. The replacement bolts arrived, free of charge, and fitted perfectly (pic 5). It may be a small point, I'm not a perfectionist in most things, but I like to think it's



Pic 4.

needed replacing. They need to be 1/4 inch diameter by at least 2 1/2 inches long, and the replacement versions are around that length, but the unthreaded shoulder part is too short (pic 4). As with the front suspension bolts, I don't like to see any threaded section of a bolt taking strain by resting on metal. For one thing, it's thinner and usually weaker; for another, the



Pic 6.



Pic 5.

threads are sharp and accelerate wear in the component into which they fit.

Taking the length of the spacer tube, and the thickness of

been done properly. So: 1/4 UNF by 3 inch long, and an unthreaded shoulder of 2 and 1/8 inch does the job for me. Sadly, the supplier also informed me they were shutting down business. Just my luck, as they were so helpful!

I'm also trialling polybushes in the spring eyes (pic 6), something I've never tried before but after the faffing about that was involved in removing the old, steel-sleeved versions, they're worth a go.



Pic 7.

No more mangled metal sleeves if I can help it! (pic 7) These were part of the kit I bought for the Herald last year, so as they were already sitting in a drawer I had to try them. Simple to fit - no press required -



Pic 9.

and just a good smear of bushing grease slid them into place. I was a little bit concerned that they were slightly wider than the standard metal bushes, but again a trial fit with spare parts shows they'll be okay and the central tube is the same length for both types. (pic 8)

That should keep me busy for an afternoon. I have a quite a list of things planned for the Heralds over the colder months; but here's to a year of normality with static shows, more autojumbles, lower fuel prices and good burgers!

Colin



Pic 8.



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3. In previous years some have placed a tent and a gazebo on a single camping pitch, which unreasonably restricts the space available to other campers. If you wish to pitch a gazebo or marquee, please book an additional space (see Gazebo/Marquee ticket on front of booking form). Gazebos should be no larger than 3x3 metres. If you wish to have a larger gazebo or marquee, or for Group bookings please contact the organisers.

4. The charge for special delivery is mandatory because we only receive the tickets from the organisers shortly before the event. We therefore cannot risk the tickets being delayed in transit to you in the normal postal service. Please select as appropriate for UK or Overseas delivery.

5. Exchange rate fluctuation between Sterling and the Euro is a significant problem. You will have noticed that some prices for 2023 are higher than 2022. This has been caused mainly by inflation in costs from the French event organisers. The TSSC has done everything possible to minimise the increase in costs but we have to reserve the right to apply a mandatory currency surcharge at any time before the event as follows. If the value of Sterling as quoted in the NatWest commercial currency sell rate falls below €1.10, a 5% surcharge will be applied. If the value of Sterling falls below €1.05, a further 5% surcharge will be applied. Failure to pay the surcharge will be deemed to be cancellation (please see Note 6). The Currency surcharge will not apply to delivery charges.

6. Payment is due at the time of booking. In the event that you need to cancel, refunds will only be given at the discretion of the TSSC. If you do need to cancel, please advise us as soon as possible as we may be able to resell your tickets, in which case a 10% handling charge would apply. In the unlikely event of cancellation by the French organisers, the TSSC will refund all money recovered from the organisers.

7. A system of **Booking Priorities** is being used. **The first Two weeks after opening for bookings are exclusively for TSSC members.** After Two weeks we will start to take bookings from Allcomers. Since the number of camping places is limited to 320, we expect to sell out very quickly. **To ensure your place, you may find it advantageous to join the TSSC.**



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Handbrake Improvers

I do hope you've all had a really great Christmas and that you had some good times with your friends and family.

There's no denying that 2022 was another strange year in many ways, from the continuing effects of Covid, Brexit, wars in Europe, Energy and cost of living crisis and an unstable political situation. Who could have guessed a few years ago that all this would have happened? The effects of all these things undoubtedly had an impact on the classic car scene with our own flagship event having to be cancelled; I doubt that things will ever go back to 'normal'.

With a new year brings new hope, so let's all do what we can to make the coming year a good one.

That's enough serious chat from me, onto this month's article. To be honest I was struggling for content this month as I've done nothing on my own car that I could write about, so I have taken the easy option to republish a couple of old technical articles.

Handbrake Improvers

I doubt whether I'm the only Herald owner who's had the discussion with the MoT tester regarding the handbrake efficiency of our cars, despite the fact that I have far more confidence in it than my main car, a Mercedes SLK. When parked on a hill I always leave the SLK in gear with the wheels into the kerb, whereas the Herald I never think twice, just pull up the handbrake and leave it.

According to my local MoT tester the reason the Herald only just makes it through is because it has a single circuit braking system, so it must score higher than a car with dual circuit. No real comfort come the MoT test when you have the nervous wait of whether it has sneaked through again or not.

As my car is off the road for a short mid-winter lay up, I thought I'd take the opportunity to try and do something that would hopefully fix this



problem for good. Some of you may have seen the handbrake improvers that are often on eBay ([Pic 1](#)), but at nearly £35.00 for the pair I could never bring myself to click the Buy it Now button.

The theory is quite simple, the added length provides better leverage, which applies more pressure on the shoe/drum. To produce the same effect for a fraction of the cost is quite simple if you have access to a mig welder.



After removing the handbrake lever, using a cutting disc, hacksaw or guillotine cut the lever at the mid point between angled section and the hole for the clevis pin ([Pic 2](#)).

Then find a piece of steel of suitable thickness and cut to the required length, I chose to extend by 20mm. You can just about make out from the image that I have ground off each of the mating ends into a 'v', this creates a groove to weld into and will provide better penetration and a



3.



4.

stronger join. Using mole grips or similar, clamp the sections together and weld nice and hot to ensure a good join (Pics 3 & 4).



5.



6.

I ground off the excess and then cleaned up with a soft disc and wire wheel. Below you can see the finished article and a comparison between the original and modified lever (Pics 5 & 6).



7.

Then it's just a matter of refitting (Pic 7). The extra length does increase the amount of travel of the cable/lever, so ensure you re-adjust as per the Workshop Manual.

Footnote - I have to admit that I gave up on this handbrake mod and just decided to replace everything with new/original parts and ensured it was all set-up correctly.

Engine Running On

For those of you that have experienced their cars running on (often referred to as dieseling) even when the ignition is switched off and have tried all the usual remedies for this such as adjusting timing, fuel mixture or removing carbon build up in the combustion chamber but still didn't manage to cure it. There is one cheap and easy thing to try, particularly if you have converted to an alternator and/or have had other modifications on the wiring.

What can happen is that when you switch off, your alternator pushes power back down the wire to the ignition warning light, then on to the ignition switch, keeping the circuit live mo-



8. Diode

mentarily or in more extreme cases permanently, until such times you pull a wire off the coil to break the circuit.

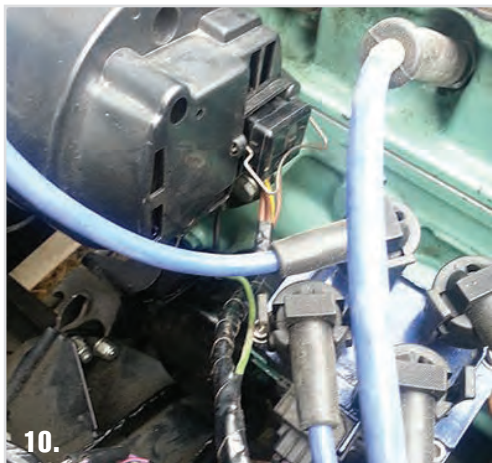
To do this fix you will need a diode. I bought a 1N5822 diode (Pic 8) from Ebay, just a few quid for a bag full. The diode is placed in-line on the thin cable to the alternator and allows power to travel in one direction only, towards the alternator and not back the other way.

Here's a little step by step guide:

Step 1 – Pull off the connector from the back of your alternator, strip back the black sleeving and you should see either one or two thicker cables, these take the charge back to the battery, and one thinner wire which is from the ignition warning light, it's the thinner wire you want.



Step 2 – Cut the thinner wire, trim back enough to allow the diode to fit neatly in-line, solder the wire to the diode and protect with some heat shrink tubing (Pic 9).



Step 3 – Use harness or insulating tape to tidy up the cables then refit the plug to the back of the alternator (Pic 10).

It's not always easy by looking at the diode as to

which way the current flows, so you can quite easily fit the diode the wrong way round. If you do this it won't do any harm, but it will stop the ignition warning light from coming on, don't ask me how I know this!

Workshop Update

I'm still working on the Vitesse and this is now entering the final stages. In the last month a number of small items, plus bootlid, doors and bonnet have all been painted (Pics 11-15). Next



will be refitting the panels, hoping the good panel gaps are still there, painting a white stripe, then finally a flat and polish.

That's it for another month.

Darren



13.



14.



15.



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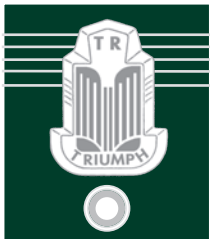


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Any More Stories?

Another door repair article as I scrape my barrel of things left to write about (images of wooden splinters and a description of how I removed them from my fingers is currently the potential article for next month's Courier), so if anyone has been carrying out any work on their TR over the lockdown(s) no matter how trivial the work may seem to them please help us all to fill the magazine with something relevant to our cars and club, even memories and images of past runs or Classic Car shows.

A club member asked me to see if I could "sort out the small rust bubbles" in the door of his Triumph while he was in lockdown, so he dropped it around and I set to work. Although not a TR (I'll leave it to you to name the model) the method is exactly the same for any of our cars and so I hope it encourages anyone who has a few "small rust bubbles" in the bottom of their Triumph's door to sort them out before they have to cut the bottom off their door frame and make a full length of the door repair panel.

After removing the door from the car and taking off the door "furniture" and door card, I could see that although the skin and door frame were absolutely rotten and full of filler, it was only the bottom few inches. As I always try to keep as much of the original panel as possible, I did not want to fit a whole new door skin, also if I did this it would also make sense to use a new door shell, but I find that although this is an easier (but far more expensive) option, it can



Rotten Door



New door Frame Bottom needed

sometimes take a great deal of time to achieve a decent door gap and the door that I was working on (apart from the bottom edge) did have a good door gap.

So, I marked a straight line below the swage line and cut through the skin with a cutting disc. With this done I used a grinding disc to take the edge off the door skin from the horizontal cut which then enabled me to peel away the bottom of the door and the folded over edge of the door skin.

The door frame lip where the door skin folds over was very rusty and perforated. After rubbing down both sides of the lip I gave them 3 coats of



Door Frame Repair Sections welded in place

solid areas of the original door frame lip. They were then plug welded to the frame lip and tack welded at intervals to the door frame.

With the welds ground back the repair sections were given a coat of fibreglass for weather protection and to seal the join to the frame with care taken to keep the drain holes clear.

A repair section for the door bottom



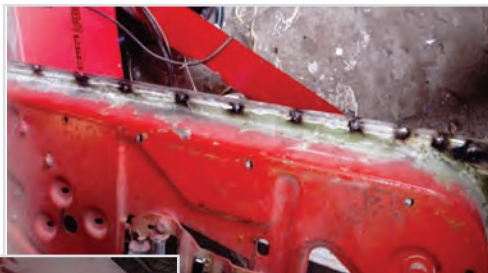
New door Frame Bottom made

rust converter then made 3 repair sections, one for the front lower corner, one for the length of the frame bottom and one for the rear lower corner. These repair sections were made from



Plug Welds for Minimal Distortion

now had to be made. I used the old section that I had cut from the door as a pattern, but added



Joddled Edge fits under Door Skin

a thicker gauge than the door skin for extra strength and had holes drilled through them (too thick to use a punch) to attach them to the

Welding Complete

about 6mm extra around the sides and bottom and about 13mm at the top. With this cut out of a panel that had once been part of a Ford Transit van (cut out for windows to be installed, so having an excellent covering of very durable paint) the top edge had the paint sanded off and was "joddled" (joggled to some)

so that the extra 13mm at the top was stepped to fit under the original door skin. The overlap of the door skin was also stripped of its paint and holes punched along its length. The repair section was positioned with the joddled edge under the door



CONVERTING A SPITFIRE MKII WINDSCREEN FRAME TO FIT A TR4A

(PLUS OTHER TR'S
WITH THE SAME
SOFTTOP CLASPS)

I had repaired the badly corroded windscreen frame of my TR4A many years ago, but when

Repair now has to be shaped

skin and self-tapping bolts were used to hold it tight to the door skin. The repair section was then plug welded to the door skin, the self-tappers removed and the holes welded up. The front and rear of the join was seam welded and the welds ground back.

The door was flipped over and holes drilled along the length and up the sides of the repaired door frame. With the bottom and sides of the repair section clamped to the frame the drilled holes were plug welded and the welds ground back. I now had a solid corrosion free door that was oversize around the repair section. The original section that I had cut from the door was placed over the repair section and using a scribe I marked out the original shape of the door and I carefully removed the excess material using a thin cutting disc in an angle grinder (leaving about 2mm extra all around).

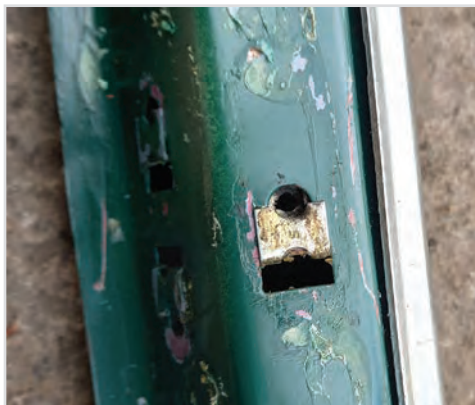
The door was bolted in place and positioned as best as possible with the gap around the repair section being quite "tight". Using an angle grinder with a fine flap wheel and then finishing off with a file the repair section was shaped until the gap between it and the door aperture was the same as the original section of the door. All that remained for the owner to do was to skim the join between the original section of the door and the repair section with some filler (preferably fibreglass filler), prime and paint the door and use cavity wax to rust proof the inside of the door, all jobs which he wanted to carry out himself.

Whether a TR or not, cut out that rot!



TR Frame Soft Top Clasp Threaded Holes

I was offered a very good frame off a Spitfire MKII in exchange for a day's work on a fellow club



TR Frame has Spire Nuts for Sun Visors



Spitfire MKII Frame has hole for the Spire Nuts

members car, I decided that my TR deserved to have a frame without the extensive welding and



Holes Drilled for Clasp Fittings



Blanking Rubbers over the Spit Frame Spire Nut Holes



Trim gives rough position of Clasp Hole Positions

probable future corrosion risk from these repairs. As the original frame had to be removed from the car for the car to be painted due to the accident damage re: electric car smashing into my house and garage (I wasn't going to have the frame seal masked up) I thought that I would leave the actual fitting of the frame until the car was having the paint job.

Although the frames are basically the same, the TR4A soft top has clasps to secure it to the wind-screen frame, whereas the Spitfire MKII relies on the front of the hood clipping into the aluminium capping (as per the soft top of the TR Surrey top), The Spitfire frame that I was given had rubber "bungs" which when removed, exposed the holes for the TR sun visor fittings (less the spire nuts), so, that was a bonus, I had only to transfer the spire nuts from the TR frame.

I decided that the best way to fit the TR soft top clasps to the frame was by fitting threaded rivets.



Threaded Rivets being Fitted

In order to get the approximate position of the holes for the rivets I placed the frame trim from the TR on the Spitfire frame and marked the centres of the holes in the trim onto the frame. Next, I removed the trim and checked the positions with a steel rule. When I was satisfied that I had the correct positions I centre punched the marks and drilled a 7mm hole. Using a special tool, the rivets were fitted and the clasps were screwed onto the frame.

The frame (apart from a very small repair) was now ready to install onto my TR.

WITH A NEW WINDSCREEN FRAME, MY TR'S READY FOR RAIN!

Bern



Threaded Rivets in position



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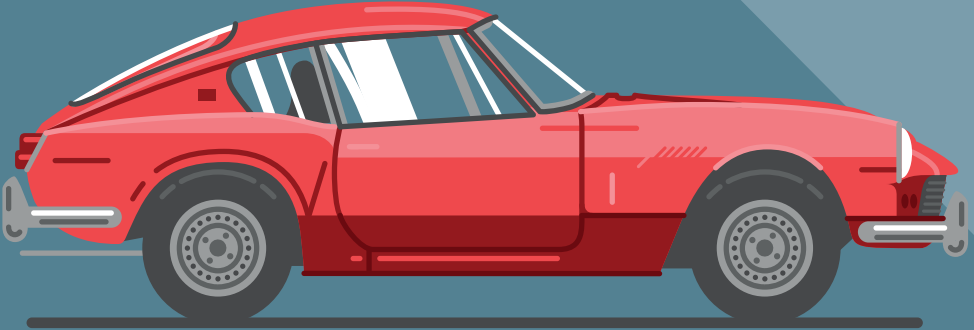
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STAG

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The Press photos: Not all as it appears!

Hello, and a Happy New Year to one and all!

Back in November I was chatting to a friend from the SOC, and we turned our attention to the original Stag Press release pictures and publicity back in the 1970s. We looked at some of the press pictures that my friend had in a folder he displayed on his Stag at shows. This incident reminded me of an article I had written about the publicity material, that had trigged a letter I had received some years earlier from Jonathan Del Mar about the registration numbers shown in the publicity brochures. Jonathan thought that I might like

take a newish car, say CWK602K and they doctor the photograph so that the car looks even newer than it is. They would airbrush the K out, and substitute an L. (Picture 1)



This is not always the case. But I have very extensive records of the actual numbers issued between 1963 and 1974 (and after) and spent days in the Coventry Taxation Office taking precise notes. So, I can tell you that RRW 97H is genuine, (picture 2). OKV 176N is not genuine, it was an M, and as I say, CWK 602L was actually a K. LRW 619P is genuine."

Well, this was a very interesting insight that had me looking at the brochures and press photos in the archive too see for myself. And sure, enough I found that Jonathan was on the case of the airbrush registration numbers. I found the original press photo (negative 203608) of RRW 97H, as above in picture 2 and then again in the [1970 TRIUMPH STAG BROCHURE](#)



to know something about the number plates shown in the pictures. Here is what Jonathan had to say:

"Basically, a large proportion of them are 'cooked'. That is, they



(437/770/ENG) (picture 3) showing a H registration plate as noted by Jonathan. Then in the



1971 TRIUMPH STAG BROCHURE (437/771/ENG), RRW 97H appears as an air-brushed RRW 97K (picture 4).

With renewed interest I looked at the remaining brochures and press photos. Not only was CWK 602K, seen above in picture 1 as CWK 602L in the 1973 TRIUMPH STAG BROCHURE (T911/173/ENG), but by the publication of the later 1973 TRIUMPH STAG BROCHURE (T911/1073/ENG), CWK 602L had been airbrushed to become HRW566M. (picture 5) This was repeated again in the 1974 TRIUMPH



STAG BROCHURE (T911/4.74). HRW566M again features a Press Photo (negative 242259) (picture 6). But hang on a minute the Stag in this picture does not have alloy wheels, whereas the brochure pictures of CWK 602L and HRW566M do have alloy wheels. So, does the plot thicken?



There is no 1975 brochure available in the archive (has anyone got a spare, hanging around?), so I looked at the range brochures and sure enough the air brushing was in evidence for the 1974 and 1975 Range Brochures pictures, with poor old RRW 97H appearing with RRW 97L and then RRW 97N registration plates in respective years. (pictures were too unclear to publish)

Turning to the 1976 brochures, featuring LRW 619P in the first brochure 1976 TRIUMPH STAG BROCHURE (26/17 (90189) (picture 7) we see as stated by Jonathan, the genuine registration plate, however, in the later 1976 TRIUMPH STAG BROCHURE (26/17 (92421) 9/76) (picture 8) the Stag appears with the air-brushed registration plate LRW619R.

This leaves four more



Press Photos from the archives that are available with identifiable registration numbers. Press Photo of OKV 176N (picture 9) that Jonathan identified as an air-



brushed photo, and three others, GWK 350R (picture 10), TBW 728R (picture 11) and EAV383L (picture 12).

I've not had a chance to contact Jonathan about these last registration numbers, but EAV383L looks very sim-



ilar to HRW556M in picture 6.

I'm very grateful to Jonathan for his letter and his insight into the registration numbers used in the press photos and brochures.

There are I am sure many other press photos available out there that would be very interesting to identify the original cars and registration numbers. Looking at the photos in the range brochure, the same airbrushing appears to have occurred for the other models, but that as they say, 'that is another story'!

Once again, a big thanks to Jonathan for his research into this fascinating area of Triumph history. I would love to hear from anyone with a further insight into this subject!

Keep those V8's purring!

Ben





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My Final Register

Hello. Depending on when this edition arrives, hopefully you have had an enjoyable festive time and wishing you and yours a very Happy New Year.

Well, as they say, all good things must come to an end. This is the case here, as my 2000 has now been sold, and therefore, I am standing down as the Big Saloon Register Sec. I have been looking after this for several years, as I enjoy writing and sharing and trying to show the various abilities of the 2000 range.

I was most pleased to see several 2000s at the TSSC Christmas Open day at HQ.

My 2000 had been great and most reliable. Only once did it breakdown and couldn't drive home in the last 10 or so years. It had been to so many different events over the years, been a wedding car twice and the front page of the Courier too, so it was a tough decision to sell it.

Why did I sell it? It was an unusual scenario where due to various factors; it hadn't been for an 'official' mot for just over two years but was maintained by the same garage since I owned it. It went for the service, but I then received a call to say 'you best come and have a look at the underneath. I did and was most surprised and disappointed. Corrosion had been attacking the inner sills very hard and eating away the metal. The garage and I were most surprised to see how bad it had become in a short time. In hindsight, it may have been the anti-corrosive coating had failed and was then holding the moisture in and developing the corrosion.



took it to several different body shops and repair centre and even a mobile welder, but all were in the same concerns of how far the corrosion had got, and how much corroded metal to be removed before repairs could start. So, the decision of value v repair cost and having the Spitfire MK4 and TR7, was difficult but was made to sell it. If you look at last month's Courier, you can see how it looked and how many shows it went to last year. I do miss it already!



So, many thanks for reading my articles, and my sincere thanks to any members who sent in pictures and articles of how their 2000s are being looked after and enjoyed. Just a few pictures of it.

Take care,

Carl





BOND EQUIPE

GUY SINGLETON guy@bondequipe.org

Looking Forward

Anniversary January 2023 – Looking forward to the Equipe 60th Birthday Celebrations. This for us, of course, takes preference to the Triumph 100th anniversary! – But being serious without Triumph there would be no Equipe. So a doubly celebratory year.

Recently I have heard of a number of Bond parts becoming available, firstly **Graham Butcher**, the buyer of the Yellow 4s featured in my last



month's article contacted me to say that the car came with a spare bonnet, and rear bodyshell, he is willing to give this to anyone who can make use of it. It is in Rochester. If you are interested please let me know and I'll put you in touch with him. As the registration number was still fixed to the remains, it was also an opportunity



for me to add the identity of another previously unknown Equipe to my register which was nice, unfortunately it was just the registration number as the remaining details have been lost.

I also heard from **Jonno** in Scunthorpe who bought a job lot of Bond bodies from a scrapyards, he is now trying to find homes for the parts, again if these are of any interest please

let me know and I can put you in touch. I am hoping that he might be able to give me the identity of some of the cars so that the database can be up-



dated, the one registration number which is visible relates to a 1300 4s KFJ 29F which was last on the



road in 1986/7 and was on the database, but only brief details going back to 1993, so nice to get an update on it, even if only that it has been scrapped.



Whilst on the subject of 4s Equipes, I have heard from Woulter Smet who restored a 4s in Germany of few years ago – he is now looking to sell it on as he is ready to start on his next project – as ever if you are interested please let me know.

Finally a friend of mine and former GT6 Register secretary **Jasper Bacon** recently rescued the remains of a 2+2. The previous owner was

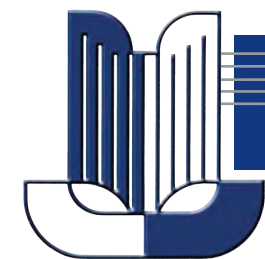


planning to rebuild it as a race car, and had started putting the 2+2 body onto a 4s floor pan but it was not completed. It has solid floors, a single rail overdrive gearbox and an FD engine. Jasper is looking to pass it on to someone who has the time and skill to restore the car, and is looking for £500 for it – please



let me know if you are interested, the 2+2 is one of my favourite Equipes and it would be great to see

Guy
55



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Cumbria on Tour 2022,

The Isles of Bute, Islay & Jura by Rod Moore

Originally planned some two years ago, the end of lockdown finally saw four cars set off on a tour of Galloway and the Isles of Bute, Islay and Jura. Those involved were: *Anne and Roy - Spartan, Christine and Nigel - Triumph 2000, Eileen and Dick - Herald 1200 with Joan and myself in the Courier*. Coming from a wide area in Cumbria we arranged to meet at the small services on the Dumfries bypass. We set off in convoy to our first hotel in Newton Stuart but as it was not very far using the main A75, took a winding way round through the lovely Galloway Forest countryside.

On a whim, Nigel decided he would like a coffee at Portpatrick so, not having been there before, I followed not realising it would be a 2 ½ hour round trip! Portpatrick is well worth a visit and was originally intended to be the main departure point to Ireland.

Next day we set off to catch the ferry at Wemyss Bay via the Southern Uplands. The road through the forest was actually quite good with wide swathes of countryside becoming more visible as we got higher.

The whole area is very sparsely populated and the view on the summit plateau extends for tens of miles. We stopped for coffee and cake at Straiton having only seen two cars then carried



Galloway Forest

on to the ferry. A petrol stop at a major junction by Kilmarnock had onlookers bemused as all four of us congered round a tiny roundabout until I found the right exit. The French lady in my Satnav took umbrage at this and the Satnav sulked for the rest of the trip, only switching on occasionally. (The year before, when we started to get out again, I had set my Satnav to speak in French so even going to the shops sounded as if we were on holiday). Wemyss Bay has a 'must see' railway station built in Victorian times to allow Glaswegians on a Sunday outing to catch the ferry. These were extremely popular as it was not

coming down a hill than going up, the wind being so strong. The weather slowly cleared and we found a café at the end of the road in Ettrick Bay, surprisingly an electric tramway ran to here until the 1930's. We all went to see Mount Stewart House but it was unfortunately closed due to the weather.

Next day it was sunshine, showers and fabulous rainbows as we drove to the short ferry crossing back to the mainland at Rhubodach

Our route now followed round Loch Fyne to eventually catch the Kennacraig ferry to Islay. Unfortunately disaster struck; in the rain I hit a



possible to buy alcohol on Sunday in Scotland – except on boats! The ferry goes to Rothesay on our first island, Bute, where we stayed for two nights. A 'must see' here is the Victorian Gents toilet, built specially on the quayside for the aforementioned Glaswegians as they disembarked. Joan wanted to go in and take pictures, fortunately she chose a time when I was its only customer.

The weather changed during the first night with torrential rain after all the sun we had previously, however, it faired up as the day went on. As usual we all went our separate ways, Joan and I touring to see stone circles, standing stones, etc. A walk up Tarmore Hill not only soaked us both but it was the only time I have ever used more energy

dead branch that had partly come down over the road and broke a wing mirror whilst Roy, who was coming last, drowned his electrics in a huge puddle. Three cars arrived in time for the booked ferry to Port Askaig on Islay but poor mobile reception meant we only found out about the fourth as we were about to sail.

Roy eventually caught the next ferry that same evening.

Our hotel for three nights (The Ballygrant Inn) has probably the most comprehensive selection of Single Malt Whiskies anywhere. The choice was not so much which one and what age but also what type of cask the whisky had matured in. I have never seen so many different bottles. I am not a spirits drinker but quite a selection



Ferry Crossing

were tried by the rest of our group during our stay.

Once again we split up, Joan and I meeting Eileen and Dick at Loch Finlaggan, the island castle at Eilean Mor being the seat of the Lord of the Isles some 500 years ago. Dick then disappeared up a hill to see if he could find and photograph an eagle while Joan and I visited more stone circles and chapels. Nigel and Christine went to distilleries and Anne and Roy to see a cousin who lived on the island. I fancied skinny dipping again and two smallish beaches that are fairly accessible looked feasible on the map, unfortunately both had notices saying bathing was dangerous due to the currents. We met Nigel and Christine near one, they had just come from a nearby distillery but it was closed, needless to say they booked a tour for the next day.

Next day we went to Jura, the ferryman suggesting we return around midday due to the weather possibly stopping the ferry. Jura is perfect for poor navigators, you drive to the end of the single track (where we had been told there was a café) turn round and drive back again. Unfortunately the tarmac effectively ends about halfway at Craighouse, a pretty village with a community run shop and petrol pump. It also has the only distillery on Jura. We carried on, the road getting progressively worse but the views better. Both Islay and Jura are beautiful but in different ways, the land on Jura feeling much more intimate and welcoming. We passed the gin distillery (open by appointment only) and finally gave up a few miles later when the track became more of a

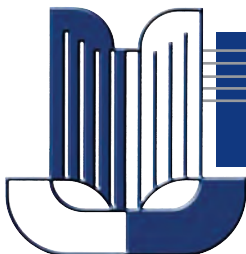
Land Rover testing ground. We never did find the promised café. On the way back we met the Spartan where Roy turned round and set off back while I fixed the rattling exhaust pipe.

At the ferry, only cars were allowed on, a tanker lorry being left behind due to the weather. Islay is a whisky Mecca but this area can only be described as Whisky Heaven, huge distilleries such as Laphroaig, Lagavulin and Ardbeg dominate the coast. It was on the way back that the dip switch failed leaving me with no lights, not a problem in daylight.

We left the following morning from Port Ellen and back to Kennacraig to travel to our last hotel at Arrochar. I stopped to look at the Crinan Canal at Lochgilphead then on to Inveraray Castle but being Tuesday it was closed. Undeterred we visited the old jail instead, highly recommended. The A83 had a final surprise for us. South of Rest and be Thankful the road was closed due to landslides and a convoy system was in operation along the old Military Road.

Next day we split up to make our own ways back. We called in at some friends in Garelochhead finally arriving home that evening after jury rigging the lights on dipped beam. It took me 5 minutes with a piece of wire – try doing that on a modern euro box! As is usual on these trips wherever we went the cars attracted a lot of admiring looks and comments, the most asked question to Roy being “what is it?” Many thanks from all of us to Roy and Anne for the great job they did organizing the route and hotels.

We all really enjoyed the tour.



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1965 Triumph 2000 MK1. My spare car, which I bought to convert my other car to automatic, is for sale on ebay. Details and photos ebay item 325395425840 **Mike Kimmens (Rochford, Essex) 07973 845000.**

**YOU CAN NOW
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Parts Wanted

ALLOYS WANTED. Wanted set of Cosmic on Dunlop D1 alloys 13 inch for Herald or Vitesse. Please call/text Kev on **Kevin Bradbury (Leicester) 07889 887876.**

DOOR MIRRORS. Does anyone have a pair of Paddy Hopkirk trapezoidal door mirrors I can buy for a modest sum or charity donation? **Duncan Mather (North Staffordshire) 0777 588 2750.**

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January 2023

AREA NEWS

AREA Directory • News • Events

Triumph Sports Six Club
Notts and Derwent Valley Areas
NEW YEAR RUN 2023
Sunday 15th January 2023

There is no set theme for this years event but we still want you to wear your best fancy dress.

So dig out your favorite costume for our annual winter classic car drive.

Meet at Sainsburys, Ripley [Postcode DE5 3QP]
from 10am to leave at 10:20am.

Entry fee is £5 per car with all funds raised donated to charity

There will be prizes for the best fancy dress and best decorated car.

All makes of classic car welcome.
Modern cars can come along too.

For more information contact:

Nigel Hill - 07976 163 006
nigel.hill@hotmail.co.uk



AREA DIRECTORY

AREA MEETINGS Check with AO!

SCOTTISH AREAS

SCOT CENTRAL

Dave Fray: 07557 659311

Harvester, Hillington Ind est. - GLASGOW. G52 4DR. **West Coast**

Hawes Inn - SOUTH QUEENSFERRY - EH30 9TA **East Coast**

Danny Stroud: 07823 539047

Various - Contact AO

1ST THURS. 7.30PM

2ND MON 7.30

LAST THURS. EVES.

SCOT N. EAST

NORTHERN AREAS

CHESHIRE

Henry Jones: 07779 878125

Cock & Pheasant - BOLLINGTON CROSS. SK10 5EJ

1ST THURS. 8.30PM

CUMBRIA

Roy Ross: 01229 316501

Advertised in Cumbria News & Website

LAST SUN. 12 NOON

LANCASHIRE

Kevin Makin: 07980 604021. **Dennis Petty:** 07951 727747

Hoghton Arms, Blackburn Rd, WITHNELL. PR6 8BL.

LAST TUES. 8PM

LIVERPOOL

Mark & Tracey Lamb: 07975 591421

Vikings Landing, Stonebridge LIVERPOOL. L11 2BD.

1ST TUES. 8PM.

MANCHESTER

Jeff Booth: 0771 0001893

The Sheldon Arms. ASHTON UNDER LYNE. OL6 7UB

1ST WEDS. 8.00PM

NORTH EAST

Geoff Dent : 07773 440201 **Deryck Beadling:** 07939 068976

MES Training - Blackmoor Court - DURHAM. DH1 5ES

1ST SUN. 10.30AM.

WIRRAL

Richard Lloyd: 01516253172

The Red Fox, Liverpool Rd, Thornton Hough. WIRRAL. CH64 7TL

LAST THURS. 7.30PM.

NORTH YORKS

Keith Warren: 07534 820155

The Greyhound, 82 Main Street RICCALL YO19 6TE

The Motorist Sherburn - ELMET. LS25 6JE.

4TH TUES. 7.30PM

2ND THURS. 6.30PM.

SOUTH YORKS

Richard Oakes: 07702 492349

Crown Inn, Barnburgh - DONCASTER. DN5 7JQ.

1ST & 3RD TUES. 8PM

WEST YORKS

Alan Heaton: 07944 909823

New Inn - 170 South View Rd, East Bierley. BRADFORD BD4 6PP.

2ND TUES. 8PM.

MIDLAND AREAS

COVENTRY

New AO/s Wanted Contact Nigel Hill 07976 163006

DERWENT VALLEY

Bryan Clayton: 07858 959027

TBC Contact AO for Details.

2ND TUES. 7.30PM.

LEICESTER & RUTLAND

David Smith: 07770 650802

Rose & Crown - 45 Main St, THURNBY - LEICS. LE7 9PJ.

1ST TUES 6.30PM

LINCOLNSHIRE

David Samways: 07709 565118

The Kings Head - 31 High Street, NAVENBY. Lincs. LN5 0EE.

2ND TUES. 8.00PM.

NOTTS

Nigel Hill: 07976 163006

Sandy Pate Sports Bar - MANSFIELD TOWN FC. NG18 5DA.

3RD WED. 7.30PM

NORTHANTS

Nigel Hawes: 07879 491778

Overstone Manor - Sywell - NORTHANTS. NN6 0BB.

2ND WEDS. 8.30PM.

OXFORD

Thomas Cope: 07972 039532

Contact AO for venue meet ups.

3RD TUES. 7.30PM.

PETERBOROUGH

Charlie Noble: 01780 666045

The Gordon Arms, PETERBOROUGH. PEW2 7DH

2ND MON. 8PM

SHROPSHIRE

Bill Bate: 07887 605778 **David Embery:** 0770 1049881

Simon Morgan: 07786 806189 **Kevin Cain:** 07515 834594

CONTACT AO's FOR MEETING VENUE

3RD WED. 7.30PM

SOUTH STAFFS

New AO/s Wanted Contact Nigel Hill 07976 163006

MIDLAND AREAS Contd.

NORTH STAFFS	David Woodward: 07939 603061 <i>George & Dragon</i> - MEAFORD Nr STONE ST15 0PX	LAST WED 8PM.
WEST MIDLANDS	Chris Allen: 07505 110922 <i>Drakes Drum</i> Great Barr - BIRMINGHAM. B44 8TR	1ST TUES. 7.30PM.
WORCESTER	Vicky Kitchen: 07745 299457 <i>The Red Hart</i> , Cockshut Lane, INKBERROW, WORCS. WR7 4DD	1ST MON. 7.30PM

EASTERN AREAS

CAMBRIDGE	Tom Hartley: 07795 436149 <i>Crown and Punchbowl</i> , Barrington Green, HORNINGSEA, CB25 9JG <i>Barrington Village Green</i> , CB22 7RZ. (and at 12pm New Years Day)	1ST MON. 8PM 1ST FRI 6PM (Apr-Sep)
ESSEX	Mike & Sue Titchen: 07860 708356 <i>Contact AO for Monthly Meeting Venue</i>	2ND SUN. 12NOON
M25 EAST	John Hill: 07938 526324 <i>Contact AO for Details.</i>	
NORFOLK	Paul & Christina Girling: 07584 000442 <i>Venue to be advised by email and Facebook. Contact AO for Details</i>	1ST THURS. 8PM
SUFFOLK	Colin Wake: 01206 250360 <i>Sorrel Horse</i> - BARHAM - IPSWICH. IP6 0PG	1ST TUES. 8PM.

SOUTH EASTERN AREAS

EAST BERKS	Doug Brown: 01189 321390 <i>The Shire Horse</i> - Nr MAIDENHEAD on A4 - SL6 3QA	2ND TUES. 6PM.
SOUTH BUCKS	Daniel James: 07818 052276 <i>The Harte & Magpies</i> - Coleshill, AMERSHAM BUCKS. HP7 0LU	3RD WED. 8PM.
CANTERBURY	New AO/s Wanted Contact Nigel Hill 07976 163006	
GATWICK	Tony Locker-Lampson: 07775 564427 <i>The Red Lion</i> , Lion Lane, Turners Hill, Nr CRAWLEY, RH10 4NU	2ND TUES. 8PM.
HANTS & BERKS	Alan Fulbrook: 07795 096394 <i>The Twesledown</i> , CHURCH CROOKHAM, FLEET, HAMPS, GU52 8DY.	1ST TUES. 8PM.
HERTS & BEDS	Peter Lewis: 01582 750943 <i>The Raven PH</i> , HEXTON, NR HITCHIN. SG5 3JB.	4TH MON. 8PM
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 <i>Various</i> - See report in Area News	CALL FOR DETAILS
WEST KENT	Colin Robertson: 07810 102525 <i>The Pheasant</i> - Goathurst Common - IDE HILL - TN14 6BU <i>The Castle Inn</i> - Main Road - BODIAM -TN32 5UB	LAST TUES 7.30PM LAST WED AT 7.30.
NEWBURY	Dave Rumens: 01635 868640 <i>The Two Water Mills</i> , Newtown Rd, NEWBURY, RG14 7HB <i>The Craven Arms</i> Skinner's Green Ln, ENBORNE. RG20 0HG.	2ND WED. 7.30PM 4th Wed. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432 <i>The Seven Stars</i> - STROUD GU32 3PG	1ST TUES. 7.30 PM.
SURREY	Clifford Darby: 07853 793341 <i>Wellhouse Inn</i> - Chipstead Lane - MUGSWELL. CR5 3SQ.	LAST WEDS. 8PM.
EAST SUSSEX	Geoffrey Scarborough: 07833 944847 <i>The Halfway House</i> - Rose Hill, ISFIELD SUSSEX.TN22 5UG.	1ST WEDS. 8PM.
WEST SUSSEX	Nigel Ayre: 07799 660212 George Ashborn: 07508 853397 <i>Selsey Arms</i> - Coolham, - HORSHAM. RH13 8QJ	3RD WEDS 7PM.
THAMES	Mickey Hazell: 07773 623807 <i>Fairmile Inn</i> , Portsmouth Rd, - COBHAM. KT11 1BW <i>George Inn</i> - 29 Windsor Road, - WRAYSBURY. TW19 5DE	1ST THURS. 8PM 3RD THURS. 8PM

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241 <i>The Clatford Arms</i> , GOODWORTH CLATFORD, SPII 7RN	2ND WEDS. LUNCH 12.30PM
AVON	David Dyer: 07860 878058 <i>The Wishing Well</i> - CODRINGTON. BS37 6RY.	1ST TUES. 7.30PM.
CORNWALL	Carol Coventry: 07979 464643 <i>The New Inn</i> - GOONHAVERN. TR4 9QD..	2ND THURS. 8PM
DEVON	Sue & John Franklin: 01548 821348 Nigel Kenneison: 07804 731599 <i>The Star Inn</i> - LIVERTON. TQ12 6EZ. <i>Ring A.O. Details</i>	3RD WED. 6.30PM 1ST SUN. LUN
NORTH DEVON	Darren Groves: 07806 351499 Andy Luckhurst: 07971 413045 <i>Crealock Arms</i> - BIDEFORD. EX39 5HN.	1ST THURS. 7.30PM
DORSET SOUTH	Robin Nicholls: 07920 549474 <i>The Three Compasses</i> - CHARMINSTER - DT2 9QT. March to Sept	LAST MON. 7.30PM
GLOUCESTER	Jane Rowley: 07802 171227 <i>Fromebridge Mill</i> - GLOUCESTER GL2 7PD.	3RD MON. 8PM
SOMERSET	Steven Polden: 07504 516623. <i>Contact AO for meeting venue</i>	2ND THURS 8PM
WESSEX	Trevor Carlyle: 01425 475376 <i>Tyrrells Ford</i> - Avon - CHRISTCHURCH. BH23 7BQ.	LAST THURS. 8PM.
NORTH WILTSHIRE	Craig Gingell: 07852 455242 <i>Foxham Inn</i> - FOXHAM - WILTSHIRE. SN15 4NQ.	2ND TUES. 7.30pm.

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215 <i>The Trevor Arms</i> - Marford Hill MARFORD LL12 8TA.	1ST THURS. 7.30PM.
SOUTH WALES	Megan Hancock: Tel TBC <i>Y Maerun</i> , Marshfield, Cardiff CF3 2TU	LAST WED. 7.15PM

NORTHERN IRELAND

NORTHERN IRELAND	Doug Hogg: 07707 288233 <i>Nortel Social & Athletic Club</i> NEWTOWNABBEY BT37 0EB.	1ST WED. 7.30PM.
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International Contacts

COUNTRY	CONTACT NAME	CONTACT DETAILS
AUSTRALIA (Queensland)	Richard Graveur	randagraveur@gmail.com
AUSTRALIA (Victoria)	Richard Stewart	rlslaw@bigpond.net.au
BELGIUM	Stefan Vandendijk	stefan.vandendijk@telenet.be
DENMARK	Morten & Lillian Hildebrand	hildebrandrandi@gmail.com
FRANCE (Poitou Charentes)	Victor Thompson	vcandvh@gmail.com
FRANCE (Central)	Ray Lomax	lomaxcreuse@gmail.com
GERMANY	Hans-Georg Stumpf	hgs-systems@onlinehome.de
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SPAIN	Dulcie Crabbe	dulcie@tonycrabbe.com
SWEDEN	Odd Hedberg	odd@triumphclub.se
SWITZERLAND	Robin La Barre	robin.Labarre@Bluewin.ch
SWITZERLAND	Philip Bellamy	0041 79 347 1221
UNITED STATES	Ben Blaney	benblaney@gmail.com



Area Liaison Officers Report Andover - Cheshire

Triumph Sports Six Area Liaison Officers

email nigel.hill@hotmail.co.uk. Tel. 07976 163006

We would to thank each and every one who attended the Club open day on Sunday 4th December, it was fantastic to see so many people buzzing around the HQ. Seeing so many Triumphs as well and enjoying the wonderful chilli cooked by our lovely Lisa the new TSSC Membership Secretary. The shop was bubbling with customers and many looking around our newly re decorated museums.

What a wonderful atmosphere.

Please can you keep us updated with your venues, details, emails etc to us or send to Bern for Courier to be updated.

Myself and Nigel have the first Club show on **Sunday 12th February 2023 at Stoneleigh MG & Triumph spares day**. We are there with the Club Shop so pre orders will be taken for you to collect post free. Also we will be displaying three cars so if you have a lovely car and fancy showing it off please let us know. It is the anniversary of our Triumph Dolomite sprint this year so if you have one and wish to display at Stoneleigh or at the **Practical car show at NEC in March** please contact Nigel Hill on the above email and contact number. As we know it is a big celebration this year for Triumphs and MGs lots of events are happening one being the joint show at **Silverstone circuit 10th-11th June 2023. Plus 100 years of Le Mans 30th June - 2nd July 2023**. So Up and the country and overseas we will be all celebrating the wonderful motoring years of our cars which is the passion and hobby everyone seems to enjoy together. Let's make 2023 a year to never forget. One time to do even more with your Triumph so lets do this... more with your triumph.

Hope to see you at an event soon.

All the best



Nigel & Di.

Andover

e-mail: guy@bondequipe.org

e-mail: spitfires@cadley.org

Tel. 01672 514241

It's definitely a sign of ageing, time is going too quickly, I can't believe it's been a whole year since we were just going into 2022 hoping it would be better than the previous 2 years, and now it's 2023.

It just doesn't seem possible.

Writing this before our Area Festive Lunch in December I can only hope it goes/went well and may have an update next month.

I had a note from Brendan Rose who sadly was unable to join us for the meal but he told me "I have donated my 1950's Ecco push button Radio out of my Y type MG that I owned in the early 60's to the Cotswold Motoring Museum in Bourton on the Water. It has been in a number of my garages, since 1967 When the MG was scrapped. While there we were treated to a free tour and were able to park at the museum. They have an extensive 8 rooms of cars, models and other Displays. It would warrant a club visit if you have not already been there. Parking is a premium in the village £5 a day, there is a lot to see, with a Bird world and a model village.

They have a Y type at the museum."

As it happens we were there just a few months ago during Guy's Bond Equipe Weekend and would agree with Brendan's comments, a lovely museum and town to visit if you're in the area.

Ed told us "Not much to report on the Triumph front.

However, I have a case of 'Triumphs to the rescue'. Due to problems with our 'modern cars' and the delays with the DVLA over my TR7, my son is using the TR6 as his daily commute and I am using my Spitfire as our second car. Turns out the Triumphs are the most dependable cars I have."

In a similar vein my little Honda got Guy out of trouble the other day when the Volvo wouldn't start, glad he wasn't heading off to a muddy farmyard in it though.

Guy & Suzie

Meeting

11th January 2023 at 12.00 - The Clatford Arms,
Goodworth Clatford, SP11 7RN

Cheshire

e-mail: cheshire@tssc.org.uk

www.tssc.org.uk

Tel. 07779 878125

Happy New Year to you all.

Very recently I had a call from the Managing Director of Cast Iron World, asking if I had a clutch alignment tool suitable for a Ford gearbox and a Triumph engine. After a little thought (deep thought is not available) I suggested the input shaft from the TR7 gearbox that recently passed through the workshop. A day or 3 later, said Managing Director came to the Branch Office holding a clutch plate, which had the same splines as the TR7 input shaft, which, by implication, are the same splines as the Ford T9 gearbox in question (and the same as an MGB clutch plate which

Derwent Valley Devon



materialised in the stores from somewhere or other).

By meeting day, it was apparent that real progress had been made on the GT6 at Head Office - the engine and gearbox had been introduced to each other, and placed in the GT6. The missing bits of chassis had been correctly replaced, and so on. So we await the rest of the equipment making its way onto the GT6, which should be followed by offering fuel and sparks to the engine and then a road test.

I'd had an enquiry on the morning of meeting day as to whether old car solvent had been seen in the vicinity of Macclesfield and Bollington, as such solvent would require a modern car to make the journey from Crewe.

I suggested that with a temperature of 2 or 3 degrees it was quite likely that old car solvent would be deployed, but no such solvent was observed on the journey from Crewe (plenty of mist though).

At the meeting, the MD asked if one should use running-in oil with a new engine, and there followed a discussion of zinc and worn out camshafts, and the observation that some use the cheapest 20/50 that can be found (I am in that group of people). Such fluid used to be available at a certain DIY chain, but that's no longer the case. There's enough in the stores for one more oil change....

Topics went a little off piste with mushroom soup and the inability to pay for parking unless you have a 'smart' phone. Then we asked about oil leaks in Leek, and another gearbox has found its way into the Bond, the replacement having passed the patent Leek leak test. The Bond has also failed its MOT with a leaking back brake cylinder. Replacements (new shoes too) are apparently in the post, but that seems to be subject to frequent industrial activity at the moment.

Last month I mentioned that the Sandbach Festival of Transport and Drive It Day had announced their 2023 dates (23 and 24 April). In the last day or so, Lymm Historic have emailed to inform the return on 25 June (apply for tickets noon on 3 January!), Tatton have indicated dates of 3 & 4 June, 19 & 20 August.

Our next meeting is on Thursday 5th January at the Cock and Pheasant. Plenty of time for the effects of celebrations to wear off.

Henry

Derwent Valley Tel. 0758 959027

Hi All. The 6th December saw our last meeting of the year. It was a cracking evening and as expected, we stuffed ourselves silly with pizza, chips and chicken. Some of us could not get enough and took doggy bags home - for the dog of course.

A couple of paper quizzes were on hand to keep the brain active. One was a logo quiz and the other a Christmas dingbat's challenge. Two teams surprisingly scored top marks in both and prizes had to be shared...more eating. It was good to see John Eade at our meeting and enjoy a bit of a catch up.

Little Bob also made a return without Bob.

It was announced that the New Year Run will be held a lit-

tle later in 2023 on the 15th January. Meet at Sainsbury's car park (DE5 3QP) from 10am to set off at 10:30am on a scenic drive around Derbyshire and Nottinghamshire. I am sure there will be lunch stop at some point in the day. However, the best news of the evening was that Bryan Clayton stepped forward and became the new AO for Derwent Valley. Congratulations Bryan, I hope you enjoy the role as much as I have.

Bryan's first announcement was that the next meeting will be at Top Club, Stanley Common, DE7 6FY on 10th January 2023 starting from 7:30pm.

Finally, may I wish you all a Healthy, Happy and Prosperous New Year.

Cheers

Colin

Devon

e-mail: sueandjohn@tssc-devon.org.uk

e-mail: nigelk57@gmail.com

www.tssc-devon.org.uk FB - TSSC DEVON

Tel. 01548 821348

DID YOU FIND IT? FIND WHAT YOU ASK! IN WITH THE PACKAGING OF YOUR JANUARY COURIER IS YOUR ANNUAL CLUB MEMBERSHIP STICKER. Quick - search the bin before it disappears!

What We've Done

Our AGM in November saw Nigel, John and I re-elected as your Devon Area Organisers. Remembering the adage from Jackie that if I am neither pregnant nor dead, I remain as AO, even the cushion stuffed up my jumper failed to fool our members. Moving swiftly on, we are delighted to continue and very much appreciate your continued faith in us!

At the end of November, we once again travelled to the Waite Inn at Zeal Monachorum for our annual Inter Triumph Club Skittles match. Playing against the Stag Owners Club and the Dolomite Club and organized again by Claire from SOC. Our brave Irene H was once again the score keeper and this year the average scores were very close indeed.

The winners once again were the SOC, with TSSC in second place and the Dolomite Club bringing up the rear. The top scorer was the SOC's David Taylor (I'd like a bit of whatever he was on!), the Ladies' top scorer was once again our own Sue Barlow, and the lowest score went to Val from the Dolomite Club. Followed by a great lunch again, then we made our way home. Only Triumphs out were a brace of Stags, but we accompanied Jane & Mark home with a brace of MX5s.

For the first time, I offered to organize the Christmas Meal for not only TSSC, but also the Dolomite Club and the Stag Owners. This was following a number of suggestions from members of all three Clubs. We were rewarded with 67





Devon Devon North - Essex

Devon Continues

people sitting down to a great meal, served very efficiently as usual for the Lodge, and many of us stayed overnight too. We welcomed Chewy & Tina from North Somerset, and



Eric & Janet from Chard, as well as Graham & Karen from Cornwall, together with some new faces as well. The only Triumph in the car park was the Dolomite of Lee from Plymouth - but it was not about driving the cars on this night. A bonus was the very generously supported raffle, which raised a whopping £311 for Alzheimers Research. I have already booked the Lodge for Saturday 9 December 2023 so mark your diaries now!

COMING UP IN DEVON

Our first get together in 2023 will be **SUNDAY 8 JANUARY** when we will have our usual carvery at the Smugglers Inn at Dawlish. Jackie & Allan are once again organising this for us. Please book in with them NOW if you have not already done so. 07979 464265 / 01626 852448. Meeting at the House of Marbles at Bovey Tracey at 12.30 to leave by 1 prompt. Late lunch booked at the Smugglers. **January Club Night will be back at the Star Inn at Liverton Wednesday 18 January.**

Sunday 5 February - we have arranged a good roads run from the Dartmoor Lodge at Ashburton. Have a coffee there first, then a scenic run down to the coast, finishing for lunch at the California Inn near Modbury. Book via Sue sue@jassy.org.uk or 07929 590293.

Sunday 5 March - drive and lunch to be arranged - anyone willing to arrange?

Sunday 2 April - Apart from it being our Nigel's birthday - we are planning a Breakfast Meet - watch this space.

Sunday 23 April - Drive it Day St George's Run - not sure where yet.

NEW YEAR RANT

In the last few months, we along with other local car clubs, have seen an increase in members booking in for an event involving catering, and then not turning up without having advised the event organisers in good time. Alas, with the current economic conditions, food venues are taking an understandably increasingly hard line on no-shows and we, as Area Organisers, are not prepared to pay up ourselves for members not turning up. Please note therefore that, if you have booked at an event, and do not turn up with no notice, then we will expect you to reimburse any additional costs we may face. All bookings are accompanied by our mobile numbers and we would expect 24 hours notice if you cannot come.

Communications - As well as our monthly articles in the Courier, we have our TSSC Devon Facebook Page, our local website www.tssc-devon.org.uk and the national website www.tssc.org.uk. If you are on our email list, you should be getting our regular Devon updates.

We look forward to another great year out with our cars and our members - bring on 2023!

DEVON DIARY

Sunday 8 January 12.30 for 1 at House of Marbles.

Lunch at Smugglers Inn, Dawlish

Wednesday 18 Jan Club Night at the Star Inn, Liverton
TQ12 6EZ

Sunday 5 February Meet Dartmoor Lodge Ashburton -
Lunch California Inn

Sue, John & Nigel

Devon North

e-mail: darren.groves@gmail.com

e-mail: arluckhurst@googlemail.com

www.tssc-devon.org.uk

FB - [/www.facebook.com/groups/134271493433942](https://www.facebook.com/groups/134271493433942)

Tel. 07806 351499

or Tel. 07971 413045

Happy New Year reader(s)!

I hope you had a pleasant Christmas break and are looking forward to what the New Year brings. Did anyone work on their Triumphs over Christmas?

The meeting at the Crealock Arms on Thursday 1st December was well attended. Unfortunately Darren had a severe case of man-flu and was barely able to type a message to me to say he wouldn't be able to make it. Hopefully he is fully recovered by the time you read this.

When I arrived, Alan and Janet, Mick and Sue, John and Kay had already been there for a while. Shortly after I arrived, we were joined by Malcolm and Mandy, both dressed in Christmas jumpers and already getting into the Christmas spirit. We were also joined by Geoff and Dawn, Simon and Max. We agreed that maybe next year we should have a proper Christmas meal as many of the members in the north of the county struggle to get to the main one organised by Sue and John.

Darren and I will be meeting up to discuss potential events and outings so we hope to share some ideas and dates soon. If you have any suggestions, please let us know.

Next meeting at the Crealock Arms is on **Thursday 5th January 2023** anytime after 6:30 PM. Feel free to join us whether you have a Triumph or not!

Andy

Essex

e-mail: miketitchen@aol.com

FB - [facebook.com/groups/182391181818242/](https://www.facebook.com/groups/182391181818242/)

Mike. 07860 708356

Happy New Year to everyone, 2023 is here and we hope you all had a Merry Christmas and Good New Year celebrations. It will soon be time to get our cars out to polish all the dust off and make our cars shine again.

Here in Essex we had our AGM in November with a hot lunch of jacket potatoes with beans, cheese or chilli. Marian

Essex Gatwick



kindly cooked the chilli and brought it over on the day. Yes, once again I was voted in as AO, Sue treasurer and Marian fundraiser. Lisa suggested that she could help to connect face book, messenger and twitter together so that everyone can pick up our messages whatever method of technology they are using. We talked about the 45th anniversary of the Essex area which is in April and what we are going to do to celebrate this. We have a hotel and places to drive out to so that we can make the weekend memorable. We also promoted the MG and Triumph Silverstone 100 which is in June. Later in the year in July we have the Essex Boundary Run this will be a great run out for all members to join in with. We had lots of volunteers to be in the organising Team to put the route together.



Essex trip to Market Harborough

On the Friday when we arrived near to our hotel we stopped off for lunch at the Foxton Locks Inn, which is set at the bottom of the 10 Foxton locks a brilliant pub which had a jazz band playing while we ate.



In the evening Market Harborough held it's usual Christmas Festival a great event, plenty to see and do there were all types of singing groups and carol singers from a local school in a small marquee. Also there was a drumming band walking through the street and stilt walkers, steam engines and an old classic car, plenty of food stalls and many other Christmas stalls selling all kinds of things.

After seeing all this we bumped into Robin and Rachael and all of us went inside the Three Swans to have a nice hot cup of tea to get warm again, before they went back to their hotel down the road.

On Saturday we all did different things around the area Rachel and Robin went to the garden Centre and Foxton locks. We had a run out in our car before returning to the hotel for our arranged Meal together with Robin, Rachael, Simon, Debs and their Daughter. The food was fantastic, except for the small amount of custard on our sweets!!!

On Sunday morning after a lovely filling breakfast myself, Sue, Simon, Debs and Daisy looked around the craft fair which was in a hall opposite the Three Swans and then from there we left Debs and Daisy to go girlie shopping and the rest of us met up at HQ for the usual Christmas gathering,



seeing other members and having a good catch up and plenty of things to buy.

On Saturday 10th December we had our Essex Christmas dinner which was held at the Merry Fiddler's in North Fambridge another good turn out of 24 members 24 all enjoying each others good company. More on this in the next Courier.

Mike

Up & Coming Area Events

Please put the second Sunday of each month
in your diary for 2023

January 2023

Sunday 8th - Essex Area Club Day - 12 noon at The Castle Pub, Great Leighs, Chelmsford CM3 1NE -
Everyone welcome

February 2023

Sunday 12th - Essex Area Club Day - 12 noon at The Castle Pub, Great Leighs, Chelmsford CM3 1NE -
Everyone welcome

Sunday 12th - MG & Triumph Spares Day at Stoneleigh Park, Warwickshire CV8 2LG - Tickets online

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Gatwick

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Hi all, Happy New Year!

Hope you all had a good Christmas.

The 12th November saw Richard, Chris & myself join up for the Bletchingly meet & for the long awaited photo shoot by Trevor Collett, of the three early marks of spitfire. This was for the now passed 60th anniversary of the spitfire, which sadly never happened, with the cancelling of Stafford!

Pic 1 Trevor was keen to use our cars as they were all red & felt it would make a good photo, but trying to get us all together in one spot proved difficult.

Pic 2 Cliff was there too, but not for the main picture, but we couldn't resist getting his yellow 1500 in with the earlies. Sadly no mk4 at the meet to join in.

Pic 3 This interesting hot rod was also there made up from a fair amount of triumph parts! Despite the badge!



Gatwick Continues

Pic 5 Trevor took us all to a local wild life park for this photo, which hopefully will be on the front cover of the Courier in the near future?!

With the lack of other news, I thought it would be worth, after going through some old family photos, to put some of the more interesting cars that my Mum had owed over her ninety years

Pic 6 This is a mk3 she had in the very early 80s

Pic 7 A beautiful 2000 we had in the mid 70s

Pic 8. One of my favourites is this beautiful E type in about 62/63 judging by my age. Very relaxed seat belt regulations back then!

Sadly none of these cars exist anymore!!

Pic 9 This was my Mum's first car! An MG TC Again sadly no more!

3rd December saw me once again heading off to the Bletchingly meet, which despite being a cold damp day had a good turn out. Strangely enough there were quite a few Vitesse.



Firstly there was Morgan's early mk1 which he'd come along in with his son George, who's Vitesse is off the road at the moment, with an engine rebuild.

Ok Trevor's beautiful herald estate isn't a Vitesse!

Sadly I didn't catch the owner of this lovely mk2 saloon with a nice set of wolfrace wheels. Sat next to it was Cliff's red mk1.

And of course this is Glen's mk2 sat next to Cliff's mk1, which seems to of moved!



This was another one that almost got away, hopefully the owner will bring it along again.



This months meet is on the 10th. The plan is to meet at the Red lion as normal, but to move up to the Crown on the cross roads in the Village, around 8.30 as they do food. Come along & give us your verdict on whether it is worth while making it our new meeting pub?

Tony

Gloucester

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Hello folks. Hope you've all had a lovely Christmas 2022 and indeed a good start to welcome in the Happy New Year 2023. Whatever you were up to, hope your all well and that this year brings us health and happiness for all our friends and families. I did well and didn't over-indulge on festive food thankfully, but the temptation was definitely there.

Firstly, my apologies for the absence of area news last month. It was such a busy month for me, and with managing family, time just drained away like sand. But anyway, here we are.

The NEC show was fantastic for all those of us who managed to go back in November. Lots of stalls and traders, the TSSC Club stand looking lovely and of course the general atmosphere being good. I managed to get some time to visit the NEC with my friend Greg, whom it was his first time visiting. He loved it and got lots of ideas the products for his GT6 MkIII. The Vitesse continues to be done, engine and gearbox now together with specialist components. It's a long story. Paul's Bond has now had the electrical system restored front to back by Greg with blade fuse upgrades and modern connectors, some wheel and body badge styling and of course the interior is now looking lovely and upgraded thanks to all those hours I've put in to make it good. Paul and Clare both pleased. As we've spent all year since April getting it all done, let's hope next year it'll be out and about enjoying some lovely weather. Gareth's Herald continues to be restored front to back by Andy, will be a cracking Herald once done.

As we are now in the core of winter months, it would be safe to assume that all our classics are tucked away nice and cosy for now. Hopefully we'll have a good year weather wise this year for lots of runs out and events, now is the time to get that Triumph all spruced upon for the year ahead!

Some important dates for your diaries and some events coming up:

The International MG & Triumph Spares Day at Stoneleigh - Sunday 12th February 2023

Practical Classics car & restoration show at Birmingham NEC - 24th - 26th March 2023

Hopefully some Gloucester Area Club runs out and events as well coming up.

And on that note, there's just one thing more to say...Keep them running smooth on all 4, 6 or 8!

Happy New Year Everyone - See You Soon.

Costa

Herts & Beds Leics & Rutland - M25 East



Herts & Beds

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Hi Folks, Happy new Year to you all.

We had 28 at the area Christmas dinner at the Raven and Two lucky members won the Free Hampers, One for the Girls and One for the Boys.

Well that was the plan, can't be named as this is written before the event.

The November Area AGM had a smaller than normal turn out, but with 17 all sat and eager, we decided to cut the bull and get the vote done so its ended up with Me as Area Organiser and Viv as treasurer the funds are healthy and the existing small group we call "Your Committee" remains as Christine, Christine, John, Martin, Barry, Paul, Geoff,

I thank them all for support through the last season and we will now Xmas is over devise a plan of runs, outings and supported events for the 2023 season, we already have a date for the 30th Duxford on September 10th 2023

Pub nights remain at the Raven Hexton SG5 3JB from 8pm, always the fourth Monday, if you fancy a meal before the meeting please book for around 6.30pm some like to have a nosh first.

Not much on the car front, Andrew is contemplating selling his rather smart Spitfire 1500 but most are tucked up, but Martins Herald will be out and about clocking up the miles Happy new year

Pete
and team

Leicester & Rutland

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Hi All, Hope you all had a great Christmas and here's hoping for a fantastic Triumph driven NEW YEAR. Once again our Christmas dinner was a fantastic evening and congratulations to all who won a price in our raffle draw.

Planning for the 2023 programme has already started and the best news of all is that we will be having our annual Sunshine Rally on the weekend of Friday 4th to Sunday 6th August so look out for more info and booking forms soon in the Courier.

A number of our area are already looking at going to Le Mans, we will be supporting the MG & Triumph 100 this year at Silverstone in June and we are already planning our Border Run to celebrate 100 years of the Triumph marque on Sunday July 23rd.

We will also be looking at another hotel short break in the spring and September, with many one day shows, runs out and local events throughout the year, as well as supporting other area events. Should any area member that does not attend the meetings have any suggestions or wishes to join

us then please do not hesitate to get in touch.
Stay safe,

Dave.

M25 East

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Happy New Year to everyone out in TSSC land...I wonder what fun 2023 will bring? Keep a weather eye out for info on upcoming shows and stuff that will be posted over the next little while on our Facebook page and keep checking your emails.

Back at the beginning of December we had a very enjoyable weekend at this years HQ Christmas Open Day - 13 of us headed up to Leicester on the Saturday, meeting up in town for lunch and then followed by a visit to the Leicester Museum and Art Gallery. An interesting visit and we especially liked the animated dinosaurs. A local Premier Inn was the accomodation for the night and we spent a very pleasant evening in the bar and restaurant, handily placed near a TV screen for the World Cup.

It was only a short drive in the morning to HQ, well it was for some as my sat nav decided to take us on a rather splendid tour of a new housing estate ha ha. The

Open Day itself was as usual very enjoyable, meeting up with pals from other areas, probably for the last time until the new year. Bernies



Bizarre Bargains was doing a roaring trade, everything was a pound. The chilli was pleasantly bubbling on the hob and the mulled wine, tea and coffees were free flowing, no excuse to come away feeling hungry or thirsty. I think we all spent quite a bit of cash in the Club Shop, mainly bits for winter servicing etc.

The last of our area finally left around 2 ish after doing the rounds of goodbyes and Christmas kisses. A great week-





M25 East - Manchester Newbury - Norfolk

M25 East Continues

end, thanks to all who went and for everyone at HQ for putting on a grand day.

Our only other event in December was our Area Christmas Lunch but due to printing deadlines it's not actually happened yet (as I write this). You'll just have to wait until next month's installment to read about all the fun we had.

Right, onto future things - we have a trip next month to the International MG and Triumph Spares Day. Normally it's just a lads day out because the girls say it's boring looking at rusty old stuff, but this year it may be a weekend trip for all. By the time you read this we will know more about what's happening, so if you haven't heard anything check on the Facebook page.

As always, if anyone hears about an event we can go to then let me know. Two big trips for this year are the Triumph and MG 100 year celebration which is being held at Silverstone over the weekend of the 10th and 11th June. Camping is available 'infield' for this one.

The other biggy is the Le Mans Classic held between 29th June and 2nd July. If you fancy going then you need to get your name down on the list at HQ. I think a lot of our area will be up for this one. More news on those and others as they become available.

That'll do for this month - all the best

John

Manchester

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As the Manchester meeting are still quite newly reformed I do not have a lot to report.

The November meeting had a good attendance, and the chat was flowing freely with the Trials and Tribulations of Triumph ownership.

There will be no meeting in January, to allow recovery from the busy festivities.

At the December meeting I hope to discuss the future calendar and area requirements.

I will offer my services as AO and ask for deputies, we will then be able to move forward with (hopefully) growing the area and activities.

Kind Regards

Jeff

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Newbury

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At the time of writing, we are all looking forward to our Christmas bash at the Craven Arms, which will include a Secret Santa and the annual appearance of Ian's musical turkey hat. What's not to like?!

As for updates from club members, Dave carried out more work on the Herald by replacing the engine mounts and the water pump. Due to having Covid and lots of rain, he wasn't able to test out the results until November when we had a nice warm sunny day.

Thankfully it worked well. It was good to get the old girl out and enjoy some Triumph driving.

Karen and Peter have also been doing some work on their wonderful TR7. On the way home from the June meeting, the rev counter suddenly failed. Last week Peter removed one from a spare dashboard that their son had purchased from Ebay, and used it to replace the one in the car. It has been a bit too wet to take it out for a full test run but the replacement does appear to be working okay. It wasn't an easy or comfortable job to carry out in the confinement of a small garage (not much bigger than the car) but the task was completed. Great job guys, well done!

That's it for this month and this year so we wish all readers a happy Christmas and a fabulous 2023.

Robin

Norfolk

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Please note that starting with our February meet we will be changing our meeting day to the first Thursday of the month. Having it on the first week will enable us to get the area report into the Courier for publication a month earlier. Being on the Thursday saves clashing with Cambridge who have their's on the first Monday. As we are still without a 'home' we are aiming to move the venue around Norfolk, this will be advised by email/Facebook and on the TSSC website at least a week before the meeting.

November meet/AGM Report

A good turn out of 16 members for our AGM in November (full minutes of the AGM will be available on the Norfolk section of the TSSC website soon).

We also had our raffle draw for those that have donated £1 at our monthly meetings.

The main points were:

Carbon Offset of our runs - Norfolk area has totalled just under 3,500 miles over the year equalling £56 - we just need to find somebody that wants to plant a few trees. If you know of a local council/organisation that is looking for funding for trees please let me know.

Meeting Venue - After the trouble we have had sorting a

North East - Northern Ireland



venue for our monthly meetings it was decided to have a "roving" venue to be advised a few weeks beforehand. This will give us the chance to move our meeting venue around the county and change at the last minute if need be.

Meeting Dates - We are also changing our meeting to the first week of the month. This will enable us to get the monthly area news to the Courier sooner keeping it more up-to-date. To avoid the clash with Cambridge it was also decided to move it to the Thursday. **So from February 2023 the meetings will be on the first Thursday of the month.**

Next year's events - We have a few members interested in the TSSC Isle of Wight weekend on **28th April to 1st May**. I believe they have sold out of static space but have camping and I'm sure there will be hotels nearby. A great place and a great weekend. Details from IOW Ao's. Our usual **Drive it Day Scatter Treasure Hunt** will be on **Sunday April 23rd**. The big one next year will see TSSC Norfolk (and other areas of the TSSC) celebrate 100 years of the Triumph name with a **Border Run** on **Sunday July 23rd**. A 200 mile run around the Norfolk county boundary. It will be split into

four 50 mile sections so you can do as much or little as you like. Route is still to be confirmed but we are looking at starting at Cromer with a break near Bungay, lunch around Brandon and afternoon tea at Hunstanton before arriving back at Cromer for fish and chips. We're hoping that other Triumph clubs will also join us to make the event truly memorable. Put the date in your diary!



four 50 mile sections so you can do as much or little as you like. Route is still to be confirmed but we are looking at starting at Cromer with a break near Bungay, lunch around Brandon and afternoon tea at Hunstanton before arriving back at Cromer for fish and chips. We're hoping that other Triumph clubs will also join us to make the event truly memorable. Put the date in your diary!

Forthcoming events

Sunday 8th January 2023 - Trains and Triumphs Norfolk New Year Run

Food, trains and, with your help, lots of Triumphs too. Starting from Swaffham Market Place. More details to follow. Note that this will replace our January meeting.

Thursday 2nd February 2023 - Monthly meet, venue to be advised

Paul & Christina

North East

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Deryck. 07939 068976

Our December's meeting was a bit of a festive Fayre with a Chocolate cake baked by our youngest member, Thank you Sarah, everyone enjoyed it very much and extra thanks from me for the Chocolate buttons, Mince pies were also

in abundance supplied with cream by Ian and Brian, and according to Brian it's not even Christmas yet. That meeting saw the largest attendance of the year, there were 20 of us inside the training centre, we nearly ran out of chairs.

IMPORTANT PLEASE NOTE THERE WILL BE NO MEETING ON THE 1ST OF JANUARY INSTEAD WE WILL HAVE OUR MEETING A WEEK LATER ON THE 8TH

We may be having that meeting on the evening instead of the morning and have a bit of a buffet and Quiz, if your not on my E mail list please call me for info, I will be sending out more info by E mail when a decision has been made.

It was decided that we do a treasure hunt for next years Drive it day, Brian has offered to set the route, so April is your target date to complete all your over winter jobs on the cars..

Work is progressing on Pauline's Herald with an overdrive conversion is now on the books, I don't think it will be ready for our first event of 2023 but not far off. Martin and I have completed a couple of small jobs on our Spitfire, and after we got it insured and a full check over of Brakes and suspension and some fresh fuel I took it for a short run, and broke down, what do you expect! after all it's been standing for 7 years, just a minor Hiccup the points were pitted, after another check we found that the points were Gapped at 25thou. I had planned to bring it out to our December's meeting, but it was tipping it down on that day, so we will wrap it up now for the winter, ready to start on it when the spring arrives.

I would like to welcome new members to our group who attended December's meeting. Steven Tuck from Shotley Bridge who has a 1500 Spitfire and is in the process of resurrecting it to use. Also Paul McAllister from Sunderland who has a nice White Stag mk2 we now have 4 members who own Stag's, before long we will have to have a Stag sub division at our meetings.

A suggestion was made to visit the Lakeland motor museum next year and meet up with the local club who have a meetings there on Saturday mornings, the best option for that would probably be a night away in a hotel somewhere either Friday or Sat or Both, we need to look into this.

Best wishes for 2023 and see you next Year

Geoff

Northern Ireland

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Tel. 07707 288233

May I wish you all, on behalf of Simon, Heather and myself, a Happy New Year for 2023 and that you can "Triumph" over all the concerns many of us have had this last while due to the situations that we find ourselves in, through no fault of our own, I might add. Hopefully you and your family have had a good Christmas period and you received a few of those Triumph parts that you were looking for, even if you bought them yourself - again. By the time you read this our Annual General Meeting on 7th Dec will be over and



Northern Ireland Notts

Northern Ireland Continues

that we will have in place our elected officers for the incoming year, as well as the basis of a programme of events and, the possibility of an Annual Dinner and a Totally Triumph Show. If you have any thoughts on the year ahead and what you would like to do or be involved in, please let me know before the programme is firmed up. We are always happy to receive new suggestions or support for the old ones.

On Sat 5th Nov we had one of our social runs where it was not necessary to have a Triumph with you, was reduced in time and distance, having a chat, a run, a bite to eat and the opportunity to buy something, should the need arise. Once again, we met at the central point for most of us at Dunsilly Park and Ride, Antrim where we had a reasonably good turnout considering the time of year and the projected weather forecast. Philip (A) was there in his very tidy Triumph 1500 that he hadn't out for some time, (Photo 2 here)

Peter and Nathan (M) in their good looking 1967 Riley Elf, Stephen and Elizabeth (K) in the Mini and Heather and I in the TR6. Robert (T) was also there in his TR6 but this time there was no Daphne. After the briefing we went round the roundabout, once again, towards Ballymena to take the side roads to the Steeple area of Antrim that afforded good views of Lough Neagh in the distance. Keeping to the high ground we then made our way through the Parkgate and Connor Road areas before using Donegore Hill to then cross over the M2 to drop down to the Dunadry area.

Following the Six Mile Water for a short distance through Muckamore and passing the Islandreagh Mill Managers House, a historical monument, on our right to then climb up the other side, using the Hillcrest area, towards the main A57 road to the International Airport. Not wishing to use the main road we opted to use the Balyskully Road and Carmavy Lane areas and other side roads to make our way towards Loanends. Crossing over the Seven Mile Straight to the Lylehill area gave us the opportunity to use the Cloughan-duff Road to enable us, thankfully, to reach our food stop at Coleman's Garden Centre, Templepatrick.

Good food and service here once again and then, of course, some of the party had to have some retail therapy, once again. I might add that a few of the men were involved in this escapade too. On the road again after our break and



this time we were travelling to an area of unknown territory for most of us as we made our way through the Ballymartin and Ballycraigie areas to take the M2 underpass towards Mallusk and to the Hyde Park area passing the dam there on our way to the Cave Hill area using the Upper Hightown Road. At a guess not many of us had been that way before! Once over the top we dropped down to the Ligoniel area and then on to the Ballyhill area passing the Three Scottish Soldiers Memorial, reminding us of our past history, and then we had a good view of the Mill Dam below us. A good long straight run along here, although we go nowhere near road race speeds, brought us to the Budore Road that eventually saw us at the Divis and Black Mountain areas with their great views all around us as we came to the top of the Upper Springfield Road area. (Photo 5 here)

This brought us on to parts of the Ulster Grand Prix motorcycle road race circuit but, unfortunately, we had to leave it and keep to the side roads of Wheelers, Tullyrush, Sycamore and Cochrantown to join the fast part of the circuit again at Leathemstown, known as the B101. Getting a bit late now and so we decided to split up and end the run a bit earlier than planned with Robert (T) heading left towards Lisburn and the rest of us towards Dundrod and Nutt's Corner before the parting of our ways there with Philip (A) going in the Moira direction and the rest through the general Antrim area and home. Quite an enjoyable run along a number of roads that I hadn't been on before and, better still, in very good weather for the time of year.

If there is sufficient interest, and an organiser can be found, we may plan to have another run in January, 2023 under the same agenda.

Well, that's about it for this year, although there wasn't much to mention this month, due to little taking place. Please remember our first area meeting for 2023 at the start of the year at Nortel Social Club, Newtownabbey on Wed; 4th with, hopefully, some updates on the planned programme for the year ahead.

A big thank you to all who contributed throughout the year, including those who took part on the runs to make them all worthwhile for the organisers.

Keep safe and well until we meet again.

Douglas.

Notts

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Wishing you all a very Happy New Year for 2023. After a great Christmas party and our last get together in December we are looking forward to starting a new year with some different run of events for our Notts area merging with the Derwent valley group.

It is sad that Colin Wright our Derwent Valley area organiser is stepping down but he will still be enjoying meet ups and runs out with us. So the changes are we will be organising with some of our DV guys various meet up gatherings in oldie worldie pubs in and around Nottingham/shire and

Peterborough Scotland Central - Somerset



Derbyshire. So please keep an eye out for what's app, email and facebook changes.

If you know of any pubs that is around you and of interest for example we are thinking the trip to Jerusalem in Nottingham or the final whistle in Southwell. The fish pond at Matlock and the Shakespeare at Shardlow. Thinking of doing more runs out. We need to agree of a day and date when we will begin this.

A quick note on other car meets and shows. The first one the club and myself and Nigel will be doing is **Sunday 12th February 2023 at Stoneleigh MG & Triumph Spares Day.**

Another show which is back at Olympia London is classic car show on 24th-26th February 2023. As a club we are not displaying but we are going to check out hopefully for 2024. This year is a big celebration for Triumph and MG of 100 years for our epic cars. Please look out as there are many different events planned throughout the whole of 2023. We are both looking forward to seeing you and your Triumph hopefully at an event this year.

Please Do more with your Triumph enjoy them as tomorrow never comes.
Kindest wishes.

Nigel & Di.

Peterborough

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On December the 12th we had our Area Christmas Party at The Bluebell Inn in Helpston.

Next meeting, will be on Monday the 9th of January 2023. I plan for this to be at The Gordon Arms, though this isn't confirmed yet - please check for an email in early January to confirm. Please remember to bring a raffle prize!

In November we met at The Gordon Arms as normal, but I confess I was late getting a report for the Courier.

We had some fairly in-depth design discussions about a national soup pipeline infrastructure, and how that might be realised.

Did the mushroom pizza taste funny to anyone else?

My Spitfire has been pretty well behaved this month. (Mostly because it's now snug in the garage) In modern cars I've replaced the ABS rings on a Volvo XC90 which were giving the wheel speed sensors a headache, and I've got a VW Golf though it's MOT with only having to replace the ABS pump hydraulic assembly with an exchange unit.

We're planning on a club run to include delivering a donation to Sue Ryder sometime in the spring, but more on this a bit closer to the time.

Charlie.

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Scotland Central

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I am writing area news 2 days before our agm, so it's a bit difficult to give you much of an update on that side and I will get this out to you in February version of the Courier.

NEC Classic in Birmingham was attended by Ken, Bob, Iain and myself on the first Friday of the show, we travelled down on the Thursday and stayed overnight and a lot of Triumph talk ensued over a pint or two and a decent meal.

The show was covering over 8



halls this year and we certainly did not get to see all the exhibits but managed a good selection and it was good to catch up with other Triumph enthusiasts during the day. The Triumph Sports Six Club display was fantastic and

congratulations to all of those involved in its Organisation. On a personal front I managed to obtain lots of upholstery supplies ready for my venture into car upholstery over the winter, more on this later.

I have been working on an events list for 2023 and will see us attending many shows over the 2023 season from our Tour de Loch Ness for drive it weekend on 21/23rd April through to the NEC show on 10/12th November.

I have just received a fresh membership list and will be creating a new e-mail distribution list for the club and will update by e-mail as well as on our Facebook page in 2023. hope you all had a great festive season and are looking forward to 2023 season

Dave

Somerset

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My December Courier has just been delivered as I write the update for the January edition, it is dark and it has turned cold but hopefully you had a great festive break. Generally it has been a quiet couple of Triumphant months but it was great to see some Somerset cooperation on the fitting of gas struts to a bonnet following a question on the FB page. From my own perspective, I have got the seats back in the Vitesse with the new foams; it has been an absolute revelation in terms of comfort. The seats are so plump I can barely get my legs under the steering wheel, and that was before any Christmas excess! Since refitting, I have used the Vitesse for the odd journey out and



Somerset North Staffs - Suffolk

Somerset Continues

about to keep it ticking over and the battery charged.

I did attend with my neighbour David (a TSSC member with a Herald saloon), the December Haynes Breakfast Club meeting in my TR. It was cold but dry, not many 'classic cars', a few Land Rovers in the paddock but mainly more modern vehicles in attendance. Before the return journey, we warmed up for an hour by wandering around the museum, £17.50 buys you an annual pass so it seemed like good value. We had the hood down and lots of comments of 'your brave'. The car was running a bit lumpy on the way down, but as David commented, we turned it off and back on again and it seemed fine on the way home.

As I write this, our Christmas meal is a few days away, hopefully we'll have a great night out and I may have seen at the various Classic meet ups over Xmas or New Year.

Our normal monthly meeting will be 12th January at the Pig & Wheel between Street & Bridgwater on the A39, when I hope to start to build up the calendar for 2023. One date for your calendar is Drive It Day, Sunday 23rd April, we had a good day out in 2022, it would be great to see some more cars in 2023.

Feel free to drop me an email/call/FB post with any updates, suggested events or ideas for using our cars during 2023, it would be great to hear from you.

That's all for now, cheers,

Steve

North Staffs

e-mail: triumphsportssixstaffs@gmail.com

<https://tsscnorthstaffs.home.blog/>

Tel. 07939 603061

Happy New Year to everyone.

Where do the days go, another year gone they just seem to fly by, I hope you all had a good Christmas and you are getting those New Year resolutions in place.

I have renewed my registration as your Area Organiser for North Staffordshire in 2023, however I need your help.

1. Please let me have your latest email address if you are not receiving any emails from me. (this can be found on the TSSC site under Area Directory)

2. I compile a list of events for the year, some large and some small, over the last few years we have struggled to attract members to attend these events, so I need to know what type of events that you would like to attend to keep the area alive.

We had a small turn out for the November Sunday meet at Bishton Hall, we had coffee and a good wander around the various bespoke outlets and the grounds, with no rain, which we had lots of in the run up to the weekend.

The Christmas meal I hope will have been enjoyable and

goes to plan without any hitches. Which will be the first for 2 years or is that 3 years? due to covid.

Not much else to report at the moment, please do let me know of any events that you know of and would like the area to support it, here's to a new year of happy Triumph owners

Dave

Suffolk

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Tel. 01206 250360

It was a chilly night in the Sorrel Horse for our December meeting and Pete's TR4 saved us from having no Triumphs in the car-park, despite 9 of us being tucked in the corner.

Initial chatter revolved around temporary storage. With Mathew acquiring his stash of Triumph parts, he needs somewhere to keep them while they're sorted. Thankfully, a family member had a Clarke temporary garage for sale that has seen very little use creating the perfect place to keep them dry. Unfortunately, the ground anchors that came with it wouldn't go into the compacted part of the garden where they'd chosen to put it, so several water filled 40 litre containers were used to hold it down, creating some concern about their impending water bill. However, surely the on-going sale of the parts would help offset that? Well, that is the plan, but Mathew's stories of buyers messing him about, losing money on postage and packing, and no-bids or watchers on some of the parts has meant it's not exactly going to plan. Hopefully a stall at Stoneleigh will help shift a majority of the parts and there was much discussion about the logistics of getting things there.

Then we moved onto talking about modern cars and the usual debate on how we are going to get on with the increase in Electric cars, charging points etc. Colin and Michelle have bought a new (to them) Fiesta, which has the 3 cylinder engine in it, giving a very odd engine note. Lindsay had been on holiday to Italy, where his hire car was dual fuel and ran on petrol and methane. Topping up the methane tank had to be done by the petrol station attendant, as it was very high pressure, but it raised questions about all the alternative types of fuel being used by other countries. Having been browsing the classifieds at new Mustang's recently, I was heartened to see there's a new version due out next year which still uses the Slitre V8. I really am a dinosaur.

Hope to see you all in the New Year, when our next meeting will be the 3rd January.

Russell

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you

Surrey East Sussex - West Sussex



Surrey

e-mail: cliffdarby256@gmail.com

Tel. 07853 793341

Happy New Year all, at time of writing I am also doing Christmas cards, so somebody will probably get a very confused Dear Aunty message. Weather now finally closing in, the Bletchingly meet on 3rd was bally cold, went with the hood down on the Vitesse but decided to up it on the way home with help from Tony to avoid hypothermia. Very refreshing though, Bob was pleased with last months effort so Bob, this one is for you.

Bob is a lovely bloke, even if he does turn up in a Jaguar with his Triumph pals. Jeremy was again wedded to his bed so missed the fun. To be fair we did all turn up at the Well-house with a single Spitfire, very brave and sorry to the phantom Spitfire that apparently arrived in the car park and left not knowing if we were there.

Answer, tucked into the restaurant bit at the back, whoever you were. Probably not going to be able to make the Clapham drink up as our friends the train drivers have decided to bu...er up everybody's Christmas, thanks a lot.

Also merry Crimble to the Ooleeazz folk who hope to save the planet by getting the working man (and woman) to dump their lovely old Honda's and buy a Tessler, quite cheap and can come down the chimney.

Again at time of writing England are looking forward to playing France which may or may not be successful, now we know! Good to hear that Michael has become the man from the motor trade - 'we gave her everything money could buy' so if Mr Daly is out there spare a thought.

Otherwise, that's about it, hope the holidays went well and are still going well, the days are now getting longer and the cars are fighting the salt, Cheers all,

cliff.

East Sussex

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Tel. 07833 944847

I do not normally talk about my Triumphs in the courier but this month I need to pad out this report due to lack of activities to write about. So, during October, some minor work items on my newly acquired Triumph 2000 were undertaken with Pete's help, as always. The outer universal joint on the offside rear driveshaft was replaced and a new stainless steel clutch fluid pipe and slave cylinder were installed. New engine mounts were also fitted. The car is now running beautifully again.

On a very wet Sunday morning on 6th November, a few hardy members ventured out for breakfast at the Old Barn Garden Centre at Dial Post on the A24. Wendy and I were not amongst them as we were in Spain for a few days in the warmth and dry. Whilst staying with friends in Altea we got

to go to a classic car coffee morning where there was a good selection of old Mercedes, Jaguars and our friend's Triumph TR4.

On Saturday 3rd December the East Sussex Area enjoyed a lovely Christmas Lunch at the Halfway House Pub (our usual meeting venue). Twenty six people sat down for the meal and by all accounts the food was superb and the day was enjoyed by all.



Not a lot of other news except to wish everyone, including those in TSSC Headquarters without whom there would not be a club at all, a Happy New Year for 2023.

I do like to include some photos so here are a couple of the lovely friendly bunch from our Christmas Lunch.



If anybody wants further info about events see me at the next meeting or drop me an email (email details can be found in the Courier) or make contact on my mobile no. 07833 944847.

Geoff

West Sussex

e-mail: nigelayre@hotmail.co.uk

Nigel. 01403 253034

George. 07508 853397

Hello, I hope you're all well. John, Jess, Morgan, Alan and I made it through the storms to the November monthly meet at the Selsey arms and we enjoyed dinner together. No Triumphs made it along but it was for the best as the weather was terrible, hurricane like rain storms.

The weather was so bad, on my way home I drove through some flooding and seized my engine! I was driving home with Alan and out of nowhere the road was flooded, I didn't see the flood until I was in it. Before I had even got out of the flood the engine had cut out. I phoned up my Dad Morgan and he came to the rescue with some tools and a tow rope. I took the spark plugs out hoping to be able to turn over the engine and shoot the water out of the cylinders but unfortunately the engine was already seized solid so dad kindly towed me home.

As my VW Golf daily driver was pronounced dead, I proceeded to use my Vitesse as my daily driver for the next week until I had a replacement car which was fun. The commute to work was much more enjoyable although I wouldn't like to daily it long term.



Once I had my replacement car my Dad Morgan came and



West Sussex - Thames North Wales - South Wales

West Sussex Continues

helped me remove the 2.0L engine from my Vitesse to remove some parts that are needed for the 2.5L engine swap. Progress has been good with my 2.5L. I have replaced the crankshaft bearings, connecting rod bearings and thrust washers, fitted the new high lift cam and upgraded camshaft followers, fitted the freshly skimmed and ported cylinder head and already timed up the engine, fitted the chain and done the valve clearances. As the 2L engine has been removed I also swapped over the engine plates as the Vitesse engine plates need to be used for it to fit. Now all I need to do is clearance and fit the Vitesse oil sump and then I can put the engine into the car. Exciting stuff

We'd love to see you at one of our meetings, we have a really great and welcoming group and also a very nice variety of Triumphs between us.

Many thanks,



George

Thames

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Tel. 07773 623807

Happy New Year! to all Thames area members, please bear with me & hopefully normal service will resume soon.

Best Wishes

Mickey & Julie

North Wales

e-mail: helenahill@btinternet.com

Tel. 01691 600215

Hello, everyone. Our monthly meeting on November 3rd. at the Trevor Arms marked the first anniversary of our Border Classic Cars meetings, and during the past months we have had quite a few new members join. That is so encouraging, and shows this group is going in the right direction. Once again, a lot of different things were discussed such as new members, shows for next year, etc. Julia brought up the point that we should encourage new members to join their respective Car Clubs i.e., TSSC., MGOC, plus others of course, as this gives them additional insurance and a certified valuation on their cars, should they choose to do this. Very worthwhile.

Our Lunch Run took place on Thursday 24th November, and everyone taking part met on a cold, damp and breezy morning at the Daleside Garden Centre in Hawarden. This was followed by a short run to the lunch stop:- the heavens opened during the run, which made it very hard to see in front! However, upon arrival at the Druid Inn in Llanferres the pub gave everyone a warm welcome, and all enjoyed good food, good company and lots of banter.

That's all for now. Don't forget that our meetings are held on the first Thursday of the month at the Trevor Arms, Marford at 7.30 p.m. Come along and meet us, all are welcome. Take care on these winter roads.

Forthcoming events:-

January

5th January:- Monthly meeting at the Trevor Arms, Marford.

15th January:- Cars & Coffee at Chester Lakes, from 10.00 a.m.

26th January:- Lunch Run.

February

2nd February:- Monthly meeting at the Trevor Arms, Marford.

19th February:- Cars & Coffee at Chester Lakes, from 10.00 a.m.

21st February:- MG and Triumph Spares Day, Stoneleigh.
23rd February:- Lunch Run.

Very best wishes-for 2023,

Helena & Roger.

South Wales

www.triumphwales.moonfruit.com

Congratulations to Megan on becoming probably the youngest AO in TSSC and Herald owner and daily Herald driver!

Good luck to all Happy New Year

AI



We've had a very busy month here in South Wales with a grand total of two events, these being our Standard October meeting and a 2-in-1 with our November meeting and AGM on the same night. From a wide and varied field of two nominations, my mother Sandra and I were duly elected to serve as Club Treasurer and Area Organiser respectively.

As my first act as AO, I would like to thank former

Wessex - West Midlands North Wiltshire



AO Alan Gourley and Treasurer Paul Griffiths (and his wife Dotty working behind the scenes) for their service and dedication to their roles in keeping our Area Organised and funds Treasured.

As for me, as the new and apparently youngest AO, I would like to thank my club members for their support and encouragement in taking up the role, and hope to maintain if not improve the standard set by Al over the last few years. Rest assured that I will borrow Al's satnav in order to maintain the club tradition of taking at least one wrong turning en route to shows that we attend.

Sandra has agreed to combine her new role as Treasurer with her existing one of keeping the club members fed and watered at shows and so will indeed be chief cook and bottle washer.

So just another big thank you to the club and I look forward to seeing what the New Year holds.

Megan

Wessex

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or e-mail: berry223@btinternet.com

www.triumphnewforestrun.co.uk

Tel. 01425 475376

2023! 2023! Need to say it twice for it to sink in! Do you remember when a year lasted a year and not a bat of an eyelid? It means another year older and wiser (dream on!). Where was I, oh yes; about to wish everyone a Happy & Prosperous New Year! A new year; a new King; a new Prime Minister; a fresh start, what possibly can go wrong?

On things closer to home; the Christmas Dinner & New Year will have been & gone, if there is anything to comment on, it will have to wait until the February issue. It might now be in the past, but when writing it was still in the future!

Too early to forecast what might be happening this year, suffice to say that Le Mans & Silverstone Classics are always high on the agenda. Some might do both or just one, or neither! Cannot be more specific than that, as I hear different versions. When it comes closer to booking time, we will know for definite. Our monthly meetings will still be at the Tyrrells Ford, on the Christchurch/Ringwood road for the foreseeable future.

I missed the November "Cars on Christchurch Quay"; at this point I had put down all the up and coming winter dates for "On the Quay", including the possibility of a New Years' Day gathering, but this has now been scuppered, partially by concerns over the condition of the ground, but also rumours of objections from killjoys!! I could say more, I won't!, apart from, check their Webb page regularly as things seem to change from week to week. Some local events will be passed on via our Wessex group email, as certain information changes so quickly, like the above, which I only received at the last minute, just in time for this issue.

The MG & Triumph Spares Day has been announced, with a welcome return to Stoneleigh Park on Sunday 12th

February. It will more than likely be a last minute decision, so advanced tickets might not be for us. Hopefully Stoneleigh will get enough, or not rely on pre-booked tickets to decide the event is viable.

keep smiling,

Martin

West Midlands

e-mail: heraldhabitat@gmail.com

Tel. 07505 110922

Happy New Year everyone, we start on the 7th January at the Olde Peculiar public house Hansacre for our annual "Not the Christmas dinner," 25 people have booked so looking forward to that.

December 6th 14 hardy souls braved the freezing misty weather to attend our monthly meeting at the Drakes Drum Great Barr Birmingham

Luke has been struggling to unblock his Spitfire, carbs, Brad was discussing the temperature and the rating of his Triumphs thermostat.

My convertible Gigi's paint job has now been in the shop for 13 months and she starts year 4 all her total restoration. Alan Reynolds is unwell and faces long term treatment, I'm sure he would welcome a chat, he is available on our Whats App group.

See you all soon

Chris

North Wiltshire

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Tel. 07852 455242

Just a short report this month. I trust everyone had a good time over Christmas and New Year. As part of this month's meeting, we will hold our AGM and discuss plans and events for the year ahead.

Please come and join us at The Foxham on Tuesday 10th January from 7:30pm.

Craig & Sarah

Please Send Area News to:

courier@tssc.org.uk

By 8th of each month - Thank you



Worcestershire North Yorkshire

Worcestershire

e-mail: vicky@richardddredge.com

Tel. 07745 299457

Hi everyone, and when you are reading this, I wish you all a Happy New Year. 2023 already - I can't believe the time that has gone by apparently so quickly, even though I still haven't got my Spitfire 'fit and ready'. However, Andy and Costa, once the weather warms up a little, I shall be back on course to get the few jobs remaining, completed!!!

Anyway, returning to the matter in hand, the monthly meeting was held at The Red Hart. 10 people attending only, probably due to the cold weather, with some of us enjoying an evening meal. 3 new members attended: Mike, who has a GT6 Mk III and Martin & Teresa, who have a GT6 Mk II. Welcome along and hopefully we shall see you all again next month. Speaking of which, ignore the date on your calendar as it's a Bank Holiday and so we shall be meeting at The Red Hart on the 9th January. Unfortunately, Vicky will not be attending as she's having a little break. However, keep an eye out for emails off Vicky in case of any change to the aforementioned.

Unusually, a lot of conversation abounded around cars and motoring, which we all thought was unusual, especially GT6 as a couple of the members still have theirs in bits.

Not much other news as usual at this time of the year apart from Richard Stowe arriving at 9.35, telling us that he had tried The Pear Tree, The Berkeley Arms and The Nightingale in order to find us - so we finally had 11 people there!

Anyway, I shall cut it short now and hopefully will see you at the next meeting (9th January at The Red Hart). Take care and safe driving if you're out in your classics.

TTFN

Step

North Yorkshire

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I am writing this as the final newsletter of the year and looking back on the highlights of 2022, things have started to pick up but we are still short of numbers we have had at meeting before the pandemic we had a good start with Drive your Classic day at Sherburn air field, fish and chip run, our meetings at the Motorist have had good turnouts along with the ones in Riccall and the Thornton le Dale car show was a great day out so hope to repeat them again in 2023. Another thanks goes to David who is a member of the York Historic car club, we have joined in with their events



at the air field, Squires cafe and the Race course so hope to repeat these again.

Our North of York meeting had a good start showing a great turnout so hope to build on that this coming year with thanks to Gary and Sarah for their help

with this, as we all know our group covers a large area and we need to meet the needs of our members so if you feel left out in your area please get back to me.

Again on a positive note we have a good few new members join in the last few months mainly in and around the York area so if you have not been to any of our meetings please come along or email me, I always contact new members I know about but if I have missed you please contact me.

Please note my email has changed but I will be contacting you all in the new year with our events so best wishes for 2023 and hope to see more of you having fun in your Triumph's

Keith

Photos are: Paul at a show with his A40 & Vitesse.
Then Richard with his TR8 at the NEC this year



Triumph Sports Six Club Notts and Derwent Valley Areas NEW YEAR RUN 2023 Sunday 15th January 2023

There is no set theme for this years event but we still want you to wear your best fancy dress.

So dig out your favorite costume for our annual winter classic car drive.

Meet at Sainsburys, Ripley [Postcode DE5 3QP]
from 10am to leave at 10:20am.

Entry fee is £5 per car with all funds raised donated to charity

There will be prizes for the best fancy dress and best decorated car.

All makes of classic car welcome.
Modern cars can come along too.

For more information contact:

Nigel Hill - 07976 163 006
nigel.hill@hotmail.co.uk



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SCAN ME

MG & TRIUMPH 100
A festival of celebration



Join the MG Car Club and the Standard Triumph clubs to celebrate the centenary of MG and Triumph. This weekend festival will feature displays, trade stands and motorsport action from all eras of these two iconic marques.

SAVE THE DATE!
10 - 11 JUNE 2023
SILVERSTONE CIRCUIT

Details soon to be announced via:
www.mgcc.co.uk

To celebrate 100 years of the Triumph marque in 2023 a number of TSSC Areas are collaborating to organise a run around their area boundary.

These could take a variety of formats including tulip routes, convoys or treasure hunts. For the larger areas/ counties the run might be broken up into sections, for those not wanting to do the whole run.

Some neighbouring areas will also be meeting up to do part of their runs together.

This will be a great chance for TSSC members to join in with what could be the biggest classic car run ever!

Put the date in your diary - Sunday July 23rd 2023
(TSSC Founders day)




THE TRIUMPH SPORTS SIX CLUB
CELEBRATING 100 YEARS OF TRIUMPH
2023 BORDER RUN 2023

Date: **July 23rd 2023** Venue: **Your Local Area**

the TSSC Herts & Beds Area

DUXFORD

ALL TRIUMPH & CLASSICS DAY

Confirmed Date
SUNDAY September 10th 2023



Classic Car Entry 9 am till 12pm (mid day) don't be late

Event Entry Adults £ TBC each
Payment by cash only please (all will be sanitised)

Full site access till 6pm

TSSC Club Shop on site – TSSC Valuations
On site quotes from Peter James Insurance

Raffle & Refreshments Available
Covid rules of the Day will apply

Sorry, No Dogs, Stoves or BBQ's allowed
CAA Airfield Regulations

Entry via the main IWM carpark and signage

Contact Pete Lewis. 01582 750943
peter.h.lewis@ntlworld.com