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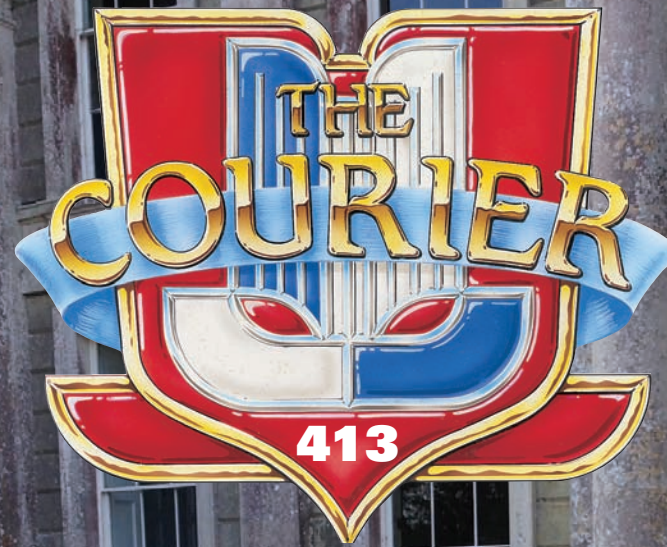
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Triumph Sports Six Club

The Courier 413

NOVEMBER 2014



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 No.413 VOI 36. NOVEMBER 2014
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Bernard Robinson

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

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JAYNE ROWLEY'S
 PRETTY HERALD 1200
 PICTURE FROM
 GARY RUSSELL

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T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

**PLEASE SEND ALL 2015 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.**

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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

December 2014

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CoMment

Support your Area & Club Events

BY PIP & FRANK
AREA LIAISON OFFICERS

WOW!! Doesn't time fly when you are enjoying yourselves? April we are at the AGM discussing the defunct website and November

we have a brand new website including the much requested forum and we are appealing to you all to use it, have a look round complete your profiles and area directories. This is important both for our members to gather information and technical help, and gives an insight to potential new members. A/Os please check that your email addresses are correct as listed. December at The TSSC HQ Xmas Open Day Simon Morgan will be running a small workshop for those that would like help with the new website.

Our Club the TSSC is like a very large family made up of lots of small component parts linked together by our love of Triumphs, each Area however large or small has an important role to play to ensure our members enjoy the experience of belonging to a Club, we should help one another by joining in and supporting each other's events.

This is also a good way of recruiting new members to our club. There are Areas all around the country from Devon to the Highlands of Scotland, Wales, Northern Ireland, Isle of Wight and North and South of Watford Gap! that work hard every year putting on events and shows, all they ask is for you go along and enjoy yourselves. So try and attend your local Area meetings and find out what is on the TSSC Calendar.

Talking about events, **TSSC TriumFest UK** will be held next year at **Donington** on the **11 & 12th of July 2015** so it will not clash with Silverstone



Classic or the Grand Prix. We have discussed all your comments at length, both positives and negatives, because of this and with YOUR support of course, next year's event will be even better!!!!

To summarise: In 2015 let us all lend our support to our Register Secretaries (with articles from you on your Triumphs). Attend your Area Meetings and Support your Area Organisers, attend as many events as you possibly can including those at TSSC Headquarters, visit the TSSC website and support your Club Shop and most of all enjoy everything a large family like the TSSC has to offer and no doubt we will see you somewhere around the country next year.

All The Best for 2015 and

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

The Works Triumphs in Detail

By Graham Robson



Between 1953 and 1980 the Triumph competitions department produced more than 150 'works' competition cars for race and rally. These included TR2, TR3 and TR3A, the TR3S, TRS and Conrero race cars, Herald and



Vitesse, TR4, 2000, Spitfire and GT6R, 2.5 PI, Dolomite and Sprint, TR7 and TR7 V8. In addition they prepared Standard Eight, Ten, Pennant, and Phase III Vanguard for competition. Viewed overall, what stands out

as the remarkable feature of the work of the department was that they achieved such a degree of success with relatively ordinary production cars, from 803cc saloons upwards.

Author Graham Robson was manager of the Standard-Triumph competitions department in the early 1960s and himself supervised the development and management of the works TR4s, Spitfires and 2000s. Here he provides information on each and every one of the works cars of the whole 1953-80 period, with details of their specifications, entries, drivers and careers, accompanied in nearly all cases by archive photographs. In addition there is specially commissioned colour photography of important surviving examples.

Details on how to purchase this Book are given on the **Enclosed Flyer** from Herridge & Sons.

Lancaster Insurance Classic Motor Show **NEC 14-15-16**



This Years NEC TSSC Stand Display Features 'NON' Standard Triumphs. Confirmed at time of going to press are: a V8 Vitesse, a 2.5s Spitfire. A Transit engined Spitfire and a Volvo powered GT6 turbo. We are also hoping to have a Mystery Herald with a very up to date Modification, but you will have to Pay us a Visit on Stand **12-850** to find out?



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Council of Management Meetings

NEXT MEETING - NOVEMBER 9 2014

*Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Ben Broadbent**
TSSC General Secretary, 28 Forshaw's Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
or email: gensec@tssc.org.uk*

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

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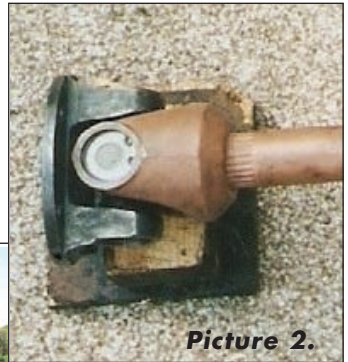
Dave Rumens

Joins and Numbers

Hall. November is now with us and after one of the best UK summers for a long time I hope you all had your Triumph's out there in the dry warm sunshine.

Back in August I received an email from

Swing Axle suspension the U/J's, **Picture 2**, would have started to knock or rumble long



Picture 2.



Picture 1.

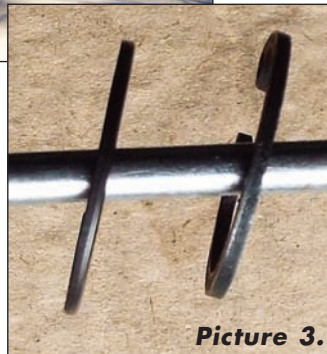
Wayne Swingle in Australia. Wayne was having vibration problems with the transmission of his Mk2. **Picture 1.**

In most cases the prop would have been the cause, but after much work and investigation the problem was found to be the Universal Joints's (U/J's). Wayne's experience illustrates just how difficult it can be to isolate the cause of problems around the Rotoflex rear suspension. The reason is that the rubber Rotoflex couplers have a habit of masking wear in the U/J's. In the earlier

before their wear caused any vibration. As an aside, if you have a rumble in the rear transmission at low speed this is normally caused by the U/J's moving in their yokes. If this is the case then U/J's can be the wrong size or the

retaining circlips are too thin (**Picture 3** - The left hand circlip is too thin. The right hand circlip is correct) or the U/J's are just worn out.

If left too long the yoke centre may wear over-size and then the



Picture 3.

half-shaft will also need replacing. I have had rumbling noises start after rebuilding the rear

drive shafts on a Herald. To see if the U/J's were moving in the yokes I cleaned the surfaces then put paint over the U/J and circlip. Sure enough most of the paint had cracked and fallen off. After replacing with the correct U/J's and a thick circlip all was fine.

In my case the problem had been caused by a supplier selling the wrong U/J's for the Herald/Vitesse. The Club has recognised this as a potential problem and the Club Shop does now stock the correct items. After all you only want to carry out a rebuild once. Thanks Wayne for some very useful feedback. I would advise all Mk2 owners to check the half-shaft U/J's for wear.

Moving on to an area about which I have received a number of emails. This concerns identifying the commission and unit numbers which I have given in [table 1](#). here.

Model	Comm	Engine	Gearbox	Diff	Ratio	MPH/1000RPM
Vit 6	HB	HB	HB	HB	4.11	16.4 mph
Vit 2 Lt (Mk1)	HC	HC	HC	FD	3.89	17.4 mph
Vit 2 Lt Mk2	HC50001	HC50001	HC	HC	3.89	17.4 mph

Table 1.

Commission Number Suffix Notes -

- 1 - **CV** indicates a Convertible.
- 2 - **DL** indicates a Saloon.
- 3 - **O** indicates factory fitted Overdrive.
- 4 - **RS** indicates factory fitted Sunroof.
- 5 - **L** indicates Left Hand Drive.

Example. **HBxxxxxLCVO.**

This is a Left Hand Drive Convertible with a factory fitted Overdrive.

Table 2.

Vit Engine	GT6 Engine
Vit 2Lt MK1	GT6 MK1 engine prefix KC
Vit 2Lt MK2	GT6 MK2 engine prefix KC50001 & early GT6 Mk3 up to prefix KE10000

Vit Gearbox	GT6 Gearbox
Vit 2Lt (MK1 & 2)	GT6 Gearbox Prefix KC, KD, KE and KF

Vit Diff	GT6 Diff
Vit 2Lt (MK1 & 2)	GT6 Differential Prefix KD, (3.89 ratio)

Body Number Prefix Notes -

- 1 - **Vitesse 6 HBD Saloon. HBC Convertible.**
- 2 - **Vitesse 2 Litre (Mk1) HB Saloon. HBC Convertible.**
- 3 - **Vitesse 2 Litre Mk 2 HC Saloon. HCC Convertible.**

The Commission Number is equivalent to the Vehicle Identification Number (VIN).

As the Vitesse has a separate chassis the Body Number only applies to the body and not the whole vehicle.

It's logical we now look at the direct interchangeability of major units with other Triumph models. With the exception of the very early Dolomite (1850) gearbox, in general, the GT6 used many of the same mechanical parts. seen in [table 2](#) - at bottom of page.

General Notes -

- 1 - The Vitesse 6 was the only model to use the 1600 engine and gearbox.
- 2 - Although the Vitesse 6 differential has the same ratio as the Herald 1200 & 13/60 the flanges are larger. Also the quarter shafts have a larger diameter than the 948 and 1200 Herald differentials.
- 3 - All differentials fitted to the Vitesse are the six stud type and not the later four stud type used on models using the swing spring rear suspension.

4 - The optional overdrive on all Vitesse and GT6 models was the "D" type made by Laycock.

Location of Unit Numbers



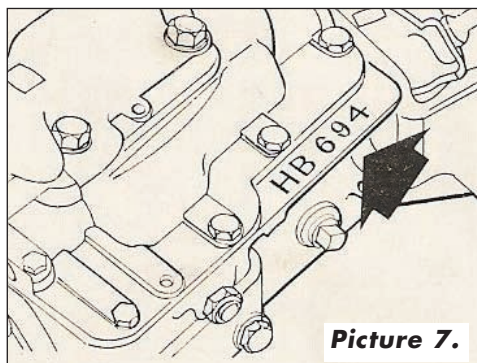
Picture 4 shows the location of the Commission Number.



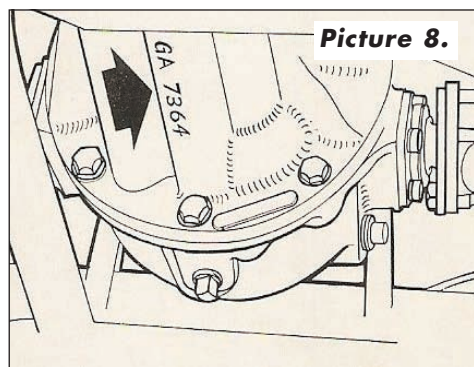
Picture 5 shows the location of the Body Number.



Picture 6 shows the location of the Engine Number.



Picture 7 shows the location of the Gearbox Number.



Picture 8 shows the location of the Differential Number.



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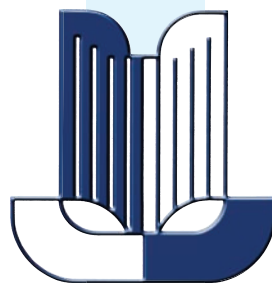
If you have any doubts about the interchangeability of major unit send me an email and I will see if I can resolve any of your uncertainties. That's my stuff for this month. Next stop Christmas.

Safe Driving & Keep Running On All Six

David

Welcome to NEW MEMBERS

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



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CLUB

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Adam Allan	Berks
Anthony Huckin	Berks
Andrew Barrett	Berks
Peter Linnell	Cambs
Peter & Louise Milner	Cambs
Frank Giecco	Cumbria
Ian Cogan	Cumbria
Julie Johnson	Devon
William Lake	Devon
Chris Dore	Devon
Mark Smith	Dorset
Andy Goodbourn	Dorset
Clive Menary	Dorset
Allan Bishop	Essex
Tim Winsper	Essex
Ian Mulford	Essex
Jonathan Lucker	Glos
John Ewbank	Glos
Ray O'breirne	Hants
John Reed	Herts
Phil Mitchell	Herts
Malcolm Clark	Kent
Paul Bennett	Kent
Martyn Philpott	Kent
Tony Mcalpine	Kent
Chris Douglas	Lancs

Jeff Spence	Leics
Mark Peberdy	Leics
Carl Dennis	Lincs
Dan Mellors	London
Peter Knubley	Northants
Gary Carson	Northern Ireland
Michael Armstrong	Northern Ireland
John Hewitt	Northern Ireland
Richard Jeffrey	Scotland
Ian Marshall	Scotland
Roy Hubbard	Surrey
Olivia Collins	Sussex West
Michael Bayliss	Warks
Steve Cox	Warks
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*We hope you enjoy your
Triumph and everything the
Club has to offer*



e-mail.
herald@tssc.org.uk



Colin Lindsay

Lay Me Low...

With the dark evenings now in full swing and frost starting to appear many Herald owners are thinking of laying their pride

and joy up for the winter, certainly until all that salt disappears off our roads. Whilst I have the greatest admiration for the 365 Club, those intrepid owners who soldier on all year round, I'm taking preparations myself for the next five months until April 2015 ushers in the start of the new season. There are a few things to consider to ensure your car hits the road with a minimum of fuss next year, and I've listed as many as I can think of.

Fuel: The old school of thought used to be to leave a car fuel tank full of petrol, as there was no likelihood of condensation forming and rusting out the tank from the inside out. However these days petrol has at least 5% ethanol and as with anything deemed an improvement, it causes more problems than petrol used to. Ethanol is actually hygroscopic – it attracts moisture out of the air and so it will also allow rust to form. It is also acidic and I've read reports of it attacking brass pipes as well as the rubber components of fuel pumps. Probably the best solution is to drain the system completely until the car is ready to be used again, or else use a fuel stabilizer, most of which claim to remove harmful deposits and prevent corrosion.

Engine: remove the spark plugs and squirt

Redex Petrol treatment into the bores. A quick turnover by hand covers most of the inside of the bore and then replace the plugs lightly to keep dirt out and prevent them seizing. If you can access the car during storage, turning the engine over by hand every month or so prevents damage to the valve springs which may weaken if left in one position for too long.

Coolant: if you have good anti-freeze to hand then flush and replace before storage as corrosion inhibitors give up long before any other part of the anti-freeze. I'd be inclined to drain the system, including the heater, and leave the rad cap off and block tap open to allow the system to breathe.

Wheels and tyres: either over-inflate them to around 50psi to prevent flat-spots, or else put the car up on four axle stands. If you can, remove the wheels and store flat; this will also prevent easy



theft of the car especially from a remote lockup. Remember where you've put the wheel nuts as the last thing you want is a Squirrel impersonation come spring...

... A flat tyre that has lain under-inflated for any length of time may be dangerous at speed so

check them thoroughly before use for cracks or bulges.

Brakes: keep the handbrake off and park the car in gear; however you'll need to chock it if you've wedged the clutch down to prevent the plate sticking to the flywheel. Front brakes can stick so I usually remove the pads and push the callipers out onto a brake piston spreading tool; when required just press them back in again, remove the tool then replace the pads. It's cheaper than having to replace corroded pistons every year. Bleeding the brakes and replacing old fluid also gets rid of any moisture in the pipes which will have a merry time over Christmas corroding all it comes in contact with; this will save time in the spring when you're eager to get back on the road.



The aforementioned clutch pedal can be wedged down with a suitable length of wood or even with a purpose-made tool, such as this one bought as a present many years ago and still seeing occasional use.

Exterior: Blue wiper blades so as to be free



off the glass; useful in a cold garage where they can stick to the screen and tear on first

use, or leave an annoying black line of old rubber across the glass. You can also wrap them in clingfilm which prevents sticking and keeps dust off so reducing the likelihood of scratches on the glass. Clingfilm spread across your screen will also prevent dust and debris causing minor scratches and is easily peeled off later.

You can also loosen your fan belt which will reduce strain on the bearings in the components, and the belt itself, when it tightens in very cold weather.

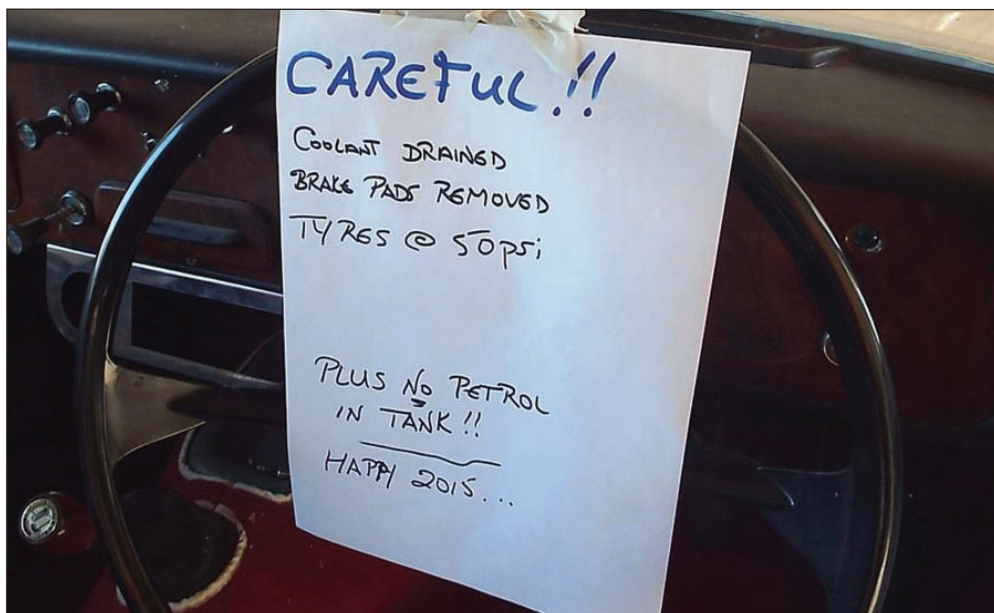
For bodywork protection wash and dry thoroughly then wax the car completely but don't polish it off – just leave the wax on. A good coat of Waxoyl on the underside will help keep things rust-free. Don't ignore the overriders – Waxoyl in behind and wax the fronts.

I know owners who drive their cars onto sheets of cardboard to prevent damp rising from the cold concrete floor below; this also helps spot leaks which can be addressed when the warmer weather returns.

Oil the door hinges and a smear of Vaseline into the locks will help keep them turning sweetly even after a few cold months.



Your battery should be disconnected to prevent fires or damage especially if they split under very cold conditions; a good trickle charger will keep it in perfect order for the spring. Remember never to store a battery on a cold concrete floor as this kills



them stone dead in a very short time; use a raised platform, shelf or desk.

Interior: don't forget the cars interior!

Opening your door to find a healthy crop of mushrooms and green mould can be quite off-putting, so clean and dry your seats, carpets and especially leather-rimmed steering wheel. Remove rubber mats to allow the floor below to breathe.

Leave the windows open very slightly; you want air in but the mice kept out. Bags of silica gel will also help reduce moisture but avoid the cheaper sort, it's rubbish and ends up looking like a filled nappy on your carpets..

Finally: leave yourself a note in a prominent position; taped to the steering wheel works for me. Then you can remember what has been done, and so requires undoing, before the Herald returns to the road again.

Incidentally if you don't have an alarm fitted, consider investing in one of the small personal



attack alarms currently available for under £10. Tied out of sight to the inside of the car with the pull-cord attached to the door, it emits a piercing screech when the door is opened and should deafen any potential thief.

Just remember to exit by the passenger door, and don't forget it's there when you return in the Spring...

Colin

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Phil Willson



Speedometers

Last month I went into the basics of the effect of the rear axle ratio used in Herald 13/60s. This time I will examine the humble speedometer, how it works and how to calibrate it.

Before going on, I will mention an email I received from **Mike Crewes**, he of TSSC 'Cop Shop' and former CoM fame. Mike is an ex-policeman who spent several years working in the field of road accident investigation. As well as our TSSC connection, our paths crossed professionally in the 1990s when we were involved with staging car crashes at the Leyland and Lotus test tracks. Great fun but with a serious purpose.

Mike says *"Many thanks for a very interesting article, I just about kept up with the maths, it's been a while since I worked in feet!"* Sorry, Mike, but our cars were built in feet and our speed regulations and wheel sizes are still in ancient UK units! He tells me that the rules regarding accuracy of the type of speedo on older cars like all Triumphs were that they could be up to + or - 10% and still be ok. Sometime later, as more accurate electronic devices became available, the rules changed so that under-reading is not allowed. Nowadays the speedo must not under-read but can over-read by up to 20%. The new rule is not retrospective so we can breathe easy. As you will see, however, Triumph did try to ensure that under-reading did not occur.

Now, in order to do the sums for this I will recalculate some of the figures I used last



Picture 1: Speedo driving gear

month. Previously I used 70 mph as the yardstick as it's the legal maximum in the UK to which many of us relate. This time, however, I



Picture 2: Speedo Driven Gear

will use 60 mph as the reference because it makes the sums so much easier to work through and understand.

Let's first take a look at how the speedo is driven from the drivetrain.

On the output shaft of the gearbox is the speedo driving gear (Photo 1). Its teeth engage with those of the speedo driven gear (Photo 2) that takes the drive via a cable up to the speedo itself. The speedo driving gear has 5 teeth in a rather unusual configuration. However, its effect is simple – for each turn of the output shaft, the speedo driven gear is moved by 5 cogs. Since the driven gear has 15 teeth then the effect is to divide the propshaft rpm by 3.

So here is the 13/60 table again with the new figures:

in turn drives a ratchet and pawl system on a gear (blue in the photo) that incrementally turns the odometer dials. On the 13/60 the red gear has 32 teeth and the blue gear has 38. As if by magic, $33 \times 38 = 1216$.

Triumph chose 1216 tpm as the nearest figure below the calculated speedo rpm shown in table 1 so that it would give a slight over-reading and could be used for all 13/60 models. This does give a potential

Model	Engine	Diff ratio	Prefix	mph/1000rpm	Propshaft rpm @ 60mph	Speedo Cable rpm @ 60mph
Herald 13/60 Sal/Conv	1296	4.11:1	GE	15.7	3822	1274
Herald 13/60 Est	1296	4.11:1	GE	16.3	3680	1227

Table 1: RPM/road speed figures from the 13/60 handbook

Let's park those figures for a minute and examine the speedo unit itself. There are two distinct parts, one which records the distance travelled (the odometer) and the other indicates the instantaneous speed of the car (the speedometer). Note also that this description applies to Smiths and Jaeger instruments since they are internally identical. Only the name is different.

I will start with the odometer. If you take a look at the

error of around 4.5% compared to what it should be but that was deemed acceptable.



Picture 2: Odometer TPM No.



Picture 4: Internal Gearing.

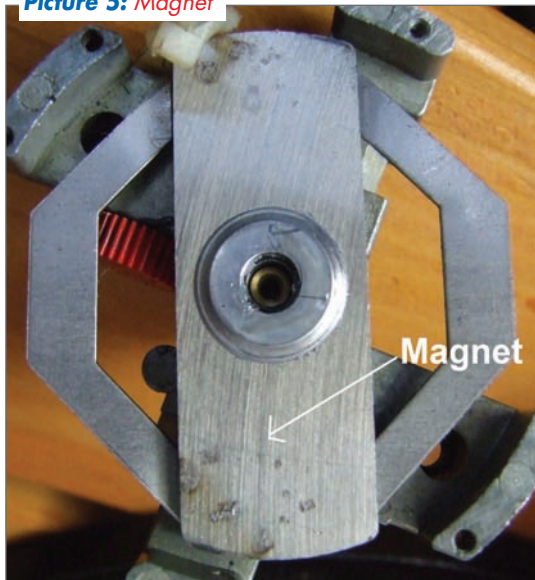
face of the 13/60 speedo you will see a series of numbers at the bottom (Photo 3). The last of these is the calibration factor - 1216 tpm (turns per mile). Photo 4 shows the internal gearing where the incoming cable drives the brass worm gear. This drives another gear (red in the photo) that

Two things to note at this point. Firstly, the earlier Herald 1200 models as well as Mk 1, 2 & 3 Spitfires had exactly the same diff ratio but were all specified with 5.20 x 13 tyres on 3.5" rims (as in the 13/60 Saloon and Convertible) so were all fitted with the next speedo gearing value up which was 1248

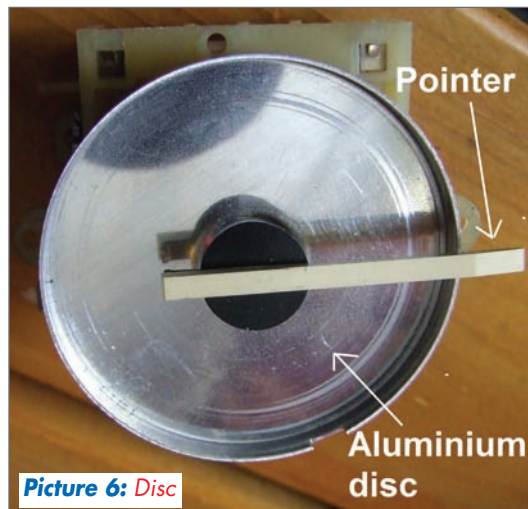
tpm (32 and 39 teeth on the internal gears).

Secondly, perusal of the 13/60 parts manual shows a rear axle option of 4.55:1 for Hong Kong and Special Orders that used a different speedo. I calculate that would probably have been 1408 tpm (32 x 44 teeth), not that many of you are likely to have this option fitted.

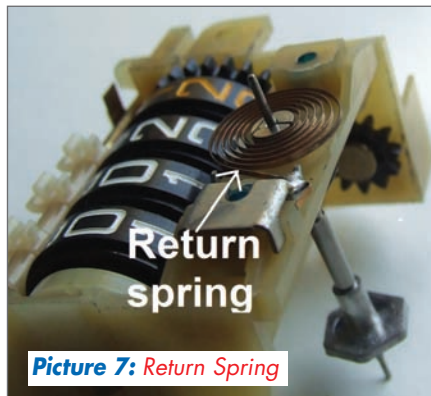
Picture 5: Magnet



Now for the speedometer. Here I find it convenient to interpret tpm to mean 'turns per minute at 60 mph'. (It works out the same because at 60 mph you travel 1 mile in 1 minute.) If you are driving



along at 60 mph the speedo cable spins a magnet at 1216 rpm (Photo 5). The magnet is located inside an aluminium disc (Photo 6). An eddy current electromagnetic effect causes the disc to follow the magnet. The force generated in the disc is proportional to the rotational speed of the magnet and therefore the road speed. Left to its own devices the disc would just keep rotating. However, the central shaft of the disc has a return



spring, like a clock spring, that progressively resists the force of rotation (Photo 7). It is the setting of this spring that calibrates the speedo – a job for experts. For any given speed, equilibrium is achieved when the force of the disc (proportional to the speed) equals the force in the spring. At the end of the disc spindle is the speedo pointer (also in photo 6) which therefore points steadily at that present speed. When the car stops the magnet stops spinning, so there is no force in the disc and the spring returns the pointer to zero on the dial.

Recalibration and repair of these instruments is usually best left to the experts and there are several who offer their services in classic car magazines and on the internet. This is quite a delicate instrument and I don't recommend anyone playing inside one without suitable tools and knowledge. In particular, they recommend that you don't apply any lubricant because it is inclined to cause drag in components that are intended to move very gently.

If you do want to have a go then download the excellent document at this web address: http://obswww.unige.ch/~wildif/cars/docs/Smith-jaeger_speedo_repair.pdf by **Anthony Rhodes**. It's probably best to practice on an old broken one like that in the photos here.

This is the one that was originally fitted to my Estate car but its input bearing has seized solid.

Faults can occur in a number of ways. If the speedo starts to under-read then the magnet may be losing its power. If it over-reads then the return spring is becoming weak. If the pointer sails past the correct reading towards the end of its travel and returns slowly then the return spring is probably very weak or broken. Spindles and bearings can also seize.

For all these faults expert help is called for.

If the pointer is bouncing around the correct reading then the fault is most likely with the speedo cable. The inner cable may just need a good clean in a degreaser but if that doesn't work then a new cable is called for.

There is no appreciable damping in the speedo mechanism so a smoothly operating cable is essential.

Calibration check

The factors that cause a speedo to lose its accuracy are many. The most significant are changing the tyre size (including changing wheel size) and changing diff ratio.

Smaller variations are caused by tyre wear, tyre pressure, tyre temperature and the load being carried.

Looking at the various websites for companies that offer a recalibration service, they have a number of different ways that they suggest you can use. This is because **you** have to supply the data that **they** need for the work and it must be right, obviously, or you are wasting your money. So, once you decide on a company you will interact directly with them.

The method I find easiest to use and which is probably the most accurate is to measure the wheel circumference directly on the ground over a distance.

Your tyres must be correctly inflated.

Draw a chalk line (**Photo 8**) on one rear tyre and on the ground immediately below. Then push or drive the car forwards while counting the revolutions of the wheel. The more revolutions the more accurate will your measurement



Picture 8: Chalk mark

be. Then stop the car with the line at the lowest point and make another mark on the ground in line with the tyre mark (**Photo 9**). Measure the distance between the two and divide it by the



Picture 9: Measure

number of revolutions. The one in the picture was done after 3 revolutions and measured

17' 4 3/8". This gave a tyre circumference of 69.46". Wheel turns per mile is then 5280 x 12/69.46 = 912. Multiplying by the diff ratio (4.11) gives 3748 for the number propshaft turns per mile. Divide this figure by 3 to give the speedo cable turns per mile, which is 1249. This is somewhat more than that quoted in Table 1 for the Estate car (1227) but it is still within the car's original specification. It does serve to illustrate, though, the effect of using different tyres to the original. Mine are 155/80 x 13 which is the nearest modern radial equivalent to the original 5.60 x 13 crossplies.

For speed calibration a good method nowadays is to use a satnav which gives a speed readout that is more than accurate enough for our purposes. (I understand that the accuracy of a satnav improves at higher speeds and, strangely, it's not necessarily so good when going up or down hill. The reasons given do make sense to me but I won't go into them here.)

Other methods include measuring the time taken at a constant speed over a measured mile or following a friend who is in a car with a known accurate speedo. The last of these must be done with due care and an assistant on board to take notes.

In conclusion, making changes to your tyres by using modern equivalents should make a minimal difference to your speedo setting. Changing things more drastically can make a big difference. So, if you change your diff ratio, wheel size or tyre aspect ratio then you should check that your calibration is within reasonable limits.

Use one of the online tyre calculators to see what effect changes can make.

Next time, as promised, I aim to look at the options for making gearing changes to your 13/60 that will make it more comfortable at higher speeds without impairing its performance.

Phil



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Derek Ford



Bleeding Masterclass

Following on from last month's article on master cylinder refurbishment, this month I wanted to talk about bleeding

Clutch & Brake systems.

To bleed the clutch system it is necessary to remove the transmission tunnel. (This may also be as good a time as any to refurbish the clutch slave cylinder).

Looking at the passenger side of the gearbox/bellhousing the cylinder is easy to spot, and should have a pipe going into the lower rear end and a bleed nipple sticking out of the upper rear end. If these are the wrong way around, bleeding can be difficult as the nipple needs to be at the top, so the air can escape. I have seen on the interwebthingy a remote bleed system which avoids the need to remove the transmission tunnel, but unless your bleeding the system every week (and if that's the case there's something very wrong) I don't see the point.

Having an assistant, or preferably 2 will be handy here. Because the master cylinder is so small it's easy to let the fluid run low in the master cylinder, and then you have to start again.

So with the top off the clutch master cylinder, attach a bleed hose to the nipple on the top of the slave cylinder.



And open the bleed nipple about ½ a turn.



Several types of Bleed Kits with Pipes are available or you could use a length of clear hose and a bottle with some fluid already in it,

to act as an air lock.

From the drivers seat depress the clutch pedal slowly, it should go all the way to the floor, if not open the bleed nipple a bit more, and repeat. Once fluid/air starts to flow through the bleed tube you need to keep your assistant topping up the master cylinder with fresh fluid.

Brake fluid is hygroscopic (I think that's the right word) which means that over time it will absorb water from the atmosphere. This is the second reason you should bleed your clutch and brake systems regularly.

So while you pump the pedal slowly, and your first assistant keeps the fluid topped up, your second assistant, should be watching the tube for bubbles. Once the bubbles stop and the fluid coming

out is nice and clean, you can shut the nipple and the pedal should be all good. Top up the fluid to the correct level, replace the cap and be sure to put the rubber cap on the bleed nipple to keep the muck out.

Bleeding the brake system is the same method as above, but start with the furthest nipple away from the master cylinder so on a British model that would be the passenger side rear cylinder, then the other rear and then finally the two front callipers.

Jack the car up and remove both rear wheels, looking behind the drum you will see the nipple sticking out of the wheel cylinder at the top centre of the drum

These nipples can become seized over time so be prepared for them to snap. This would mean having to replace the cylinder completely, so its worth having spares to hand.

Assuming the nipple will slacken off, attach your bleed hose, loosen the nipple ½ a turn, top up the fluid in the master cylinder and start gently pumping the brakes. Your assistants should be in place keeping the master cylinder

topped up and watching the flow of air/ fluid in the hose. As before, once the fluid is clean and free of bubbles tighten the nipple (not overtight) and proceed to the next wheel.



Picture courtesy Jigsaw Racing

To bleed the front callipers it is not necessary to remove the front wheels as they can be accessed with the wheels in place. Once all four wheels are bled the pedal should have a solid feel and your good to go until next time.

Just as a handy hint, filling the small master cylinders on our vehicles from a fluid container can be a tricky process, try using a squeeze top bottle like the one in the picture, as this won't release fluid until it's squeezed, even when upside down. A sports drink bottle is of the same type but putting brake fluid into a Pop bottle is I believe **ILLEGAL** or at the very least ill advised for obvious reasons.



Derek

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Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£44.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£190.00
Hoods vinyl inc zip window	£160.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair
Inertia seat belts sensor type	£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,050.00
Bonnet assembly Mk III 913766	£1,150.00
Front wings Mk I 908113/4	£115.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk II new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£55.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£285.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£75.00
Mk II headlamp 975894/ZKC1972	£75.00
Mk II bonnet 910507	£135.00
Mk II rear lamp panel 910509	£145.00
Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50

Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444/5	£60.00
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Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
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Recon manual steering rack (exchange)	£55.00
Gearbox (exchange)	£350.00
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HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
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Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£17.50

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Dolomite Rear lamp assembly R/H TKC938	£52.50
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Headlamp bowl 1300/1500 Dolo (Square)	£28.50
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Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
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Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
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Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£285.00
Gearbox exchange 18/50/3 rail	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£55.00
Track rod end	£9.50
Upper steering column joint 157659	£36.00
Lower steering column joint FAM1718	£22.50
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Toledo front shock/spring assembly	£48.50
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Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£10.00
Brake pads Sprint	£12.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
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Suzie Singleton



Pistons, Props & Engines

So, then, what's happened to the Summer? Nice to get one this year but it does seem to have gone past very quickly and we even had our first frost the other day.

We had our last outing to a show for the year to Sywell Classic, although we were there selling



autojumble, not displaying a car for a change. (Although we did see cars and members from Northants and Coventry TSSC areas on the field.)

The weather was ideal, and we very much enjoyed the aerial displays – particularly the 'dogfight' re-enactment on Sunday in which 8 vintage and replica planes took part, including a replica Fokker Triplane flown by Iron Maiden singer Bruce Dickinson. (You can find out more about these amazing aircraft at www.greatwardisplayteam.com and if you get the chance go and see them in action)



One other attraction for us was finding Mark and the Jigsaw team there and the cars were taken out onto the 'Racing Runway' on both

days. I understand the commentator was particularly taken with the sight of 3 Le Mans Spitfires together.

The only disappointment was that in general it did seem very quiet with regard to the numbers of visitors when the weather, by rights, should have attracted a lot more people out. It certainly didn't feel too crowded anywhere - or at least not amongst the autojumble stands!

A month or so ago I had a note from **Bernard Littlewood**, TR4-6 Reg Sec & S. Wales AO as follows:

"A fellow member has asked me to semi restore/re-commission his MKIII Spitfire which was last taxed for road use in 2009.

I always keep a record of any work that I carry out and take images. I will be "attacking" it in bite size lumps so that the owner (Keith) can buy the parts and panels that he needs in affordable amounts."

Bern told me that he always keeps a record of any work carried out to a car so that the owner can add it to the car's history (a good practice for the rest of us to follow!) and he has kindly been forwarding these to me as the work progresses. Although his daily notes are not particularly long individually he has, in only the last month or so completed a good amount of work so I will not be including everything he's

sent me here but have picked out a few interesting pieces.

We'll start with getting the engine running. Initially, when the car was taken to Bernard, the engine was seized so he: *"Removed the spark plugs and poured releasing oil into the bores. I then removed the radiator and with a socket on the crank nut and a long power bar I "rocked" the crank nut a few times and the engine freed up."*

"With a battery attached the engine turned over but a compression test showed 20 psi on cylinders 3 & 4 and nothing on 1 & 2."



20 PSI on cylinder 4



"With the rocker cover removed I found that there were valves stuck open on cylinders 1 & 2, so after a good soaking with releasing oil I "teased" the valves with a pry bar and they snapped shut. The engine was then turned over a few times with more releasing oil on the valve stems and springs until I was

satisfied that they were nice and free."



Valves stuck open

"Next I checked out the ignition system, there was no spark at the plugs and the points were short circuiting. After going through it all I managed to get a consistent spark at the points but only an intermittent pulse on the HT leads with no spark at the plugs, therefore I needed to replace the HT leads. The carburettors were then checked out, the rear one was seized solid with the jet body too far gone to be saved, I replaced it with a good used one, and freed up the piston assembly, the front carburettor just needed it's float bowl cleaned (both float bowls were full of a white emulsion) and jet adjusted. The jets had previously been adjusted via the choke cable adjustment!

I then added more release oil into the cylinders."

A few days later "I set the carburettor linkages and butterflies so that they operated together and made a temporary return spring set up. I fitted some known good old HT leads and set the timing statically but before installing the spark plugs I carried out another compression test to see if the release oil in the cylinders had loosened up any sticking piston rings

I then torqued the loose cylinder head nut, replaced the rocker cover and breather pipes and tightened up the manifold nuts. With a temporary fuel supply feeding the fuel pump I was able to get an intermittent flow of petrol but not enough to start an engine (on stripping the fuel pump I found the non return valve faulty) so I filled the float bowls with petrol and with a good squirt of easy start in the carburettors I turned the engine over and it did try to fire, but without a good fuel supply I decided to wait until I had a new pump to fit."

Another few days on: "The new fuel pump and HT leads arrived today so I fitted them to the car and with my temporary fuel supply attached to the pump I ensured that a good supply was being pumped to the carburettors.



New Fuel Pump & HT Leads

I then spent a few hours turning the engine over and experimenting with the ignition timing in advanced and retarded positions, the engine tried to fire a few times and after using nearly a full can of Easy Start the engine finally burst into life. "

"As the carburettors will need to come off if I decided to remove the cylinder head for examination I decided to remove them and completely strip them down to see if there were any issues with them. After completely stripping them down I found that the front carburettor pipe that links the float bowl to the jet had partially collapsed (previously hidden by its spring cover) so I replaced it with a new one. I then cleaned all the internal parts, re-assembled and re-installed the carburettors."



Seized jet needs replacing

"The engine started at the first turn of the ignition key and ran nicely (again for only short periods as there is still no cooling system in place)."



Engine running at last.

Bernard shows the patience required to solve a puzzle like this. Trial and error, checking each part of the system in turn to identify the culprit, although sometimes it won't just be one thing, but a conjunction of 2 or 3 things together causing a problem.

I will add more on this project to let you know how Bern is getting on with Keith's car in future Courier articles.

And finally, it's good to know that Club members are keeping their eyes open for 'alternative' Triumphs for me. One particular club member, whose name shall be withheld to save



his blushes, noticed a familiar name after his wife had been shopping for some new lingerie.

"Not that I make a habit of studying ladies underwear you understand," he reported, *"but I couldn't help noticing the attached label on a recent purchase made by my wife".*

Mr Withheld was a little concerned that we may not feel it to be in particularly good taste to include the above image of said 'smalls' – but then again when have I

ever worried about being Politically Correct!!



e-mail.

bigsaloon@tssc.org.uk



Mark Blease

Hidden Corrosion

It's that time of year again when many Big Sixes will be hibernating in garages, and we will starting on the "to do" list that we have been mentally building up to over the summer months this year.

Timely advice then this month then from our own **Bernard Littlewood**, TR4-6 Register Secretary and South Wales Area Organiser, regarding something we should probably all watch out for when tackling jobs underneath our cars:

"When I had the Stag Saloon MOT'd at Fairwater Garages (trade price MOTs for TSSC members) classic car guru Martin Taylor told me that although the rear subframe bushes were not as yet an advisory, they would probably be by the next MOT. I and many other South Wales TSSC members have learnt to heed Martin's advice which has saved us all costly repairs that we would have incurred "further down the line" by acting sooner rather than later on his advice. I therefore purchased a pair of bushes and set about changing them.

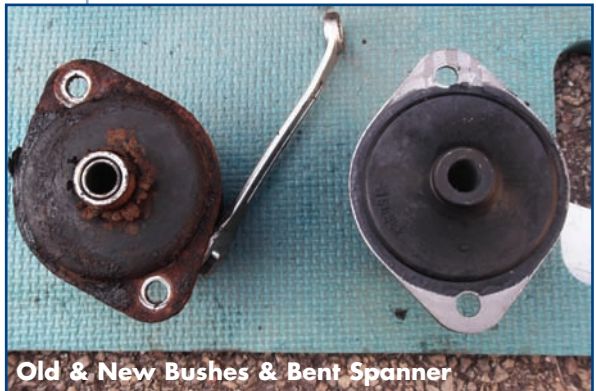
To access the top of the bolts I had to remove the back seat base and peel back the carpets in the rear footwells. Starting on the offside and with the car jacked up and axle stands under the subframe, I undid the two nuts that hold the

anti-vibration strip in place (with the rear



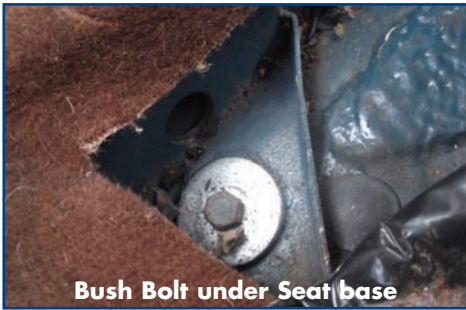
Rust Hole through Floor by Strap Mounting point

passenger door open and holding the bolts with a spanner). I then removed the long through bolt from the centre of the bush. I had to bend a ½" AF combination spanner (I don't



Old & New Bushes & Bent Spanner

know if this is a peculiarity of a Stag Saloon



Bush Bolt under Seat base

or if this has to be carried out on all Triumph 2000's) in order to get it into the tight space on the one nut that holds the bush in the subframe, the other nut could be accessed with a regular spanner and the bolts could then be undone from underneath.

With these nuts and bolts out I was able to ease the old bush out.

Now to get to the point of this report - after



Rust Cut Out

giving the area around where the front of the anti-vibration strap locates a good wire brushing and scraping to remove old under seal I found that the floor pan had corroded directly where the anti-vibration strip seats. This would not be seen with the strap in place and I wonder how many times somebody who did not have access to welding equipment would have just bolted it back together, so it is well worth checking this out on any Triumph 2000 or 2.5 when you have a bit of time, you only have to remove the anti vibration strap to check.

To fit the new bush I used the old bush and a



Patch welded & waxoiled

trolley jack to push the new bush in position until it was bolted to the sub frame. Luckily for



Repair from Underneath

me the other side did not have any corrosion, so no welding needed there."

Thanks to Bern for the very sound advice. The floorpan area around the subframe mounting positions is a potential rust-trap on all our cars, so always worth checking whenever you are working underneath the car.

With regard to the difficulty accessing the bolts that hold the bush to the subframe arm; after struggling as Bern did, when tackling this job I now find it easier to support the car under the sills, using axle stands and suitable wooden blocks to spread the load. A trolley jack can then be used to support the subframe arm, and once the bush and anti-vibration strap are unbolted from the floorpan, the arm can be lowered slightly to aid access.

Please remember: Register Secretaries need your help! If you have anything you'd like to share, whether it be technical guidance or just stories of Big Six ownership, please send them to bigsaloon@tssc.org.uk

Until next month!

Mark

TR7/8 Register



e-mail:

tr7-8@tssc.org.uk

Paul Lewis



TR7 Anniversary Run

On the 20-21 September 2014 the TSSC, TR Drivers Club and the TR Register celebrated the 40th Anniversary of the start of production of the TR7 prior to its launch date of January 2015, the event aptly named **"The Wedgetastic Factory Run"**. The idea was to celebrate this momentous occasion by travelling around the three factories where the TR7 was produced during its production run of 1975-1981.



a TR7 following in the footsteps of the early development and testing vehicles.



Additional to this run a select few were invited to the Motor Industry Research Association (MIRA Ltd) in Nuneaton on the Saturday to see

The day started with a gathering in the New Control Centre where a power point was played in the background of the TR7, TR8 and



Myself welcoming the guests

Lynx crash programme with some unseen photos being displayed. The control centre car park was

DVD out at the end of the year about the 40th Anniversary.

As this was a special occasion the legendary **Triumph High Speed test driver "Gordon Birtwistle"** was invited after a 30 odd year absence to retake his seat around the high speed banked circuit and figure of 8 handling circuits. The TR7 took back to the track with headlamps raised for the first time since the end of production.

Whilst the media looked on the TR7 negotiated the high speed banked circuit looking formidable in the autumn sunshine. After a few laps the group moved to the Handling circuit where Gordon showed

Gordon Birtwistle



adorned by TR7's and pride of place outside the building was TCK 162P my 1976 FHC.

After an initial brief the first track tour was underway taking the TR7 enthusiasts and journalists around the tracks where the TR7 would have been put through its paces. On return to the control centre TCK was off loaded from the display ramps and made ready for some filming for a new



Lights Up!



Back on Track



just how a TR7 can handle. Gordon produced some fantastic driving on the day with the tyres on their limit of grip in the corners to applaud from the onlookers.

After the driving and filming the group returned to the control centre where the Wedgewall was available with images sent in by TR7 owners worldwide throughout the year. A further track tour commenced ensuring that everyone had seen the tracks. After a farewell speech the group moved back to car park. The



TR7's springing back into life for the journey to the Park Hotel in Aintree Liverpool for an overnight rest prior to the Wedgetastic factory run on the Sunday. The car park at the Park Hotel overflowing with a shape that still looks fantastic even after 40 years.

Part 2 Next time

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Bernard Littlewood



Using My TR4A this year

TREDEGAR HOUSE SHOW THE FINAL CHAPTER

On 21st September I attended the 34th and final Tredegar House show which raises money for Leukaemia & Lymphoma research, a very worthy cause. It is such a shame that this show will not be taking place again (although I have heard that "discussions" are taking place). There were 22 TSSC S. Wales, 2 West Wales and 2 Somerset cars in our enclosure, the

The claimed attendance figure was 10,000 and the number of vehicles on display was 1,500 with an estimated £70,000 raised for the charity. Certainly the best show in Wales and it will be very sadly missed if nobody comes forward to organise it in the



best turnout of the year and we were the second largest (in terms of cars on show) single marque club on site! I had a great time with the 52 members that were present. Our AO also had a lot of interest from people who were enquiring about joining our club.

future. See S. Wales' AO report in the back pages

PEMBROKESHIRE ROAD RUN IN MY TR4A

It was the 10th consecutive year for me to take part in this road run, mostly in my 4A, but sometimes in my 13/60. This year I once again chose my TR4A and I was accompanied by **Mike The Cake** who's

Spit was still waiting for an insurance assessor's verdict after his accident. I filled the tank up near my house to find that the TR had returned 36+mpg over 155 miles to Taunton & back the previous weekend! Those fuel magnets are fantastic! Along



Mike the Cake on Pembroke Run

turned off and drove through Carmarthenshire and Powys, through Newcastle Emlyn and had a stop at the Mile End cafe in Llandovery for refreshments. The TR once more performed faultlessly, never missing a beat and all miles were covered in beautiful sunshine and with the Surrey top off. We covered nearly 300 miles that day in a 46 year old car that has-

with S. Wales TSSC we then drove along the M4 and A roads for the 100 odd miles to the start line where we parked up and had a

n't used a drop of oil or missed a beat or misbehaved since its central exhaust joint separated at the start of my journey to



Picnic Stop - Half way round

look at the other cars taking part (400 +). The Pembrokeshire road run is organised by **Jeff & Sian** and takes a great route. The support from the people of Pembrokeshire is second to none, the roads and villages are lined with people cheering the entrants on. Halfway around the run there was a designated picnic stop at [Eglwysrwrw Shire Horse Centre](#) where I filled up the TR's fuel tank from the nearby petrol station (again the TR was returning 36+mpg) before continuing along the fantastic Pembrokeshire roads. Near the end of the designated route we

Classic Le Mans in July, famous last words?

TR4A WIRE WHEEL CHANGE TO MINILITE REPLICAS

Another change that I have made to my TR4A was to swap the original wire wheels to Alloy Minilite replica wheels. The TR4A came with wire wheels fitted as standard, earlier TR4's came with steel wheels as standard. There were a number of reasons why I made the change,

1) I don't like cleaning cars and wire wheels take some cleaning.

2) My wire wheels were at the end of their days with slight wear on the splines, spokes becoming loose etc,

3) There was a bargain sale of the Minilite replica wheels at a well known TR specialist shop. I was also hoping for the added bonus of better handling with the more rigid wheels.

I bought five wheels and had new tyres fitted by a local mobile tyre fitter, he found that one wheel needed quite a few weights to balance it, so this was used as the spare. I noted that the trim board in the boot was now resting on the slightly wider



TR4A on Original Wires



Now fitted with Minilite Replica Alloys

wheel. When I started to fit the wheels I noted that the original wheel studs were not protruding enough to get a good enough fit on the (new) wheel nuts. I checked out part numbers from my TR4/4A parts book and found that the earlier TR4 with the steel wheels had a different part number to the TR4A which I assumed was for longer wheel studs. I called the shop from where I had bought the wheels and they confirmed that I would need to buy the TR4 wheel studs which were indeed longer (I found it disappointing that they did not inform me that I would need the longer studs when I ordered the wheels as I had told them what car they were for, it would have been possible to use

the old studs and tighten up the wheel nuts, but this could have resulted in the nuts slackening off or stripping the threads as the nuts would not have been deep enough on the studs, please be aware of this if you have carried out the same conversion and haven't changed your studs), so nearly another £100 worse off and the new longer studs on order.

To fit the front wheel studs I had to remove the brake caliper and hub then slacken off the disc brake bolts and move the disc slightly away from the hub to obtain enough room to fit the new studs.

With the wheels in place I took the car for a run and found that the handling in tight bends was much improved, however, when pulling up onto my drive on tight lock there was a "grinding" noise from the front of the car.

I jacked the front of the car up and placed axle stands under the chassis. By turning the steering on full lock both ways I found that the top trunnion bolt heads were coming into contact with the wheel rims! To get over this I made a 1.5mm shim/spacer for each wheel out of aluminium sheet and placed them on the front hubs. I checked to see if the trunnion bolts were now clear, but they were not, so I made up another 1.5mm shim/spacer for each wheel and tried again.

This time the wheels were clear of the trunion bolt heads, so I lowered the car down and took it for another run, this time there was no problem. The "new" wheel studs were over ½" longer than the originals so the extra 3mm (1/8") that I had added still left plenty of thread for the wheel nuts.

The Minilite replica wheels stay cleaner than the original wire ones and on the odd occasion when I do throw a bucket of soapy water over the car they come up like brand new. Perhaps one day when I can't afford the petrol to use the TR I will buy a nice set of chrome spoke wheels, but for now the Minilite replica wheels suit me down to the ground (pardon the pun).

MIKE THE CAKE'S RUN

What a great day out I had in my TR on **Mike The Cake's run**, 150 miles over S.Wales' back roads and single track lanes. With **Alan Gourley** navigating for me and with 3 stops for refreshments the run took 9 hours and the only issue that I had was a problem with the driver's door window mechanism. The tight hairpin bends and pot holed surfaces were a severe test for the TR (and all the other cars that took place) and it was great fun flicking in and out of over drive to climb the steep hills with the 4A's torque coming into its own.

Thanks young Mike for organising such a great day out (again).

JANARD CLASSIC CARS OF BLACKWOOD, GWENT

Good news for S.Wales Classic Car owners, Blackwood businessman **Richard Bolwell** (who owns 2 Spitfires and 6 other Classic vehicles) is extending his entrepreneurial empire to encompass Janard Classic Cars. He is currently building up a profile of the most common parts required so that he can buy them in bulk and sell from stock, he can also procure most parts that are currently available for next day pick up or to post onwards. As he is a Classic Car enthusiast he is offering all bona fide members of Classic Car Clubs a discount on his published prices (telephone him for the discounts). In the not too distant future he is hoping to be able to provide a repair service at his premises where he is currently constructing a workshop area.

Although in its infancy stage **Janard Classic Cars** could provide a very convenient service for classic car owners in S. Wales to be able to call in to a local supplier for parts that they need urgently, and the discounted prices should also prove attractive to club members around the country. I fully intend to support this initiative in the hope that the business flourishes to provide a local source of spare parts and a repair service for those who need it. **Telephone : 01495 229848**
Mobile : 07977 923651 (only between 9am – 6pm Mondays – Saturdays)

Web site address:

<http://janardclassiccars.moonfruit.com/>

Good luck Richard

CLUTCH & BRAKE FLUID CHANGE

I know that most everyone is aware that brake and clutch fluid should be changed every few years (even silicone as although it is not hydroscopic, moisture can still enter the system and cause corrosion at the wheel cylinders, calipers and slave cylinders), but I also know that not everyone does this.

In the last few weeks I have had one member (thanks Keith) write to me to say that his braking system has been transformed from having a spongy pedal and what he now realises was an inefficient braking performance by simply changing his brake fluid, he was amazed at how dirty the fluid that he bled out was.

I was also asked to look at a Dolomite clutch which had been diagnosed by a garage as needing changing at a cost of nearly £800 to find that it only needed a fluid change as the fluid in the system (especially the first bit to come out of the slave cylinder, was nearly black!) had degenerated and had lost its hydraulic properties.

So if you haven't changed your clutch and/or brake fluid for a few years please take a couple of hours (or for those of you who take your cars off the road during the winter do it as part of your preparation for laying it up) to do so and save yourself any future potential issues and to be able to enjoy your car performing as it should do.

Whether 6 cylinders or 4 a TR is more (or any Triumph with hydraulic brakes and a working clutch!)

Bern

GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
e-mail. gt6@tssc.org.uk



Andy Cook

GT6s at Duxford All Triumph Day

I've been just a little busy over the last couple of months on my other Triumph, the "Flying Log" Dolomite, preparing the car and driving it on the Club Triumph Round Britain Run for 2,000 miles in a weekend so the GT6 has been stowed away unused for a while. But, the week before the Round Britain Run was one of my favourite events in the TSSC calendar, the Duxford All Triumph Day. This was a great excuse to get the GT6 out and take it for a blast up to Duxford for a 170 mile round trip which was great.

GT6s at Duxford and a look at Wheel Options

There were plenty of GT6s at Duxford for me to look at. Not only was it a good selection of cars but when looking through the pictures I had taken it occurred to me just how few GT6s had the original wheels still fitted! Painted wire wheels with splined centres were available as an option on the GT6 MK1 and MK2s and bolt on wires were a factory option on MK3s.

However, the chrome version of the wires wasn't a standard offering.

The wider 5.5J version of the Dunlop "oval hole" steel wheels was a popular upgrade on MK3s but these were also not a factory option.

These wheels were fitted to Formula Ford cars and were quite readily available back in the day and they had the

advantage of looking pretty standard and fitting with the wheel centres on the MK3s.

Also nowadays alloys such as Minilites and Revolutions are very popular.



Signal Red GT6 MK2 with splined chrome wire wheels.



White Mk1 with splined wire wheels parked next to my MK3 which is fitted with "period" Cosmic Alloys.



**Mimosa Yellow Mk3
with Minilites.**



**Green MK3 (possibly Brooklands
Green a later colour) also fitted
with Dunlop 5.5Js.**



**Another Mimosa MK3 with
Minilites, owned by
Chris Hollingsworth, one of the
Herts and Berks area team
running the event.**



**Signal Red Mk1 with Anthracite
Minilites and Webasto Sunroof.**



**Sapphire Blue MK3 with the
wider 5.5J Dunlop wheels that
match the standard pattern.**



**Yet another Mimosa Yellow Mk3,
this time fitted with the Dunlop
5.5Js painted black with Chrome
trim rims which look good with the
polished alloy GT6 wheel centres.**



White MK3 with some very unusual alloys. I recognise the car it's owned by Rob Pearce a Club Triumph member who used it for the Round Britain Run the week after, I'll have to make enquiries to find out what the wheels are!



Pimento Red MK3, actually sitting on standard steel wheels.



Black MK2 fitted with Chrome Wire Wheels.

White MK3. This car has standard disc wheels. The Plastic chin spoiler wouldn't have been fitted from new as this is a rotoflex model and the spoilers didn't come in until the late swing spring MK3s. What I really loved about this car though was the excellent re-trimmed seats.



These looked very smart in Brown leather



with off white piping and really set the interior of the car off nicely.

GT6s on the Club Triumph Round Britain Reliability Run

Although not a TSSC event, the RBRR is entered by quite a few TSSC members. It's known as one of the most hardcore classic car driving events, covering over 2,000 miles in 48 hours running from North London on a Friday Evening, up to John O'Groats for Breakfast on Saturday, down through Wales and into the west country to Lands End for breakfast on Sunday and then back to North London on Sunday evening. Teams of 2 or 3 drivers in each car take turns in driving which is pretty much non-stop apart from getting a road book signed at checkpoints, re-fuelling the cars and feeding the drivers. Even better it's all done in the aid of a charity, this year it was Macmillan Cancer Support.

I've done the event in my GT6 before and it's a perfect car for a long fast tour like the RBRR. I cheated this year and used my

Dolomite so we could have a team of 3 drivers but I did miss the GT6 driving experience, especially on the twisty roads in Scotland and Wales.

Here are some pictures of the GT6s that entered the run this year.



White MK3 driven by Roger Hoogmans who had come over from Holland for the run.



OK, not strictly a GT6, not strictly a Spitfire either although it's badged as one but I'm including this car as it at least has the lines of the Le Mans Spitfires that the GT6 was based on. This Black Fibreglass bodied car is a T4 body, fitted to a Spitfire Mk2 chassis. However the running gear is a tuned Zetec Ford Engine and Type 9 gearbox so it goes like a rocket! This car is owned by **Chris Sherrington**, he is an Olympian from London 2012 and current Commonwealth Judo champion in the highest weight

category (100kg+) so he is a real man mountain 6ft 6 tall and he is also a serving Royal Marine.

This was Chris's first attempt at the run with his wife Zoe as co-driver and they successfully completed the run and the car ran like clockwork.



This Mark 2 is owned by **Tim Bancroft** the main organiser of the RBRR and he has successfully completed many runs before in the car as well as using it for autotests and track days as well as other road events. Normally a well sorted car but this time it let him down with a rockershaft seizure a few miles from the start. Oh and the wheels are another popular option for GT6s, Revolution Alloys.



Rob Pearce's Mk3 which was mentioned above as it was at Duxford. This finished the run successfully.



I love this purposeful looking Mk1 owned by **Roy Lacey** from Shropshire. Roy uses this car extensively and covers very high mileages, it's a regular on the RBRR and also the 10 countries runs run by club Triumph. This year Roy had an American Friend **Doug Jensen** as a co driver, Doug flew in a couple of days before to take part in the run and then flew home again a couple of days later but really enjoyed his flying visit. I had the pleasure of following Roy's car driven by Doug through the

wild's of Scotland. This is what it's all about on the RBRR, open roads with little traffic with beautiful scenery as a back drop.

This was an entertaining moment to be following Roy and Doug. 2 sheep ran out in front of the car, Doug managed to avoid hitting them and they ran along the road in front of the

car, a few seconds later a majestic Stag also jumped out in front of the car and started running along the road as well. This picture was taken a few seconds later and you can see the sheep on the left and the Stag on the right running off into the distance. Roy told me afterwards, when the sheep jumped out he shouted "*Sheep!*", then when the Stag jumped out Doug shouted "*Elk!*" Roy then turned around and said to Doug "*If you are playing animal top trumps I guess an Elk beats 2 sheep!*"





Anyway Roy and Doug managed to get around the run with no more dramas and finished successfully.

From Cookie's Archives

Below, racing at Mallory Park around 1990, a GT6 leading the pack.





e-mail.
specials@tssc.org.uk

Trevor Collett



The SHERE Hill Climb

This month, departing from my typical format, I'm going to give you a report on a very enjoyable non - Triumph specific motor event that took place local to me back in

September this year.

Kent has Brands Hatch, Northamptonshire has Silverstone, Sussex has Goodwood, Worcestershire has Shelsley Walsh; but where do we Surrey petrol heads go for a bit of honest motor sport? If this was 1907 we could go the world's first purpose built race track at Brooklands, near Weybridge, but that wonderful facility held its last proper car race in 1939. (Though mention must be made of the excellent Mercedes Benz World now on the Brooklands site, which does include a short test track; well done the Germans).

For 74 years, then, we were bereft. Until 2013, when a bunch of likely lads, obviously with some influence, managed to persuade Surrey County Council and Surrey Police to close a public road for the day and blast some fabulous motor vehicles up it – all for charity, obviously. The road in question was Staple Lane, off the A246, not a million miles from Shere, but nearer West Horsley; why it was billed as The Shere Hill Climb I'm not sure, perhaps just for the alliteration, or perhaps for a very bad pun.

I saw the road side advertising and knew

straight away that I had to support it. On the day, in September 2013, I drove my Herald into the car park and paddock area – which had been, only a few days before, a field under corn; I could tell that as the stubble was still about 150mm (or six inches imperial) high and made a very strange noise as you drove over it.

For a first running the event was pretty good, and I was sure it had potential. There were some problems, apart from the stubble, like the field's hedges pretty well obscuring the road for most of its length and the very heavy rain storm that appeared out of nowhere during the second run up the hill.

September 2014, and the second Shere Hill Climb was on. Checking the weather forecast



Daughter Abby and the Moss

on the day gave me the confidence to set off from home in Bookham in my Moss, which does not currently have the luxury of a roof,

accompanied by daughter Abby, an out and out car nut herself. As we turned into Staple Lane I could see immediately several improvements over 2013.

Firstly, they had moved the paddock and car park to the opposite field, with no corn stubble, just friendly old grass. The hedge had been cut to waist height from the start line for several hundred metres up the hill.

I knew it was going to be a well organised event when the car park marshal separated us from the Ford Focus we followed in and directed us to the front of the car park, to an area reserved for interesting spectators' cars.

What else had the organisers thought of? Burger van? Check. Fish and chip van? Check. Creperie? Check (sweet and savoury). Fully equipped barista? Check (proper English tea also available). Large inflatable slide? Check. Roundabout? Check. Coach converted to sell retro cowboy clothing? Check

(yes, I don't know why either, but they were there last year, so must have done some business). Fully functioning water closets? Check. You get the picture; all the ancillaries were in place to support the main event – a hill climb.

The concept of a hill climb is very simple: cars start at the bottom of the hill, Staple Lane in this case, at intervals and blast as fast as they can to the finish line at the top. In this case, the top is just about a mile from the bottom, with a couple of thoughtfully placed straw bale chicanes just to provide a little extra test of braking and steering. Normally each run would be timed; each participant had three

runs during the day, but this event was billed as non-competitive.

There was no mention of time in the commentary during the day, and no sign of fixed timing equipment, so it really was just for fun – though I suspect many of the drivers had arranged their own stop watch operator.

Right then, let's get on to the main event. In the paddock we could get up close and personal to about 130 of the finest examples of four-wheeled personal transport, and one three-wheeled one, each of which had three goes at tackling the hill.

The organisers had selected the entrants well; each vehicle had a story to tell. I'd quite happily write a bit on every car, but Bernard probably doesn't want to give over an entire Courier edition just to me.

The oldest participating car was a 1907 Berliet Curtiss, which was excitingly propelled



8.2 Litre Berliet Curtiss

by an 8.2 litre V8 aircraft engine; the excitement partly created by the engine's bizarre valve gear, which can be seen clattering up and down through the open side of the bonnet. Benefitting from 107 years of automotive development since the Berliet, and equally, albeit in

a different way, wild, was a current year Lamborghini Aventador. I overheard one



Lamborghini Aventador

spectator describe the Lambo as being in “mid-life crisis vivid green”, a bit harsh I thought, this vehicle’s colour is its least important detail.

A V12 engine pushing out 690bhp taking just 2.9 seconds from standstill to 60mph – doesn’t seem like any sort of crisis to me.

The most common car, in terms of numbers built, not how many were there on the day, would certainly be a Morris Minor, with 1,368,291 built between 1948 and 1971. Certainly not the quickest up the hill, but everyone loves a Morris Minor. Somewhat more

The LFA was built between 2010 and 2012, with exactly 500 made. It is regarded as just about the most advanced motor car ever made, in the way it performs and in the way it was built, making use of ground breaking carbon fibre-reinforced polymer panels for its body.

It’s not clear how many of the 500 LFAs built currently reside in the UK. Some sources say just one, others, four or five. The particular example taking part here is the press car, belonging to Toyota and residing at their UK headquarters in Banstead.

A real privilege just to see this car close up, let alone see it in action; one I just had to video as it left the start line; you’ll find it on my Youtube channel.



“Marsh Grayford”



Lexus LFA

exclusive, and somewhat quicker, was the Lexus LFA. Perhaps not a model that is widely known about, but a modern day legend amongst the motoring cognoscenti.

The prize for the most exclusive car participating would need to be shared, as there were several one-offs. Though I reckon to be pretty good at recognising the make and model of most “interesting” cars there’s a trick I always pull when I’m stuck, that’s to look at the road tax disc (a tactic that’s not going to be available from now on). Though when I read, “Marsh Grayford” on one little open top, open wheeled sports car, it didn’t help much.

Subsequent research informed me that this car is a one-off special, originally built, in 1953, by Jem Marsh. Jem Marsh is a well known in the world of low-volume sports cars, he went on to

co-found Marcos Cars, with Frank Costin.



Marcos TSO

There was a Marcos taking part at Shere, not one of the classic cars from the Marsh-Costin era but an example of the last model to bear the name, a Marcos TSO from 2007.

It's hard to pick out what cars to write about, the organisers had done a great job assembling 130 great cars, whether they just be representative of the history of car manufacturing in Britain and across the world or individual cars with their own proven sporting pedigree. There were, of course, several sporting

The other eight-cylinder Triumph, the Stag did make it, not only to the paddock but three times up the hill as well.

The Herald-chassised family was represented by a GT6, in a very highly visible Yellow.

One of the problems with an event like this from a spectator's point of view is where to be – in the paddock, for a close up study of each car? On the start line? At one of the chicanes? Or at the top, watching the cars over the finish line? Decisions, decisions.

For the whole of the second run Abby and I stationed ourselves about 20 metres up from the start line, and we counted them all out. I'll just briefly mention two more cars, before I'd better start wrapping up. You'd think a 2008 Ferrari F430 would make a nice clean start and make good progress up the hill, but for some reason this one didn't this time. He was snaking right and left from the off, and after about 150 metres managed to get completely sideways in the narrow lane and stuff a front quarter into the bank.



Triumph TR2

Triumphs giving it a good go. A 1952 TR2 was the oldest, and we had a 3A, a 4, a couple of 4As and a 6. There was a 7 V8 listed on the entrants' list, but it hadn't made it.

gave way in a very kindly way, leaving said Italian beauty with barely a scratch. Credit to the driver, who must have been tempted to get out of his car and check for damage, but,

This incident confirmed to me that the wondrous Mother Earth is a true car enthusiast; the summer rain that she had arranged in the run up to the event had left the earth banks nice and soft. Thus, when run into by an errant Ferrari the soil

instead, just swiftly reversed and accelerated off and up, to clear the course.

The very last car to run epitomised the fun spirit of the day, it was a Citroen 2CV, geeing up the crowd by bouncing on its suspension behind the starter's union jack. As if that was not fun enough, this particular 2CV was finished in blackboard paint, and was decorated with chalk graphics – brilliant.

As I said, I'd love to tell you about all the cars, but I'm afraid I can't; if you want to find out more, you can resort to the Internet. The event has its own web site, where you can see photos of most of the cars entered, and if you use your favourite search engine, set to images, you will find dozens of photos taken on the day.

I'm going to mention just one more car that was there, not a participant, but a car that just happened to park next to mine in the car park for interesting cars – it was almost certainly the youngest car on the entire field, its owner having only picked it up from

sure will become a permanent fixture in the motor sport calendar, just so long as we can keep the police and Surrey Council highways team sweet. Apparently the 2013 event made £10,000 for charity, which is a hugely creditable effort, and I can guess that 2014 did even better.



RWG Denmark Special

Abby and I certainly enjoyed ourselves immensely and we vowed to be back in 2015, hopefully not just as spectators; we intend to

put in an application for entry. I'm certain there are more Surrey car nuts wanting to have a go than places available, and I know the organisers will be looking for the 130 most interesting cars. We have three cars that we think are a bit interesting, the Moss, the Herald and the Nissan Fairlady Z, our tactic will



Alfa Romeo 4C

the Guildford dealer 10 days previous. It was an Alfa Romeo 4C; a new sports car from Alfa Romeo is always eagerly awaited, and this was the first one I'd seen. It won't be the last. All in all, an excellent event and one that I'm 50

be to put in an application for each and hope that one catches the organiser's attention – it's just got to be done.

See you there?

Trevor

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Acclaim Register



e-mail.

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Chris Gunby



Buy One Now!

Finally got around to putting a few words together for the Acclaim register, this is what happens when you don't say no fast enough !

During a conversation with the old Acclaim Sec Ben, he mentioned that I could be the right person to take over the role, well let's see shall we?

My first experience of an Acclaim has been documented within the pages of the Courier before, when



put back onto the road.

Driving these cars is probably as near to a modern Triumph as we can get at the moment. With light steering and good mpg they make great daily drivers.

Rust is the biggest killer of these machines and thousand have gone to the scrap yard due to this, leaving not that many on the road if you read the DVLA site there are just 203 registered

in 1983 I was taken to school in the very car shown here, for a few years after a slumber of 19 years in a garage, XFP was acquired and

as left on the road.

Time to buy one as they are probably the cheapest Triumph you can buy as well as being

Acclaim Register



rise in price, so get one now, you have now been warned !!

How I wish I had done that with a TR5!

I will have done the round Britain Reliability Run in XFP for the second time by the time you read this but more about this in a future Courier article.

If you need any help with an Acclaim or are looking into buying one, then don't hesitate to contact me. Also the Facebook book group Triumph acclaim appreciation group is very active and well worth a look today.



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Chris



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Guy Singleton



Nothing is that Simple

Last month I thought I had your Christmas shopping organised, but as ever nothing is that simple. Having received the new stainless steel bumpers from Harringtons, I tried fitting the front bumper on my convertible. The bumper fitted well overall but the holes were not in quite the right places so I am in the process of getting this sorted out - hopefully I will be able to report further on this next month.

However, I have been able to fit the rear bumper, this has previously been tried out by Gilbern Owners who also use this bumper and it fitted well. I did have to adjust the mounting holes in the rear of my car a little but I think this is because the bumpers have square holes in them rather than oval or elongated ones, and also I know my car has been repaired at the back in the past - so we are halfway there! Of course my car is now missing the front bumper so does not look too pretty at the moment, although I'm not using it just now due to a problem with the brakes sticking on.

Another problem to diagnose and sort out soon.

I understand that progress is being made with manufacturing



the new bonnet air scoops, but I am still waiting for the first sample to arrive so that I can check it. **STOP PRESS** - I have just heard that the first sample is in the post so am looking forward to checking it out.

I heard the other day from **David Westgate** who has a 2 litre convertible - in my favourite colour - Bahama Yellow (and yes, tongue not in cheek as I do like this 70's colour which I think



suits the cars - and as my car is that colour I would say that - wouldn't !! Anyway he wrote to say that it now has company as he has just bought a 4s on ebay which he is very pleased with. It's funny that once you have one Bond another seems to come along!

I have also had quite a bit of email communication with **Bob** from Glasgow who is restoring a 2 litre Coupe.

You can see from the photos that he has been involved in a major restoration.




He has just replaced the windscreen rubber using one from a MKII Metro which I had

been told could be used, he did get it in but his comments were: *"It was a horrible job*

and took a very long time to fit, and without the support of a good friend I would have given up. I cut and shortened the rubber on the vertical sides but the screen just would not fit. The rubber has two sealing ribs which need to be trimmed off before it will fit the aperture.

Once fitted it's fairly satisfactory, but will need some sealant."

He also sent me a photo of the boot catch which he has had to re-make - you can see  there was not much left of the original -

rust everywhere I think! It's great that Bob has the skills to make these parts from scratch. Well done to him and I hope to hear from him as the car continues to come together.

I have received the following message from **George Burt**

"I have a service book for an Equipe 2L UOT 957H supplied by Sparshatts of Weyhill Road, Andover and stamped up to

MEMORANDUM

Sparshatts (Standard-Triumph) Ltd
S Weyhill Road
Andover
Hants. SP20 8JZ

Selling Distributor/Dealer _____
Date of Purchase 19 February 70 Commission No. _____
Serial No. ~~1060300~~ 1060301 Registration No. _____
Owner MR B S HANDEIN Phone _____
Address 55 Winchester St. Andover, Hants.

On receipt of your new vehicle please acknowledge receipt of the guarantee and spare keys by signing the acknowledgment form attached to the guarantee.

IMPORTANT

In all communications relating to service or repairs, please quote the Commission Number and Serial Number. These are stamped on a plate attached to the bulkhead in the engine compartment.



introduce **Lily** who is one year old and full of energy (unlike us!!)

No, you're not seeing things - she really is very like Molly, although this was not our intention when we set out to find another dog.

Lily has longer legs, a higher pitched voice - and a great deal more bounce! But she is already settling in very well to a house with 2 cats, various vehicles and a half-built kitchen!

3/4/81. I've checked the details with the DVLA and they confirmed it is white with a date of liability of 1/7/2009. If the vehicle still exists, and is known to the club, I would be willing to pass the service book on to the owner for what it owes me."

Interestingly I had that car for a bit (the picture below of the car is from 2003 when I owned it) and it had most of the documentation with it including its original purchase invoice – I do not have a record of the current owner so if it's you, please contact me, and I will put you in touch with George.

Finally, you will remember that we lost our Molly dog in July, we are pleased now to





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Pip Flegel



Peterborough Area's 30th

By Doug Balderson (Peterborough Area)

Peterborough Area has just celebrated its 30th Birthday Anniversary on the 8th of September with a whole array of Standard Triumph vehicles from 1948 onwards to discuss and drool over in the pub car park. Mark and Jo Field had brought the Le Mans Spitfire over and Chris Gunby brought the famous 'JDX' Herald which was at the inaugural meeting 30 years ago. We really were pleased with the number of people who turned up and enjoyed themselves. There were many talking points of to be taken from the night – the cars, the cake and oh yes that Melton Mowbray pork pie!

Paul and myself had a lot of hurried thinking and venue visiting to do after our Christmas



Dinner in 2012 following remarks that some (and then it appeared a lot more!) members were unhappy with the then hostelry which had been our 'home' for many years.

We moved and were welcomed to the Red

Lion in West Deeping by Marie and family in the January of 2013. They do open specially for us on a Monday evening and the food they supply to us is more than wholesome and some of Gino's speciality chips are a joy to behold on their own. I believe it is fair to say that more members have given us greater support than we have had for many

Excellent turnout on the night



Peterborough Area's 30th



Mark & Jo Field's ADU 1B



Chris Gunby's JDX Herald



Doug & Paul Cut the Cake

years. Both Paul and myself were quite frankly shocked that our previous venue was an attraction - but the reception and service given to our members (or lack of!) were two of the reasons we were declining in numbers. It was also a wake-up call to look at our own businesses in the same manner.

A Brief History & News

Paul and myself both joined the TSSC in 1999, when like a lot of members who bought a Triumph car – we then looked for a club to belong to and show it off to and find someone to discuss our problems with (sometimes not car related either!!) Paul had bought a late Vitesse and me a Mk 3 GT6. We toddled along to the Bertie Arms to a club night that was advertised in the Courier and the 'rest - as they say - is history'. We were persuaded to take over as Joint Area Organisers from Richard Gillham in 2004, as Richard needed more time for other things in his life, to share the load due to our work commitments. Since then we have both seen our business commitments increased with Paul starting his own business and having to involve himself in exhibitions at weekends.

We are very fortunate that we have garnered a superb bunch of lady member attendee's who regularly bring their motors along to – thank you girls!

The support from members old and new has been great and a great camaraderie exists in the Club. The trips to the Classic Le Mans have been well supported even Paul has managed to have his Vitesse photo'd there in action. There have been superb trips organised by different members – long may this continue. Some of these have involved Sunday dinners - which made for a bit of adjustment to the seat belts on the way home!

Our Area AGM is in the forthcoming

November and your support would be more than welcome as we enter and make plans for our 31st year.

The Area photo album surfaced at the



From the Album

Birthday party and we now need to pour over these photo's and put names to faces and also add photo's. I am sure there are many photo's out there that we would all delight in seeing. In this digital age we will have lost a lot of 'visual records' deleted off the phone as there wasn't in enough memory before they were recorded. There won't be the boxes of Kodak envelopes for our grand children to sort through. The hard drives of the computers will have been crushed. So here's the request to fish those Triumph and TSSC related photo's out whilst they still exist. You know the ones – for example – the one with the embarrassing hair-do and that's ok for me as I no longer have the hair (just the memory!).

It was good to be able to attend the 20th Anniversary of the opening of the Club Headquarters on the 14th of September. What a good and shrewd investment that was in 1994. The vision and the commitment to ensuring the Club goes forward and continues to go forward is a delight to see. But this is the same as the Federation of Small Businesses with which I am heavily involved in – it's the volunteers that make it all happen. Old Chinese proverb – 'Many hands , might light work'. That's the same ethos in the TSSC – so come along and join us.

It appears that this is a good year for celebrations and in the 10 years that Paul and myself 'have had the honour' we have only lost one member that we are aware of. No doubt Freddie you are still keeping that ever mischie-

vous look in your eye on us – we are doing our best and your Spitfire is in safe hands.

Some guys have sold their cars they have owned from new and still join us for a noggin and a natter, but there are examples like Colin and Jane Saunders Spitfire 1500 which was bought as new and has now been to most corners of Europe and covered at least 232,000 miles and still has the original gear knob!

Paul recently had problems with the heel of his replacement contact points wearing down in just double figure miles. He ordered some electronic ignition to fit but didn't have the time due to other commitments and managed to coerce (from the mobile phone!) his son Jamie to do it so that he could jump into the Vitesse as soon as he got home to join us at our 30th celebrations. Well done Jamie. It's good when our prodigy help us out and that's what makes us all tick – helping one another.

If you've not visited us for some time and have some memories, photo's and idea's to share – come along to one of our regular Club nights and buy a raffle ticket to help pay for the food, you may be lucky and win a prize and pop a little in the Area's coffers at the same time. Bring a friend along and enjoy the evening.

It will be interesting for others to see and read what your Peterborough Area has been up to in 10, 20 and 30 year's time – so please ensure we keep and maintain these records.

Paul and myself look forward to seeing you all again at our Club nights which are held on the 2nd Monday of every Month at the Red Lion, King Street, West Deeping, PE6 9HP around 8.00pm. Join us for the usual raffle and refreshments and a few noggins and a good natter and that exchange of experiences.

Doug Balderson and Paul Lumsdon

Joint Area Organisers

TSSC Peterborough Area

Doug - Tel : 01778 560507,

Mob 07860 415950

Paul - Tel : 01780 470358,

Mob 07711 092497

**Meetings held every 2nd Monday of
the month at The Red Lion, West
Deeping, Peterborough, PE6 9HP**

21st All Triumph Day - Duxford

By Peter Lewis (Herts & Beds Area)

TSSC Herts and Beds Area's national event and the 21st All triumph Day at Duxford, held in the grounds of this truly great Imperial War Museum.

The event was conceived by the Essex area 21 years ago, we took on the arrangements in the late nineties, and have pegged away at improving the experience, we actually managed 16 traders this year, not all did well but you can't pre judge the attendance or indeed what members want, it's unfortunate the main camping display was missing, at the last minute, as there was a chance to buy an end of season bargain but twas not to be, so we were then down to Stands covering, cars on mugs, leather goods, plants, sausages, cheese, bric a brac, collectables, the RAF, some Stag and TR parts, watches, ladies accessories, and Tools and of course TSSC HQ's Bern and Angie with the Club Shop, the sun shone and off to a brisk start but with other events around the total attending was less than hoped for with only 120 cars and 214 paying adults. The Girls in the Area Tent worked their socks off



making tea and buns and Jo managed the raffle, we planned the raffle call at 3pm and

despite a few missed numbers we managed to dispose of all the prizes with help from a youngster intent on helping us out..brilliant.

It was pleasing to find members from all over the country and indeed Bill, who had called in on his visit from USA. with 'Dollyroo' his smart Dolomite. We had two car awards to award to good honest ordinary well loved machines and in the opinion of our judges these were Andy's TR4 and a prospective New member's TR7.

One of our Area Spitfires had a head gasket let go and they required the unhappy



recovery home, made up for by the songs from Kelly, Bethan and Chris on Guitar.

The Tank rides were running mid afternoon, I have no reports on this, and didn't make it over to see, you could hear them though!

Many were surprised by the Spitfire which was doing its rounds, often it flew past with the Havard, you could book flights in this for a mere £1,995. to fly alongside it and you thought some Triumphs were expensive to run!!!

Thanks to all who supported our efforts...
...till we meet again





CLUB SHOP NEWS

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

by Garth Jupp

New Products

Rotoflex Couplings from First Line

We are now stocking Rotoflex couplings manufactured by First Line and these are priced at **£35 each** with P&P of 1Kg

Inertial reel seatbelts with warning light wires.

The club shop is pleased to announce that we now stock inertia reel seatbelts suitable for 1500 Spitfires that have seat belt warning lights.

The part number is **PN500/15EL** and these cost **£44.90** Inc. VAT

Price Reductions

We have reviewed the pricing of the **stainless steel parts** we supply and have made the following price reductions on these parts.

Plain Stainless Parts

Brake Master Cylinder Bracket was £26, **now £23**

Clutch Master Cylinder Bracket was £19, **now £16**

Spitfire Disc Shield Pair was £46.80, **now £41**

Spitfire Calliper shield Pair was £26, **now £15**

Horn Bracket was £13, **now £11**

Black Powder Coated Parts

Brake Master Cylinder Bracket was £29, **now £25**

Clutch Master Cylinder Bracket was £22, **now £18**

Spitfire Disc Shield Pair was £48, **now £43**

GT6 Disc Shield Pair was £42, **now £40**

Spitfire Calliper shield Pair was £28, **now £17**

Horn Bracket was £15, **now £13**

GT6 Radiator Cowl was £37, **now £34**

GT6 Engine valance Pair was £67, **now £64**

Help us to help you

When ordering parts from the Club Shop that you want delivering to another address other than the one your Courier is delivered to, it would help us greatly if you told us before we take the payment.

Garth



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Winter Season Selection

**Seasonal Gifts for
You and Your
Triumph**



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HAMILODC-SS	TR2-8/SPIT MKIV /1500/GT6	£155
HAMILODC-LCW	SPIT MK I-III	£150

Indoor Covers



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

- ◆ Breathable 4 Layer Fleece Lined Weather Proof Covers.
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The cars covered so far are

**TR2-6, Stag, Spitfire, GT6, Herald,
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FL200	... Vit/GT6/2000/2500	£18.00
FL300	... Stag 3 Ltr V8	£23.00
FL400	... Dolomite Sprint NEW	£30.00



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By fitting this coil you can guarantee that it is a perfect impedance match for the magnetronic ignition system which will ensure that it works correctly and can not supply too much current to the system

These coils are priced at **£32.00 - Save £3.50**

Magnetronic Ignition - Lucas

System by Lumenition

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



Save £5.00

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

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BM100 ALL CLUB CARS **£4.00**

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Battery Isolator

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DC001 DIS-CAR-NECT **£9.95**

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

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Range of Triumph DVD's

P & P
All DVD's
0.100Kg



Code Name: BOMB

Approx. running time
80 minutes

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

DVDBOMB Double Disc £20.00

Code Name: STAG

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



Approx. running time
80 minutes

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

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

DVDSTAGSD Single Disc £15.00 or DVDSTAGDD Double Disc £20.00

BULLET: Reloaded

Approx. running time 90 minutes



Bullet Reloaded is a double disc containing four hours of content, featuring interviews with the people who designed, built, sold and raced the TR7 & TR8 as well as period film and current footage.

DVDBULLET Double Disc £20.00

Traditional TR

Approx. running time 180 minutes



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

DVDTR2/6 Double Disc £20.00

Triumph Saloons 1946 - 1984

Main Feature 92 minutes



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

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GT6



MKIII Excellent Condition. Owned 8yrs. Previous Owner Stripped & Rebuilt. MOT Sept 2015. 22,000 Genuine Miles. Always Garaged. Overdrive. Elec Ignition. No Rust. History File. £8,500. Nigel (Dunstable, Beds) 07801 869951.

MK 2 1970 Reluctantly selling my GT6. I have owned this car for 2 years, but need the space/money for something new (different). Spares include new side windows. MOT until the end of Aug 2015. £5500. Max Jones (Stroud Glos) 01453 826828

MK3 ROTO-FLEX. 1973. Green. Original car, low mileage, 3 owners, current since '97. All matching numbers. Dry stored. Somework carried out. Further restoration to do...extremely solid car. Call for more details. £950. ONO. Guy Emmott (Ticehurst, East Sussex) 07981 992848.

Vitesse



MK 1. 2.0 Ltr. CONVERTIBLE. MOT. Tax exempt. Original C.V. designated convertible. Heritage certificate. History. Loads of bills. £5,500 ONO or PX Deal Stag. Simon Canham (Cumbria) 07901 842248.



MKII CONVERTIBLE 1969. Overdrive. Royal Blue. Includes Tonneau cover. MOT May 2015. Excellent running condition. Well maintained. Condition inside & out reasonable, needs some TLC. 20 years known history. £3,500 ONO. Chris Powell Smith (West London) 02089 403949



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DOLOMITE 1300, owned 5 years, in daily use, low mileage only 67000 miles, MOT to end of January 2015, new job with longer commute force sale, solid car but would benefit from a little TLC to the paintwork £1150. Leo Brennand (Lancashire) 07942 928911.

TR6



TR6 1973. Pimento red excellent restored car with overdrive. New MOT. Excellent bodywork, interior and engine bay. £14,900. Ray Varley (Blackpool) 07816 514121.

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TRINJECTION KIT Complete set up for TR6 injection system mostly reconditioned including all parts except pipe work. All you need to convert a carb model. £1500. Mark Mccall (Midlands) 07919 014662.

SPITFIRE Mk3 DOOR. Complete door shell - stripped of all parts and fittings. Skin is

OK some minor corrosion to bottom return edge. Blue. £10 Clive Turner (Norwich) 07738 921869.

MK1V/1500 BOOTLID Good secondhand boot lid, corrosion has been cut-out and new steel welded in/ zinc primed. £80 ono John Shirley (Norwich) 01603 737513.

HERALD, VITESSE, SPITFIRE. 1200 Engine spares, Sports filters, Chrome, British

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5.5J STEEL WHEELS to suit Herald/Vitesse. Text 07889 887876, will call back. Kevin Bradbury. (Leics) 0116 2872403.

TWO GOOD condition Herald or Vitesse doors for the restoration of my Herald. I am happy to get them collected by courier if a

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3.27 DIFF WANTED. Useable, retrievable, serviceable, bits. Martyn Jackson (Scotland) 01528 544394.

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The following services are available from the Club headquarters.

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£46.00 UK £49.00 EUROPE £55.00 OVERSEAS
Young Member £24.25 (Age 17 to 25)

RENEWALS

£46.00 UK £49.00 EUROPE £55.00 OVERSEAS
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Tel: 0121 248 9280

PETER BEST INSURANCE SERVICES
Tel: 01621 840400 / 01376 573033

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Main Street, Lubenham, Leics. LE16 9TF
TEL: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC HQ, Sunderland Court,
Main Street, Lubenham, Leics. LE16 9TF
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Please only contact the relevant secretary with specific questions on each model and ONLY at reasonable times. Remember this is a voluntary service and each secretary will only deal with problems and enquiries in his or her own specific area and car model. Whilst any information given by the following officers is provided in good faith, no responsibility is accepted by them or the TSSC in the event of problems arising after acting on advice given.

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Julie Hazell Tel: 07813 589799

November 2014



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- **EVENT ADS**



**SEE US ON STAND
NUMBER 12-850**



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
NORTH EAST	Danny Stroud: 01224 742315	Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	The Boundary Inn MANCHESTER M34 5HD	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	The Dunn Cow, Primrose Hill.	1st Sun.
	Geoff Dent: 07773 440201	BOURMOOR DH5 6DY.	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
SOUTH YORKS	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
WEST YORKS	Victor Thompson: 07800 551363	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	Nigel Hill: 07976 163006		
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embrey: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

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

EASTERN AREAS

CAMBRIDGE	Kevin Rochford: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet - (A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Rising Sun, WESTON, SG4 7DR.	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 07884 006237 Elaine Hawkins: 07842 249591	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	John Macrow: 01689 829231	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL., CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. UCKFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

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

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AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
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FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
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	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Grote Sloop 78, 1754 JH - BURGERBRUG	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd., Kelston - AUCKLAND.	
		Bjerkelundgata 6 B0553 Oslo NORWAY.	
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	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



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

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pipflegel2009@btinternet.com



TriumFest Dates for 2015 are confirmed as **11/12 July** with camping from **Friday Midday**, hopefully this a better date for the majority of our members and it does not clash with Silverstone Classic or the Grand Prix. We took all your negatives and positives to the Com meeting for discussion, hopefully you will see the benefits at next year's event. I hope you will join us in saying a massive thank you to the HQ team for a fantastic job they did

on our first ever TriumFest, this year.

It is that time of the year again when it is time to Register your Area!!! Remember you are Not covered by Public Liability Insurance if you are not registered. We have made a few changes to the registration Forms

1/ You will need 2 Area members, one to propose you (this should not be yourself) and one to second you, they must be TSSC Members from your area.

2/ The registration forms will be double sided so please read both sides of the Form.

3/ We will email registration forms to all areas and they will also be included in the November and December editions of the Courier

4/ All Area Registrations should be returned by the 31st of January at the latest.

5/ If you require a Polo Shirt please tick the size box.

6/ If New A/Os require a AO Tool Kit Pack please let us know so we can send one to you.

For those that are struggling with the new TSSC website/forum (including us) Simon Morgan will be holding a workshop at the **TSSC HQ Xmas Open Day on Sunday 7th December**.

The Lancaster Insurance Classic Motor Show at the NEC will be 14/16th November TSSC Stand 12-850 Discount Code CS CMS 14HTAUE

This years NEC Stand Display is of 'NON' Standard Triumphs. Don't forget your pre-orders from the Club Shop and save on the postage. If you need to get in touch with us our details are in the Courier on the TSSC OFFICERS Page 72 and above.

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

In September it was good to see Mike and Graham in addition to our usual suspects at Grateley, and our new Lily dog made her debut at a meeting, having just collected her from Derby the day before.

We managed to remember to take a roof frame for Graham to The Bruce Arms so now he has one less excuse not to have a roof for his car - the frame will need some freeing up and sorting out, but we understand it's straighter than his old one. Frank also joined us although Kelly was working away so she missed out on Lily's first visit to the Bruce Arms.

Lily joined us again at Grateley in October, a bit hyper for a while but happier once she got her own chair and a rawhide chew but her high-pitched yap is still a bit hard on the ears.

Frank is still persevering with electronics on the GT6, getting ever closer, so I'll try not to jinx him by saying too much here, but he does now have the hazard lights working (Ouch - has that trig-

gered the jinx fairy?) but the horn has stopped working - MoT to be booked for a week's time. We'll keep our fingers crossed.

Lawrence is getting psyched up, ready to put a Type 9 5 speed gearbox into Zumm, his Mk3 Spitfire.

A bit short of club cars in the car park as even we wimped out and took the Volvo, having to have moved a few cars about to get one that we could use. Lawrence and David in Zumm, Lawrence's Mk3 Spitfire broke the duck and it was later joined by Ed's TR7.

We have now booked our **Christmas meal**, to be held on our usual meeting night, the **second Thursday of the month, 11th December** at 8am. By the time you read this we will have published the menu by email but if you haven't received a copy please do contact us for one. The pub would like deposits by the time of our next meeting on **November 13th** so if you can let us know if you would like to join us, and give us your menu choices by then that would be ideal. Don't forget to start keeping an eye out for your 'Naff Raffle' gift to bring along on the night.

Next meetings:

Thursday 11th December 2014 - Christmas Dinner, 7.30pm
at The Plough Inn, Grateley

Wednesday 17th December - Regular meeting at
The Bruce Arms, Easton Royal

Friday 26th December - Classic Car met at Romsey

New Years Day - Thursday 1st January 2015 - there are usually various options for New Years Day meetings including Wickham Square, Hampshire; Classic Cars On the Prom in Bournemouth and I'm sure there will be others.

If you can get out to one of these meetings on Boxing Day or New Years Day it's a great way to flush out the cobwebs and as an antidote to too much food and TV.

Guy & Suzie

AVON

Tel. 01454 327059

As the year nearly draws to an end, the last social event of the year is our Christmas meal. The pub selected is the **Fleur de Lis, Pucklechurch, Bristol BS16 9RA**. It will be held on **Monday 1 December** arriving ready to eat at 7.30pm.

The menu is as follows:- Starter - Tian of prawns and scottish smoked salmon or Smooth chicken liver and garlic pate or butternut squash soup with chilli and creme fraiche or parma ham salad with pomegranate, mint, almonds and white stilton

Mains - served from the carvery a selection of roast meats or oven baked salmon fillet or goats cheese gratin

Desserts - Trio of desserts triple choc brownie, baileys and malteser cheesecake, white choc and coconut dipped strawberry or cheese plate with mini port or traditional christmas pudding.

Total price is £19.95 per person with £5 per person and menu choice required at the November meeting. If unable to attend the meeting please email me (Junewrighton@tiscali.co.uk) and I will forward it to Mark.

This will replace our December meeting so the next meeting dates will be **Monday 3 November** and **Monday 5 January**

June

SOUTH BUCKS

Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Hi. Hope you and yours are well. Well, here we are, the summer seems to be some time ago, but at least it was a good one and lasted for a good long time!

Tue 9th Sept was the Ace café night. I took my 2000 along and just about struggled to get into the car park! It was a nice late summers evening with many different cars in attendance. Good number of people must have made the effort for the last of the summer nights! Nice to see Simon & Tracey but gain, the TR6 was outside the car park!

The 20th anniversary of the opening of the TSSC Hq in Leicestershire was on Sunday 14th Sept. As I have probably bored you with before, but being very proud of it means I do keep telling people, my Father, Paul Swanson was the founding member of the TSSC. My mother asked if I could attend the event in

CAMBRIDGE CANTERBURY . . . CHESHIRE



TSSC AREA NEWS

place of my Father as he is no too well at the moment. It was a superb day with many people in attendance and the car park full of Triumphs, just as intended. The locals were coming to see the cars too, as there was a local car show and Scarecrow event too! I met with fellow TSSC member Terry from the south coast, and we discovered we had many similar interests so we added to the days enjoyment. My thanks to all the TSSC team that gave such a fitting anniversary event.

That pretty much ended the show season for myself as I have had other commitments that have prevented any others that were on towards the end of the show season. Hope you made it to a few this year, and it would be great to hear so we all know which ones are the best to attend or avoid!

So, what is there to do in November? **The Ace café** goes into the winter so you can generally park in the car park! It's on the **11th** and in some ways fitting, as without the sacrifice of so many, we wouldn't have the choice. Starts around 6pm but goes on most of the night. The biggest classic car show of the year is at the **NEC 14th-16th November**. It gets bigger every year and is simply on a massive scale and you will need your good walking shoes! Well worth a visit though as you will see such a variety of cars and parts. TSSC has a stand No. 12-850, so please make sure you go and have a look and say hello to whoever is on the stand as it's always nice to speak to members when you are on stand duty! More details of the show at www.necclassicismotorshow.com
The TSSC South Bucks meet is Wednesday 19th Nov at The Squirrel from 7.30pm on.

Take care,

Carl.

CAMBRIDGE Tel. 017764 324345
e-mail: kevin.rochfort@btinternet.com

Hi I thought I'd do a writeup for the Courier for the Cambridge area: A small but enthusiastic turnout this month at the Plough in Fen Ditton between Cambridge and the A14. Tom bubbled over with tales from his recent outing on the Round Britain Reliability Run in his red convertible Herald with its lovely coupé hardtop despite breaking his rear spring on the way down to the start!

Two thousand miles in 48 hours with only three wheels - only a Triumph could show that sort of reliability.
Andy was looking forward to getting his short engine back from its overhaul so he can fit it under the lead converted head in his Spitfire. Chris's GT6 is going strong and as always he was in it so at least we managed two Triumphs in the carpark. Toby's Hurricane is almost ready for a road test with its new Zetec SE engine, courtesy of lots of helpful advice from the club's favourite Judo gold medal holder, Chris Sherrington. Tim came along halfway through with news of his efforts to switch the plastic body on his new TR5 out for new metal panels and all the brightwork that goes with it.

The food was good, the company great and we found ourselves the last to leave.

TSSC Cambridge meets on the first Monday of the month from 8pm at www.theploughfenditton.co.uk

Tom

CANTERBURY Tel. 07810 438074
e-mail: philrogers002@gmail.com
www.canterbury-triumphs.org.uk

In last month's "Courier" I stated my intention of standing down as Area Organiser at the end of the year. As yet I have had no enquiries about taking on the role.

Contrary to what the name suggests, the A.O. does not organise everything! It's more a matter of coordinating and distributing information via e mail. It also entails a brief write up once a month for the "Courier" about what's happening locally and as much or as little effort as you want getting people together for events and runs. My experience has been that the majority of people are willing to help, work and other commitments permitting.

If you're a little concerned that you've never taken on something like this, don't worry because I'm not going away and will be on hand for help and guidance if needed. If you are interested I would encourage you to get in touch so that we can arrange a way for-

ward and keep the Canterbury area alive and kicking.
Regards

Phil R.
philrogers002@gmail.com

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www.tssccheshire.webspace.virginmedia.com
e-mail: cheshire@tssc.org.uk

Dave (the Stagfordshire AO) and I travelled down to Lubenham for the Open Day. The place was buzzing, partly due to Lubenham Fair also being on that Sunday, and plenty of people who'd come to visit the Fair also dropped in at the Club on the way past. We met a number of people, bent Jane's ear with our views about TriumFest, bought some bits and pieces at the Club shop, partook of some beer (Dave was driving), and also partook of a little 20th Anniversary cake and some celebration bubbly.

On the way back Dave's Vitesse restoration was inspected. When I first heard that parts of the car (the doors) were being dipped in molasses to remove rust I thought that this must be an old Stagfordshire custom that had been resurrected specially for this particular car, but asking the question of Mr Google revealed that this was in fact a regular thing, despite no-one knowing quite how it worked and the fact that it took several weeks to work. Sadly what this does not do is replace the air with metal, which we all know is a common problem with all rust removers.

At long last, Macclesfield Gearbox Dismantling have managed to assemble the first of the new tools, which is a copy of special tool number S4235-A, otherwise known as a slide hammer which can attach to a gearbox input shaft and pull it out with minimum force. The first test has proved successful, so the company is now attempting to make something resembling special tool S4221A and adapter S4221A-19/1, which pulls the bearing off the output shaft. This relies on one of the company directors finding the right shaped piece of steel in a certain scrap skip.

Then, perhaps, the piles of bits of gearbox can be reassembled and take up less space.

Meanwhile Macclesfield Engine Tuning are still pondering the best way to resolve the rather ratty valve seats on the spare cylinder head. Old British valve seat cutters seem to fetch quite high prices on that there auction house, so alternative methods may be employed.

And so to our meeting, which was the cosiest we've had for some time. However John provided some welcome diversion with what seems to be the decision to have a VW camper van in place of one of his modern vehicles (the Spitfire isn't threatened as a camper van wouldn't fit in the Spitfire's garage). And then Jack's eye has been drawn by a Spitfire with a Toyota 1600 engine in it, which has just a bit more horsepower in it than the normal Spitfire engine, and a whole lot more than a 1200 Herald. In this case, both the Herald and the (Reliant powered) Austin 7 are threatened with new homes. There was also intended to be an exchange of tools, some destined for the rusty parts of Stagfordshire (see above), but domestic arrangements mean said tools have taken different paths which may coincide at Froghall, at a time when your Organiser will be somewhere in the Black Forest. Does any of this make sense?

Answers on a postcard please.

Upcoming event (there's only one in my diary!!) is the **NEC bash in mid-November**. If you want to join us on the day (probably the Sunday) get in touch in time to make arrangements.

Our next meeting is on **Thursday 6th November at the Cock and Pheasant**.

Henry

IMPORTANT NOTE
E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



CORNWALL . . . COVENTRY

TSSC AREA NEWS

CORNWALL

Tel. 01872 573763

[www://autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

e-mail: cornwall@tssc.org.uk

I sit here in a thunder storm writing this and can confirm that the fabulous summer weather appears to be over. Still, the Stag is taxed for another month, so who knows where we'll go in her.

Our last summer run out was to The Pheasant Inn in St Newlyn East. We had a good crowd including some new members and some friends who came for the drive in their MGB. It was dark by the time we arrived, but the pub served us some very good hearty food. Through the winter we will be driving out for Sunday Lunches, so if you know of a good pub, please let me know.

This all means that monthly meetings are now back at our regular haunt; **The Hawkins Arms, Zelah.**

Being October the trials season has started, so our intrepid team, Forever 21 (three TR7s), headed north for the Edinburgh Trial. The journey up was unremarkable, except that I had lost all the fluid in the rear brake reservoir; later we found the leak was in the hydraulic handbrake. After a short night's sleep we headed for Tamworth Services to Scrutineering and the start at around 3:30am. Although we tried to keep together we all seemed to find different places to go wrong on our route to the first holding point at Carsington Water, but we made it. From here the trial started in earnest. After 5 sections we were at breakfast and we had all only dropped one section. After breakfast we headed off into the Peak District rain and did a further ten sections with varying success. Simon came through unscathed, my new car performed extremely well with only the brake problem to mess me about and Jane had lots of problems, unusually. We all managed to make it to the finish, had a very good night in Buxton and all made it home. We'll be talking about this one for a while yet, but January will bring the Exeter Trial.

We seem to be enjoying new members again, so let's hope you all keep coming through the winter; I can vouch for the lovely homely fire we usually sit around at meetings.

What's on!

NOVEMBER

Saturday 1st Fireworks Party at Mike & Claudia's, Callestick 7pm

Thursday 13th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 23rd Sunday lunch TBA.

DECEMBER

Saturday 6th Christmas Dinner/Dance, Royal Duchy Hotel, Falmouth

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

This is also the time of year when we have to vote in our AO for the next year. If you would like to have a go (please), give me a call; it's time for new blood so please come forward if you fancy it. It's not a difficult job and it is very rewarding.

COVENTRY

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Into October already, where has the year gone? September was a little quieter but still a few outings for the "Smiffy Spitty" starting with a first visit to a regular meet at Kineton on Thursday the 4th we were informed of this meeting by Mike Rowell and it takes place at the sports club in Kineton on the first Thursday of the month and what a pleasant evening it turned out to be with over 100 classic cars and at least 70 motorbikes on show, a well run event with hot dogs and burgers on sale for only £2 and very reasonably priced drinks from the club bar, we met up with Mike & Viv, Craig & Sarah and Dave Harris and a good night was had by all.

Next it was onto Himley Hall at Dudley on Sunday the 7th, this being a Transtar event, one of their better ones, lots of stalls to have a browse around and a good turnout of vehicles, travelled there in convoy with Steve & Sharon in their Herald Convertible



and Paul & Joan in their Spitfire, the weather was good so hoods down all day, only problem was on leaving, it took us 45 minutes to get onto the road.

The following weekend it was the monthly meeting of the Heart of

England at the Griff in Bedworth on Sunday 14th, a nice enough day but attendance was down a bit due to a lot of other events on, mainly the Atherstone Show, still a fair turnout of approx 40 vehicles with some we hadn't seen before and of-course a good representation of Triumphs.

Sunday 21st Dalos Day Run and guess what! yes the sun was shining, well it always does on our Dalos Day. The run was devised by ourselves and consisted of a 64 mile run around the villages and towns encircling Coventry, you don't have to go far to find some lovely countryside and villages and with towns like Kenilworth which included passing the Castle everyone really enjoyed it, we concluded at Monks Kirby where we had lunch in the Denbigh Arms, an excellent Sunday roast highly recommended. We were down in numbers a little again but quality was right up there with 3 Triumphs and a Mazda in the convoy.

Our last event of the month was the Sywell Piston's & Props Show in Northants, a 2 day show on Sat 27th & Sun 28th, another first for us but definitely not a last. A terrific show with lots of stalls, aerobatic displays, which included a 20 minute display by the Spitfire, Hurricane and Lancaster bomber. A first world war dog fight plus many others, lots of vintage racing cars and bikes and drag cars blasting up the runway, a great weekend. Our stand comprised of 2 Spitfires, 2 TR6's, a Herald convertible, a Mazda MX5 Eunos, a Davarian and 2 Armstrong Siddley's, quiet an impressive stand. Thanks goes to



Maurice and the ASOC for the loan of their event shelter. Finally our monthly meeting at the Bull & Butcher, Corley Moor on Tuesday 7th October. 8 of us had a meal in the restaurant pre meeting and up to it's high standard it was as usual, great value. Then into the snug for our meeting as it was getting cold and dark. There were 11 of us in total with 3 Triumphs in the car park with the hoods down.

We wished Mike Rowell a speedy recovery after an operation on his leg, hope to see you hopping around at the next meeting Mike.

Mike had already informed us of a **Classic Vehicle meet in Brackley on Sunday December 28th**, will list in forthcoming events with a question mark, ie if weather is good and we want something to do, why not, no booking necessary just turn up.

Our October Dalos Day Run has now been rescheduled for Sunday 26th, route being planned by Keith & Trish starting at the Windmill in Hinckley meeting at 12.15pm ready to leave at 12.30pm, must know numbers by Wednesday 22nd.

Our December Meeting will once again incorporate our annual Christmas Dinner Evening at the Bull & Butcher, menu's are available now and we must know numbers and choice's of menu at our November meeting, anyone needing a menu just get in touch, once again dress is festive. That's all for now

Regards

Phil & Lyn

**Forth Coming Events :-
Sunday 12th October HoE meet at the Griff from 11.30am.**

DERWENT VALLEY . . . DEVON ESSEX

Sunday 26th October Dalos Day Run Meet at the Windmill
Pub Hinckley, 12.15pm, ready to leave 12.30pm.
Must know numbers by Wednesday 22nd.

Tuesday 4th November Our monthly meeting at the Bull &
Butcher, Corley Moor, 7.30pm

Sunday November the 9th. HoE meet at the Griff,
Bedworth from 11.30am

Saturday 6th December Heart of England Christmas Dance,
Bulkington Workingmens Club, 7.30pm til late, tickets £6.00
includes buffet, live music.

Contact Roger Perkins 02476 362208.

Sunday 28th December Brackley Classic

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

Hello everyone. I would like to start with a couple of congratulations, Firstly on behalf of everyone in Derwent Valley, congratulations to Roger & Julie Buck who have just become grandparents, enjoy it guys I'm sure there will be lots of fun to come.

Secondly happy birthday to Karl who recently celebrated his birthday and thanks to Lisa for the lovely cakes (please see attached)

It was another good month with a respectable turnout and it was pleasing to still see a classic or 2 in the car park.

The entertainment was a Halloween/bonfire night quiz put together by Julie and Roger which was very well received and as always and created some debate on the answering front. The rest of the night was taken up with the usual chat and catching up and discussions of Christmas gatherings, I know that Julie, Adrian & Nigel are in the process of putting something together so please get in touch with them.

Adrian and Nigel mentioned that the **Annual New Years Run** is going ahead with plans being made so please watch out for further details, put a date in your diary for the **First Sunday of 2015 4th Jan** is the planned date, as always it will be a fundraiser so please feel free to join us.

Just one final thing from me, if you read the Courier on a monthly basis and catch up with the comings and goings of your local area, why don't you pop along to your local meeting and put a few faces to the names that you read about, I am sure that all of the areas are very similar to Derwent Valley that we are very welcoming to all comers, there are a big group of dedicated individuals that work hard to keep the Club going both on a national and a local level so why not come along and see what they do.

Thanks very much

Richard

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We have a new Scalextric champion this year. Marc Treleven overcame all in early September to win this year's trophy and take on the organisation of next year's event ----.

Five Triumphs had met up at the HQ of the Dartmoor National Park at Parke, Bovey Tracey for a 30 mile run over



TSSC AREA NEWS

the moor in lovely autumn sun, taking part of the route of the Round Britain Cycle race. Through some of the narrowest lanes towards Widecombe, we felt a little, only a little, sorry for the young driver who had to reverse for us – so badly we felt like offering to do it for him! We parked up at the Dartmoor Prison Museum before arriving at Rob, Helen and Alice Northcott's – this year's hosts. Many thanks to them for their hospitality, and also to Graham & Karen from Liskeard for lending us the track. Hot competition with a series of run offs, more off the track than on in most cases, and Marc defeated Maurice to take the title.

Another great display of cars for September Club Night – 12 in all which included Morton & Lilian's TR (from Denmark – they had come over for the Goodwood Revival), along with Tim's Burlington. Also with us again was visiting COM member Bill Bates with his Spitfire, rising becoming a Devon regular Bill! Shaun came along from Plymouth to show us his recently acquired and immaculate MkIII GT6 in Magenta and other Plymouth cars included Julie's TR7, John's Spitfire, and Bob's Vitesse. A balmy autumn evening and we stayed chatting in the car park until late.

The second Southwest Triumph Meet this year was back at Route 38, just over the Tamar into Cornwall. Seven of us met up at Ashburton, including Andy W with his MkII GT6 and Neil & Sharon with the 2.5PI. The rest were our Stag, Spitfires of Dan and Mike, Simon's Mk1 2000 and Mark's 2.5PI. Mixing with the big American cars of the Route 38 car club, were over 20 Triumphs, the vast majority being TSSC cars. After the usual good brunch, eight of us had a lovely drive via Liskeard, Callington and Tavistock to the old airfield at Yelverton where an ice cream was obligatory. A lovely day in great weather once again.

COMING UP

Our annual **Treasure Hunt** is **Sunday 2nd November** to be organised by the Treleven family, and they are planning a run around South Devon. Meeting at 10.30am at Western Wood Way, Langage Science Park, Plympton Plymouth PL7 5BG, which is near the landmark gas power station, and finishing at the popular Burrator Inn at Yelverton.

November Club Night will be at the **Star Inn** as usual on **Wednesday 19th**.

Inter Club Skittles will be on **Sunday 23 November**, when we will join the **SOC and Dolomite Club**, this time at the **Waite Inn at Zeal Monachorum**. We aim to arrive there for 11.30am so can meet up at 10.30am once again at the National Park HQ at Parke, Bovey Tracey. It will be an opportunity for members in Mid Devon to come along to an event, even if playing the game is not up your street!

We are still taking bookings for our **Christmas meal on Saturday 6 December** at the **Dartmoor Lodge** and have emailed menus to all we have email addresses for. If you would like to come, please let us know asap, together with your £10 per head deposit. Final money of another £11 per head plus menu choices will have to be with the hotel 10 days before the event.

Devon will be producing a calendar again for 2015. Let us know if you would like one – your car may be featured!

DEVON DIARY

Sunday 2 November Annual Treasure Hunt
W/E 16/17 November Classic Motor Show at the NEC
Wednesday 19 November Club Night at the Star Inn
TQ12 6EZ

Sunday 23 November Inter Club Skittles with carvery lunch
Saturday 6 December Christmas Meal Dartmoor Lodge
7.30 for 8pm

Sae & John

ESSEX Tel. 01375 672072
www.sites.google.com/site/tsscsexarea/

The weather has started to turn, as I write this it is chucking it down with rain and by the time you read this Three cars from Essex will have taken our Triumphs for a long weekend in Jersey and it will probably have turned cold and some cars will be tucked up for the winter, no such luxury for my car and most of the Essex members cars as we run our cars all year round, so keep those Triumphs going all year and enjoy them on the good days in the



ESSEX GLOUCESTER

TSSC AREA NEWS

Essex Continues

winter too.

My office - my Spit (Tallulah) has her own engine back in and yes it is running sweet, it is nice to have it back in. I got the engine back together late in the week then made a few nasty phone calls and members turned up to help put the engine back, this is what being part of a Club is all about. Thank you to all those that helped taking out and putting back my engine.

I have also had a trip out with Kirk to pick up a load of Triumph bits from Paul a former Essex member there appears to be lot of useful bits in the crates we picked up. Last minute update, Ian's Spit threw a wheel bearing, Kirk came to the rescue with a complete hub unit which we swapped last night ready for the trip to Jersey. Thanks again Kirk.

Out and about - Colchester lions in castle park, this show is in the ground of the old castle and we had a good turn out of 9 cars, 4 Spitfires, 1 Stag, 1 2.5, 1 Toledo, 1 Vitesse, 1 GT6. We sat in sunshine drinking Coffee and walked around looking at nice cars and talking to their owners until our grandson arrived then it was look at this car grumpy, now look at that car grumpy, and then can we go on the boating lake, grumpy, we looked at another car, he got to go on a boat ride and we all went back to drinking Coffee and chatting cars. It was nice to have a relaxing day for a change.

Club day 21st September - A busy day in the car park again this Sunday as the usual MG lot were already there they must arrive at 10am to get all the prime spaces. Anyway we were the first to arrive followed by Kirk, Jed and Vera. Then Mike and Marian and later on Ray, Lesley and Maisey. Joe arrived in his MG and didn't know where to park, with us or them! We soon settled into lunch and chatter. Steve and Janet arrived and soon the chaps were happily chatting cars in the car park. Bronwen, Stuart and Jack also came in for their lunch. The chap with the V8 Spit who pops in occasionally, sorry we don't know your name, had some issues and ended up calling out a very nice man, who said it was a blown fuse. How many Triumph men does it take NOT to diagnose a blown fuse, err 5 ish. We also had Jensen's, rolls Royce and Bentleys in the car park. We had 9 triumphs, 4 spits, 1 stag, 1 x 2.5, 1 Toledo 1 TR6 and 1 GT6 and 19 people, and the time as usual just flew by and we finally closed up the latest time ever for us at about 4.30, no one was in a hurry to get home. A great day, nice and sunny with no rain.

Christmas dinner was discussed, it's Saturday the 13th December same as last year, a Christmas set menu with choices before the day. Some deposits of £5 are already being paid to Lesley who again this year is organising (after her brilliant job last year). Don't know time yet.

Sunday 28th September Battles Bridge Classic Car Show - We arrived at the lay by first with Lesley, Ray and Maisey who we had met at the petrol station, closely followed by Kirk and Bradley, Jed and Vera. There was no sign of Mike and Marian but quickly Janet's phone to find missed calls Primrose wouldn't start this morning. It was agreed after Mike had a I had a chat that it might be battery or alternator so we went on ahead, while Mike put the battery on charge. We arrived at Battles Bridge about 8.30 and luckily for us there were 4 spaces at the end of a row. Camp was quickly set up and a phone call from Marian said that they would be along later in their modern car. Cups of tea and coffee on, and cakes handed round, it was soon time to head out to the auto jumble. Many thanks Vera for staying behind to guard the stuff. I think Kirk and I had a "who can purchase the most" competition, with me, getting 4 books on Toledo or Dolomite for my ever growing collection plus heaps of other bits and pieces. Bargain of the day for Janet was an Autoglym bag with stuff in it for cleaning (whatever that is) for my birthday for £20. We had a visit from Brian and Jean who on this occasion were with the M25 East

area on a club stand, we also had a visit from Keith and Caroline who have a green Spit, not seen them in a long time so plenty of catching up to do there. Steve and Janet came over for a visit and had a long chat about a Spit part, was it or wasn't it? Joanne, Mark and Harry arrived in modern car as they have yet to get a Triumph. We did the usual 50/50 we are about half way to the new gazebo. Most of us went for a second trip out to the auto jumble and came back with more stuff! The day ended at about 4.30 for us as the queue to get out had gone down. Just as we were leaving Wes, Cat and Toby arrived to say hello again they had come in modern car but we are always pleased to see young Toby who reports he had a great 2nd birthday. Soon we were home and unpacking the car ready for the trip to Jersey.

Round Britain Reliability Run 2014

Sunday was the quickest trip ever organised with Kirk deciding to pop up to the Plough pub in Enfield to see the cars come in from the round Britain reliability run. So we phoned the pub and booked 8 of us in for a meal so that we were already on site for their arrivals. Kirk took the Toledo but we were in the modern MG, so we had Kirk, Jed, Vera, Joe Janet and Allan. We had already sponsored Andy Cook in the flying log, so we decided to make sure we saw him come in and then see what time it was as the first arrivals were not due until after 6pm. The first thing we did was hit the retro shop over the road to see if the ladies could buy anything nice, and then the garden centre but it was all too soon time to go and get dinner. The dinner was excellent and after we took coffee outside to sit and wait. There was a delay on the M40 but a few started to trickle in the first car back was a Mk1 White Spitfire, brilliant to see.

We saw Cookie in the flying log and the team make it back and had a photo call with Carol's teddy and Janet's teddy that was Carol's. Closely followed in by Nigel Hill, Chris Gunby and Di Allen in the Acclaim. It was soon time to go as it was a very cold evening and we left them all to their celebrations.

Up and coming

Sat 1st November fireworks Southend sea front with
fish and chip supper
SUN 16TH NOVEMBER CLUB DAY Halfway House 12:00
A127/A128

Sat 6th December Christmas Market at Rochester
Sat 13th December Club Christmas dinner at the Ship
East Tilbury.
SUN 21ST DECEMBER CLUB DAY. Halfway House 12:00
A127/A128

Dates to be announced for Cream Tea, Breakfast Run to the arches, Southend.

Birthdays None this month.

Allan & Janet

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

Ok then as none of you went I have to tell you about the European Triumph Friends Weekend. Jane, Vicky and I (aka the catering crew) jumped aboard our trusty steeds and headed off for a week-end tour into Europe to catch up with friends and enjoy the event that they had put on. We enjoyed superb weather over the week-end with only minor damp bits and very limited need for my shower cap.

Windmills, BBQ's, bacon and eggs, beer and some very dodgy home made vodka concoctions all blended in to add to the fun oh and a very pleasant tour around Holland and a little bit of Germany too and France and Belgium. A great weekend to have enjoyed as it's one of the last ones this year too. Our thanks to everyone for such a warm welcome and a fantastic weekend.

Next was our pub run to the Cat & Custard pot this is a re visit as we've had a run out here before but as we say if it's good then do it again so a run out in the direction of Tetbury it was.

Club night, it was great to see Matt with his maiden club night trip in his Spitfire and splendid it looks too, well done Matt we look forward to seeing you and the Spitfire out and about lots more.

Paul and I went to the Prescott breakfast club, well what better reason than bacon and eggs to start a Sunday off, the food was good the cars were even gooder and the sun was shining too. Excellent.

Moving on we then motored over to Sudeley Castle to enjoy the classic car show, Simon had pre booked with his Vitesse and it

HANTS & BERKS . . . HERTS & BEDS ISLE OF WIGHT . . . LINCOLNSHIRE . . . M25 EAST

looked great lined up in amongst all the other lovely cars on show, there was a good mix of classics on show and this is one to watch in the future as it will probably grow into quite an extensive show being in such a lovely setting. Who knows we may even see some of Winchcombe's resident classic car owners there too.
Who knows?

Last on the calendar Paul and I enjoyed the late autumn sunshine and took his Stag to Castle Coombe to enjoy the autumn classic, there were lots of exotic cars to enjoy, both racing and in the club stands with the biggest display of Bristols seen in a long time and I like Bristols. Glavon TR group were out in force with a club stand and it was nice to catch up.

The racing was first class with plenty of action to enjoy it was very informal and nice to wander in amongst the paddocks to see all the competitors beaver away in preparation.

Events.

Sat-Sun 1st-2nd Nov The Footman James Vehicle restoration show, Shepton Mallet.
Sun 2nd Nov Rock cakes, venue TBC
Fri-Sun 14th-16th Nov The Lancaster insurance classic motor show at the NEC
Mon 17th Nov Area meeting at the Swan, Coombe hill.

Andy

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Sorry to bring it up but it's nearly Christmas again.

The **Area Christmas dinner** will be on the **2nd of December at the Crooked Billet**. If any body is interested in attending send me an email and I will send you the menu options. Two courses for £19 and three courses for £24 but I will need a £5 deposit at the next meet.

Alan

HERTS & BEDS Tel. 01582 750943
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Well we had some serious sunshine for Duxford, but it only produced 215 visitors and 120 cars, surprised at that as we had more last year with the rain and wind in place, however the raffle and donations in the food tent have paid our costs and it tops up the area funds again for another seasons activity, many thanks to the whole group of area members who got up early and merrily waved and wandered around the site, thanks to the girls for doing the refreshments all day and the Triumph trio for singing their X factor off, with Bern and Angie manning the Club Shop together with 14 other traders. The camping display had a building problem and had to bailout right at the last minute, sorry about that. With Jim and his van, tent and generator, also more power from Barry and Johns machines which kept the power up all day.

The only hiccup on the day was Valerie and Christine's Spitfire decided to blow its head gasket into a terminal rescue required but they got home safely, Ray and I will muster the spanners to effect a repair this month.

Its our **Area AGM for the November 24th Pub meeting**, don't be put off, it won't take long and now Jo is presenting her secret surprise Raffle, so get ready for the excitement !!!!!..well you know what I mean.

Whilst The Rising Sun is a bit out in the country we still get 20-30 members each month, its a good social mix of boys and girls, (don't read anything into that) you don't need a classic, or even be in one to attend these friendly Noggins and Natter evenings. We will be arranging a trip to the **Rolls Royce Museum in Derby** TBA and **Christmas Dinner is at the Rising Sun - December 6th**, pretty much fully booked, if you wish to join us please contact me very quickly.

My recently acquired 2000 saloon is behaving well and having just fitted a Club Lumenation unit and Stag spec brakes with Mintex 1144 pads she goes better and now stops in a far more excited manner than previously.

I have done a few valuations this period for members and assisted John in viewing a GT6 which is now another smart car on the

TSSC AREA NEWS



road. The Spitfire offered project was (I believe) collected by Scott, need some news on that one.
All the best

Peter

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

The clocks have changed, the nights are shorter and Christmas is round the corner but don't fear there is the 26th Isle of Wight Triumph Weekend to look forward to, yippee, so please check out our advert and be sure to add the May dates to your diary. We look forward to meeting up with old friends and welcoming new friends to what we hope will be yet another successful weekend.

This month we've organised a **Sunday car run** and hope you are able to join us, if successful then we'll hope to plan a regular monthly run starting at different venues around the Island, so suggestions welcome. The plan this month is to meet at 10am in the upper **Coppins Bridge Car park, Newport and then have a run out to Fakenham Farm, St Helens on Sunday 9 November** where we can stop for brunch or tea and cake. Don't worry if your club car isn't on the road as it would just be good to catch up with likeminded enthusiasts, bring along your friends and family as it is as much a social event as it is a car club event.

The Isle of Wight area has a gas tester that was purchased with area funds for use by TSSC members so if you wish to make use of it then please get in touch. As fellow Triumph owners we all have a selection of personally owned tools that may come in handy for that emergency so wondered if it might be worth compiling a list that can be borrowed between members, let me know what you think.

Anyway hope to see you all on **Sunday 9 November**.

Angela & Elaine

LINCOLNSHIRE Tel. 07841 450715
www.lincstssc.co.uk

Firstly, a huge warm welcome to Fred and Mary who attended our last meeting in their newly acquired, and very tidy looking, TR7 DHC. We hope you enjoyed your first meeting with us and hope to see you again!

The **Lincolnshire Area camping weekend** venue has been booked for 2015. Please put **September 4th-6th 2015** in your diaries for next year. Details will be updated as the weekend plans are firmed up, but should be kept up to date at www.lincolnshire-triumphs.co.uk/camping.

The **Lincs Area Fireworks Extravaganza** will take place on **8th November at Sue and Keith's house**. We'll discuss the details at the next meeting on the **5th November**, but get in touch if you can't make it and need address details etc.

Our **Christmas Party will be held on 20th December at David and Mary's**. The final details will be discussed at the meeting on **3rd December** but is likely to be on a joint 'bring some food and drink' basis.

Details of other happenings via
www.facebook.com/LincolnshireTriumphs.

Simon

M25 EAST

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www.tsscm25east.webs.com

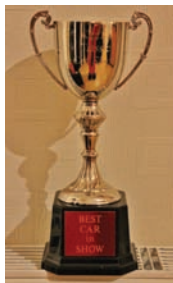
Hello all and welcome to the latest episode in the long running saga of The M25 East Area. As usual we've been up to loads of stuff since you last heard from me. Firstly, in early September we trundled down to Aylesford for the 'Kents Classic Car Show'.

M25 East Continues

We had a good turnout of 8 cars and also met up with Tony who has bought Bob's red and white Vitesse. Tony has taken the plunge and joined the Club and hopefully will be out and about with the rest of us. About 650 cars were there, including some real stunners. Imagine how shocked we were when one of us won the 'Car of the Show' trophy. Unfortunately the winner who owns a J registration Signal Red Herald 13/60 Convertible with Vitesse bumpers, spotlights, Minilite Wheels and Overdrive would like to remain anonymous as he doesn't like the publicity ha ha. He has also assured me that he has only slept with the trophy once.

A new show we tried out was the 'St Christophers Show' over in Kent. A nice show but very unusual in the way they parked the cars. Every car had their own exact numbered parking space, which meant that we were spread out all over the field. Not good because as they say in the advert - 'we want to be together'. Anyway, after a bit of shuffling around we got ourselves more or less in one group. I think for next year we'll do it properly and book a Club stand.

The big show for September was the 'Grand Motorbilia Day' at Battlesbridge. As usual we had a Clubstand in the more upmar-



ket area. The weather was absolutely glorious which meant the whole show was packed with cars and people. We managed to get 10 cars on show and I think we may have to start getting more passes as the demand is getting greater all the time. Also on show was our new pop up gazebo, much, much easier for our erection committee to handle. Finishing it off were the stunning new side curtains. They were acquired at great expense at Le Mans and lovingly machined by Donna. Well done you !! A lot of filming was done at Battlesbridge by yours truly and I think this video is the best yet. Amongst the footage of sunshine and classic cars was Kevin's on screen appraisals of some of the cars. He really was in blistering form and sorry Chris but I think the Vitesse will now become known as 'The Bucket of Muck'. Kevin did get a taste of his own medicine though with Colin's very own presentation of the multi-coloured green machine, very funny.

Oh, and a big thanks to Dickie Boy and Chris for making my breakfast, it was blooming lovely. Be careful though, you two might become the areas cooks for all the shows. So, that's it for this year regarding the outside shows.

What have we got lined up for the winter? Well, a few things have been suggested which sound like good things to do. A visit to **Chiselhurst Caves, Kelvedon Hatch Secret Nuclear Bunker** (a couple of us went a few years ago but well worth another visit and

for those who haven't been, it's a very interesting place). There's also the **Whitewebbs Autojumble** just after Chrimbo and not forgetting the **Triumph Spares Day in March**. So, coupled with our monthly meets there should be plenty of opportunities to meet up.

I suppose now is the time to start thinking about all those winter jobs to be done on the cars. Colin must have something pretty big going on judging by the big can of thinners he bought at Battlesbridge. Dickie has UJ's to change and I think one of mine has come out in sympathy and started clicking, so I could have a bit to do as well. Barry's had gearbox issues so a few quid might need spending there. Fingers crossed for Keith and that his rear wheel bearing woes are behind him. This time last year Malcolm was gearing up for his epic respray complete with all the trials and tribulations that came with it along the way. Just think mate - all the aggro is now just a distant memory and you've got a lovely shiny Vitesse (£12,000) in the garage.

I'm sitting here writing this on the 1st October - the day you no longer need to display a current tax disc. I've read quite a few articles online about classic car owners now getting period tax discs to display on their cars. Oooh, sounds good to me, this time next year I'll be a millionaire ha ha. So, don't hold back, you know where to come for your authentic discs.

One last thing - the **Area Xmas Dinner** is now booked for **Sunday 7th December at the Beacon in Dartford**. There are 26 of us booked in and if you haven't yet ordered from the menu can you get in touch with me or Donna to order what grub you want. Oh, and another last thing - a few of us popped into the **Good Intent Pub in Hornchurch** for Sunday Lunch. With the view of using it as our monthly meeting place this side of the river. We can report that it all went well, nice food, big area to sit and a big car park. So this winter we'll be at **The Good Intent** one month followed by **The Wharf** the next month. Don't forget - this month's meeting is at the **Wharf**. Cheers me dears

John

November Events

Saturday 15th/Sunday 16th - NEC Classic Motor Show
Sunday 23rd - Monthly Meeting (The Wharf, Dartford)

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

As the season is coming to a close, we still have one or two events that we have attended. We would like to thank Steve B Spitfire, Pete Spit 6, Derek Vitesse, Hugh TR6, Mark Vitesse, Neil 2000 saloon and Graham Spitfire MK111 for flying the flag for the Manchester Area at 'Event City' (Trafford Center) your Triumphs are a credit to you. This event was quite busy considering it is only in its second year and is certainly on the calendar for 2015. We also had a small gathering at High Leigh Garden Center.

A few members have asked if we can do a few more one day events in 2015 if you see anything interesting let us know at our area meetings.

There were 18 1/2 members at our meeting with baby Evelyn making up the half it was good to see Martin & Janet at the meeting with their new and first edition to the family Well Done Guys Congratulations to Ben for winning our "Guess the Baby Weight" competition.

Janet and us are on the hunt for a new bank account for the Area as Santander's charges have become too high making our account not fit for purpose so For now, please DON'T make any bank transfers until the new account is up and running. We will let you know as soon as we have more details.

Thanks to Paul for organising a BBQ and lights for our area, so that we don't have to beg, steal or borrow at future events!

Pete needs your photos for the 2015 calendar! Photos of cars and events are welcome, in as high quality format as you can. Pete is also looking at some new window stickers.

It's looking likely that our area **Weekend Event in 2015** will be held at **Elm Cottage near Winsford** - however if you have any ideas for an alternatives, please let us know. Along with caravan and camping facilities, we would prefer somewhere with on-site chalets or B&B, and we need somewhere with a function room on site or very close by.

It's that time of year to think about our Area Organisers! Please let us know if you'd like to have a go honest we won't be offended sometimes it does an Area good to get new blood and ideas and after all we have been in situ well over 7 yeeeeeaaars!!!!

NEWBURY . . . NORFOLK



TSSC AREA NEWS

Xmas Do now booked for **Friday 12 December** at the **Alma Lodge Hotel in Stockport!** Price for the meal is £34.50 per person and Janet has provisionally booked 26 places, please let Pip or Janet know if you'd like to attend. Rooms are also available for £66.50 including breakfast (or £63.50 for single occupancy) and can be booked direct with the hotel on their website: <http://www.almalodgehotel.com>

Holiday 2015 - We are looking at destinations for next year's summer holiday, with North Wales or Northumberland looking like the favourites at the moment! Caravanning/camping, B&B and self-catering accommodation are all being considered. Please let us know if you have any ideas or suggestions.

TriumFest UK is booked for weekend **10-12 July at Donington** we will keep you updated with details as we get them.

EVENTS COMING UP

Area Meeting Tuesday 4th November Boundary Inn 8ish.
NEC Classic Car Show - 14-16 November. A discount code for pre-booking tickets is in the latest Courier.

Keep Triumphanting

Pip n Frank

NEWBURY

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We had lovely weather for the Mystery Pub Lunch – warm and dry. There were lots of other classic cars out and about on the road too. There were 10 cars in our group: Ian in TR6, Marc and Ashley in GT6, Andy and Thomas in Vitesse, Malcolm and Josie in GT6, Roy and Helena in Midge, Lloyd and Debbie in Spitfire, Colin and Sandy in Stag, Nigel and Helen in TR7, Patrick and Jean in MX5 and Dave and I in Vitesse. The run went without a hitch from Newbury to Brimpton Common the long way round scenic route, and we all arrived at the Pineapple just at the right time for lunch. There were lots of admiring looks from other patrons, not often you see such a fine selection of cars in one pub car park on a Sunday! We had the Garden Room to ourselves and the food was good with big lan-size portions.

Shalbourne went well in its new venue – the sports field. We had lots of sun but it was a bit chilly at times as the heat of September had gone. Some of the very old rare cars seen in previous years weren't there, but there was a big varied turnout nevertheless. Some of our area had other commitments so our group was quite small this year. Lloyd and Debbie in Spitfire, Andy and Thomas in Bond, Dan and Jake in Vitesse and Dave and I in Smiley Spit. There were a couple of other Spitfires there belonging to Tim and Brendan.

By the time you read this, the last local area event – Thatcham Classic Car Show - will have come and gone and I guess many people will now have Sorn'd their cars for the winter, with some having projects to carry out.

Hopefully the area calendar will be under construction when you read this so let me know if you would like a copy (or 2!)

Meetings

12th and 26th November at the **Berkshire Arms starting about 7.30p.m.**

Keep 'em flying

Mary and Dave R

NORFOLK

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Firstly my apologies for not submitting a report last month as time and work commitments got the better of me.

As Autumn draws in and inevitably some of our Triumphs slowly get cocooned in their winter homes it's always nice to reflect on what events and adventures we have enjoyed with our cars throughout the Spring, Summer and early Autumn. In the case of my TR7 I have enjoyed European trips to Germany, Le Mans and Italy this year with various groups of friends coupled with attending local events and a few organised national events such as Triumph Fest organised by the TSSC. Without my trusty 7 or the friends that I have found through the various Triumph Clubs none of this would have been possible, so my advice to anybody

would be to use your car as regularly as possible and enjoy the company of like minded people at the huge variety of events that are on offer locally, nationally and further afield if you are a little more adventurous. Don't worry about the cars a well maintained and well used Triumph is as reliable as any modern car coupled with the fact that if they do break down they can usually be fixed by the side of the road.

On Sunday 14th September a TSSC HQ 20th Anniversary Open Day was held at TSSC HQ to celebrate the opening of HQ in Lubenham. A very well attended event with lots to see and the chance to catch up with TSSC members from all over the country. If you have not been to HQ yet may I suggest that a visit should be on the cards if you are in the area as there is so much to see and a warm welcome is always on hand when you arrive.

September was very successful on a local basis with our very own Mile Of Triumphs being held at the Hermanus Leisure Centre over the weekend of 26th, 27th & 28th drawing attendees from all over the country. Feedback from people who attended the event has been favourable and I was particularly pleased with the attendance on the Saturday night. A huge thank you from me to all who attended as a lot of effort went into organising the event for people to enjoy.

With assistance from other local Triumph groups next year the static part of the event will be even bigger and better but we will still offer all the chance to visit and enjoy the delights that Norfolk has to offer at their pace if they wish. The Teddy Bear Auction managed to raise nearly £500 for East Anglian Children's Hospice a wonderful display of generosity by all who contributed.

The Sunday was particularly pleasing on a local basis as local member Paul Sayer and his wonderfully restored GT6 won the Car of the Show award. Well done Paul and what a cracking car you have it's a credit to you.

My season of piling on the miles in a Triumph ended this month with a joint venture with Tom Hartley of the Cambridge Area as we entered the Round Britain Reliability Run in his 1966 1200 Herald Convertible fitted with a MkII Vitesse engine. Although we suffered a broken rear spring on the way down to the start in Enfield a slightly modified method of driving ensured that the little car made it all the way up to John O'Groats and down to Lands End and we even managed to be amongst the early finishers at the end. First home was a MkII Spitfire all 1147cc's powering the little car over 2000 miles in 48hrs.

A couple of dates for your diaries and a change of venue for November as we will be holding the **AGM at The Kings Head, Norwich Rd Dereham on Monday 17th November at 20:00.**

There will still be a joint meeting with other **Triumph groups on Monday 10th November** at the usual venue for those wishing to attend but I will not be there as I have to work hence the change of date for the AGM. The change of venue as it's more central also allows more people to attend from other parts of the county. Hopefully lots of people will attend and if you attend you will have the chance to discuss what you want from the local area over the next year. If anybody wishes to run for any office then here is your opportunity to contribute to your local area. Don't be afraid to turn up as nobody will be press ganged into a position but it is a great opportunity to meet other area members and discuss everything Triumph.

On **23rd November The Snetterton Charity Race Day** will be held at **Snetterton Race Track**. It is a fantastic day out and for a small donation to charity you get the opportunity to ride in some fantastic classics on the track if you wish.

On a very sad note **Bill Galloway** a stalwart of the local club lost his fight with cancer in August and a few local members attended his funeral service at Horsham St Faith Crematorium On Friday 29th August, as requested we paid tribute to Bill by attending in our Triumphs.

Bill and his GT6 will be missed.

Regards.

Mike

IMPORTANT NOTE

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



NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

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

N. East TEMPORARY CHANGE OF VENUE

For at least the next 3 meetings
to **The Dun Cow, Primrose Hill,
Bourmoor, DH4 6DY.**
Still 1st Sunday Monthly

Hi all. Nights are drawing in, temperatures dropping, but the October meet night was really nice to drive an open car to, disappointingly, the most inaccessible wheel on my car when it's in the garage was pan flat so it took a bit of work to get out, massive square tack through the shoulder so a scrap tire for me.

Not many people present this time so just general chatter was had, though Greg's request to let Pauline try my lever action request was a particularly humorous high point, mine was much better than the floppy one she's got back at home. Definitely some work needed on her Herald gear selector before it gets onto the road properly.

Due to the imminent closure of the Travellers for refurbishment, we have got a new location for the **next 3 meetings**, we'll try it out and maybe it'll be a permanent change as the new pub is quite keen to have us visit. It's **The Dun Cow**, which is in **Bourmoor, DH5 6DY**. From the A1 Chester-Le-Street roundabout, take the A183 towards Sunderland, go over the river and up the hill then take the first Right which is signed for Houghton-Le-Spring and the Dun Cow is about 1/4 of a mile on the right hand side. There's a large car park to the rear.

The **November meeting is our AGM** so lets have a nice turnout again. Any volunteers to be on the area organising team?

The local group had a good trip to Sywell again, even getting recognised by 'the entertainment' from last year. Looking forward, we're going to do something for the Christmas meet and also pick a selection of events to go to as a group.

Righto, that's all for now, see you in **November**.
All the best

Mark

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Firstly, my apologies for the lack of October news, lost in the ether! Anyway, thanks Jane for the write-up on the Silverstone Event. Most informative. Club events started on August 24 with the Little Gransden airfield meet to see the 2 Lancasters and Vulcan AND the Spitfire and Hurricane fly-pasts, a brilliant day out organised once again by Robert, thanks! Much to see and a really good atmosphere. On the 8th September a group of us travelled to the Peterborough Area meet to help celebrate their 30th anniversary. A very good night out, we were royally received and after chatting in the car park, moved into the pub, warmer!, and were then treated to a right good slap-up meal (HUGE pork pie) followed by a speech and then . . . a cake! We left about 10pm intending to leave roof down by but have to admit to putting it up when we realised how chilly it was (WIMPI!). Thanks Peterborough area, much appreciated night out.

14th September saw the Open Day at the HQ in Lubenham, this time we managed not to clash with anything other than the Scarecrow Weekend (actually it was planned that way!). The Club had a brilliant display outside with Quasimodo the Spitfire

with Louis Hamilton waving a Chequered flag with a dismal team mate Rosberg beside him crying (Caption) Another Triumph for Lewis). The BBQ was brilliantly manned by Ray and Bernard and the sausages and burgers were very tasteful and done to perfection. Thanks must go to the small TSSC team of Bernard, Garth, Trudi and Angie for laying on the 'DO'. (and JFI - Bern Ed.)

Pat and myself went to Milton Keynes Museum on the 21st to 'suss' out the Victorian Christmas evenings, carol singing, hot chestnuts etc. It was their Vintage and Veteran and Bikes etc Show and there was a good selection of vehicles there, Helen was there with her GT6, us in YOB. A well recommended museum to visit at any time. Next, on September 27/28 was Pistons and Props, another good do. Saturday we saw the Lancaster, Spitfire, Hurricane and various aerial displays, the Hound Dogs, Ella and the Baby Belles (hopefully spelt correctly), were very good, unfortunately their performances were sometimes drowned out by the cars and bikes being a bit too close but otherwise a good weekend. We had our new Gazebo out and 10 cars on display. Same again next year hopefully?

Butch's Spitfire was being very temperamental with the radiator apparently overheating despite much work being carried out by himself. Hopefully it will soon be cured otherwise with November 5th soon . . . well, say no more!

The last two Club meets at the Overstone Arms have been down on numbers, don't know why but remember that your area needs your support even if my quizzes are too hard for most of you! (tin hat on JFI).

A Christmas meal is being arranged at the Overstone Arms, please ensure you let Dave know if you wish to attend. Thanks.

John

NORTHERN IRELAND

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Well what can we say - what a great article in last months Courier by the Manchester Area about their holiday in Northern Ireland. It's clear that they were enjoyed themselves and it was certainly our pleasure to help them make the most of their visit.

Our main event in September was the Antrim Hills Run on the 20th September. This is normally organised by Stephen Kernohan but this year he was exceptionally busy between one thing and another. However Douglas Hogg came to the rescue and quickly put together a very good event starting at the garden centre at Galgorm, Ballymena and then heading across the Antrim plateau and along to Glenarm for a tea stop. He even managed to include part of the road used for the Cairncastle Hill Climb on the way. Suitably refreshed it was back to Ballymena via a series of back roads and the finish at the Countryman Inn. We had a good turn out, the weather was very good (roof down all day) and everything went smoothly - many thanks Douglas!

HLn between the September meeting and the Antrim Hills Run Jacqui and I managed to fit in a trip to Scotland with our Spitfire to compete in the Bo'ness Revival Hillclimb in Falkirk. This is an excellent event and we cannot recommend it too highly either to watch or if you possibly can compete in. Local member Michael Kernahan was in the area on holiday and came along to see how we were getting on. We even managed to fit in a visit to the wonderful Kelpies and the Falkirk Wheel before heading for home.

Over the years Paul has been trying to put together a history of the Northern Ireland Standard Triumph distributor Clarence Engineering but it has been increasingly difficult to source new information in recent years. However Alan French uncovered a real gold mine of information when he came across Billy Reid who had the Triumph dealership in Bangor County Down up until the mid 1970s. In addition to knowing Clarence Engineering very well Billy was successful in local motorsport in the 1950s and 1960s driving TR2s, TR3s and various other Triumphs. Paul, Alan French and TR3 owner Alan Forsythe were able to visit Billy and his wife Marzie (who also competed in Triumphs) at their home in Groomsport to hear about Clarence Engineering and their motorsport exploits first hand. It will take quite a few trips just to record all the trophies they won. Billy even donated to the club a cup he won in 1958, for a Triumph Scratch race held at Ards airfield. We will use it as a perpetual annual motor sport trophy. Everyone

NOTTS

enjoyed talking to Billy and Marzie and for Alan Forsythe it was a rare chance to get first hand information on the early TRs from somebody who drove and competed in them when they were new. However Alan's beautiful TR3 is in fairly standard tune whereas Billy proudly listed some of the modifications to his own cars. I don't think he persuaded Alan to fit a Laurencetune engine and twin Webbers but it was not for the lack of trying!

There was a pretty good turn out for the October meeting including Frank, Stephen, Mark, Laurence, Bert, Alan (French), Michael and Douglas. John Gill and Brian Gill (they are distantly related) sent their apologies. Douglas brought along some examples of his TR books (Paul was fascinated by the picture of Michelotti prototype TR5) and Laurence had the latest additions to his extensive collection of original Triumph postcards. You could clearly see the change in photo styles over the years including the use of colour and settings. Wonderful!

Our next event is the Mournes Glimpse Run on the 11 October - lets hope we get good weather. **Our annual film night will be on 13 November** and Paul has already sourced a suitable period film.

Best regards

Jacqui and Paul

NOTTS

Tel. 07976 163006

Tel. 07837 110325

Hi all. With Autumn upon us the weather is still mild enough for the enthusiasts still to be out in their cars enjoying the sun, please note that with the decline of the other TSSC Notts Area we have decided to drop the East part of our name and are to faze out the face book page and start using the Notts one, this has also given us a smart club logo seen here and some banners to use at events such as Thoresby etc.

The Mile of Triumphs was our last weekend event of the season which was very enjoyable with the company we had. We travelled down on the Friday morning in Harvey (Our 2500S) who ran impeccably we arrived mid afternoon at our chalet. Di and Nigel had got there about an hour earlier we unpacked and choose our bed room. We then had a good catch up over the chilli that Julie had made, Garth and Anne arrived around 8.30 had their tea and then we ventured to the meet and greet. Where we met up with Colin and Angie from Derwent and had a few. Charlotte Jack & Vic arrived around 11.30 which then filled the house. Saturday there was a run to go south or north, we choose to go north, stopping at a windmill/lock and had a stroll by the water ways then next stop, a small beach were we all went for a walk with the dogs, with beautiful sun shining and no wind what so ever and Milo enjoyed his first visit in the sea. After we went on to Cromer which is a very picturesque seaside town Famous for crabs apparently.

We then went to the annual meal which was a beautiful carvery and a sweet. The Teddy Bear auction followed and with the help of Julie's banter, plenty was raised and everyone enjoyed themselves. Sunday we had a lovely cooked breakfast then went on a short run. Then headed into Great Yarmouth for the day. The Kids went home from there and so did Garth and Anne which left just the four of us so we headed for Lowestoft for fish and chips. That night after an hour in the local we all went back for a unwind with more booze and were joined by some from the Derwent Area, after a rather noisy few hours we decided to let the resort go to sleep. Monday came and it was time to pack up and come home, brilliant drive back with the roof down, just in time for the boys coming in from school, to sum up, 450miles clocked up & brilliant weather



Domesticating Nigel

The Adventure of the Round Britain Reliability Run 2014

Nigel and Di with Chris and Pete Gunby set off on Friday 3rd



TSSC AREA NEWS

October driving a Mint coloured 1983 Triumph Acclaim, in their words. " We travelled down to the start line at the Plough pub in Enfield, 108 Triumphs began on the start line with various entrants from all around the globe.

Setting off at 6.30 pm on the M25, then onwards to A1 Blythe services where we were met by Adrian and Julie, Carl with his lovely cakes which were made by his lovely wife Lisa, also Darren and Wendy, Amanda Radford and other Triumph club members all wishing us a great journey.

It was really overwhelming, fantastic in fact. After we got our book signed we were off again making next destination Edinburgh airport. We drove throughout the night to various check points till we reached John O Groats.

After a wonderful English breakfast And refreshing showers we began again with three drivers taking it in turns to drive. Coming through the wonderful scenery of Scotland taking in breathtaking views, wonderful wildlife and stunning pictures of Triumphs booming through the hills and mountains

Heading then down towards Lancashire, popped in on our good Triumph friends Pip and Frank Spencer for a quick cuppa, we then continued into Wales.



This was now Saturday 5th October, driving to Owestry services, again greeted with well wishes from our Triumph friends, quick drink and down towards Lands End. We reached lands end in the early hours of the morning to see the sun rise then another English cooked breakfast and freshened up and off we went again.

Set course for the lovely seaside town of Bude, checkpoint, then the stunning views to Dartmoor, frolicking with Dartmoor ponies and cattle. On route we stop off for tea and home made cakes with all donations to the Macmillan cancer fund.

Onwards and upwards in Britain back towards Enfield. Finally back at the Plough on Sunday 6th October arriving at 8pm. Food ordered, beer ready sorted, sorted.

Completed 2000 miles within 48 hours. The end of Round Britain Reliability Run 2014.

All credit to the organisers and all the Triumph car owners those who made it round, 108 began and Approx 97 finished....

Even Mr Steve Burrows made it. " We will be taking deposits from October and November for the Xmas meal which is to be held on the 5th Dec at the Nags Head Woodborough.

Nigel & Adrian

EVENTS

- 4th November Derwent Valley AGM
- 8th November Fireworks at Nigel & Di's house if coming just drop Nigel a text plz
- 10th November Notts Meeting!
- 4th-16th November NEC Classic Car Show
- 2nd December Derwent Valley Xmas Meeting
- 5th December Xmas Dinner this is instead of normal meeting on the 8th
- 4th January 2015 Notts & Derwent Area New Year's Run

IMPORTANT NOTE

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



PETERBOROUGH SCOTLAND CENTRAL WEST . . . SOMERSET

TSSC AREA NEWS

PETERBOROUGH

Tel. 01778 560507/01780470358
<http://www.tssc-peterborough.webs.com>

What a day for our October meeting! At 5:45 am as I set off for the bakery it was raining, at 11 am when I walked the dogs it was raining, at 3 pm when I opened the garage to check the Vitesse over, it was raining, at 5 pm when I spoke to Doug it was raining and at 8 pm as I arrived at the Red Lion for our meeting it was still bl"dy raining!! As Doug so aptly summarized, 'It won't be a question of are there any Triumphs in the car park - It will be a triumph if we get any members to the meeting at all! However, we have said it before but our Peterborough members are a hardy bunch and we really need not have worried.

True there were no Triumphs in the car park but we had another decent turnout despite the crazy amount of rain that had fallen over nearly 24 hours.

It is amazing just how quickly the weather changes. Only 4 weeks earlier we were all celebrating our 30th anniversary out in the car park until at least 9pm as it was so mild. Fortunately as a group we have enjoyed the indian summer and plenty of us have been out and about in our cars before the weather turned.

I fancied a run in the Vitesse over to Club HQ for the 20th Anniversary celebrations and met up with Doug and Steph, plus Colin and Jayne from our area. Great BBQ, great scarecrows, great selection of club cars, so a great day all round and I'm pleased to report it was very well attended. The HQ team worked really hard to make it a success and our thanks go out to them all for a job really well done.

Back at the end of August Dave and 'Chelle Gillies spent a weekend at the Coventry Festival of Motoring and reported back on what appears to have been a very well run event. Saturday was the quieter of the two days but Sunday was the main event and was very well attended indeed. With the very obvious Triumph link this might be one to look out for next year.

Looking forward there will be the National Restoration Show at Stoneleigh on 26th October. This report will appear too late to warn you our area calendar shows the wrong date. I can only hope anyone going will have checked first. Later in November there is the huge **Classic Car Show at the NEC**. This is a 3-day event from **14th to 16th November**. Finally Colin has announced that he will be organising another **February Feast in 2015**. This was a great success last year and I for one am really hoping I can make it to the next one. Look out for further information from Colin over the next month or two.

Next month's meeting will be on **Monday 10th November** and will be our **AGM**. This is a chance for everyone to give their thoughts on how the area is working for them, and of course to vote in our new officers for the next year. Do please try to get along to the **Red Lion, West Deeping** from 8pm, for this important meeting. We will also be announcing our Christmas meal plans and probably requesting deposits - so even more reason to be there. Doug and I look forward to seeing you all there. Cheers

Paul

SCOTLAND CENTRAL WEST

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The October meeting was back at Lochinch in our usual place. We had six cars at the meeting plus moderns. It was dry but cold and very dark. Now a few months ago I said that we needed new shapes of Triumphs. This has probably gone as far as it can now as Martin turned up in a Triumph 2.5 PI.

So now we have a full set. (Although I'm sure there will be further purchases over the coming months). We had 2 potential new members Robbie (looking for a Vitesse Convertible) and Liam (looking for a Spitfire) so welcome to them, we will try to help. The rest of us were looking over the new 2.5 PI and we were outside until dark. Stuart returned in his Spitfire Mk4 so we didn't put him

off last time. After a quick blast as a passenger in the 2.5PI (nice) we all went in.

Thanks to David we had sticky buns (ha) as he brought cakes. I should point out that Lochinch does teas and coffees as well as drinks. Chloe was our delectable bar manager for the night. So there are hot drinks available now the nights are colder. (No I didn't finish the cakes off on the way home either as for some reason I am now on a diet). We are at the end of the show season now and there is nothing for the next few months unless down south. I am hoping to get to Stoneleigh at some point. Any Area run will be dependent on weather and will be impromptu. We may get out early next year too.

The meetings now will be used to work out next year's events, which by all indications will be different from those in 2014. We have all been to different events so we will pull all the information together and try to formulate a wish list.

Reports on the last two shows. Scone, well I went for a day out and a break and ended up not buying any car related products. I had a good day just looking at the various machines and vehicles at this major Farming and Vehicle show. It did take a while to get out the car park but a rest after walking about all afternoon was good.

I do not think any of us ventured to Selkirk, so next year? I ended up at a car boot sale. I now have a mini (no not a car) oxy propane welding set (admittedly finding replacement bottles is a problem). It will be interesting to see what projects emerge in the Area over the next few months as most projects were completed for this year. I of course have a queue of projects but will be investigating the lesser ones first. Needless to say I have a long list of bits required for each one. I am still looking for increased storage facilities, the kind you see in the mags.

If you have anything needing a second opinion or want advice on anything about our cars please attend the meetings. If you are struggling to take something to bits just bring it along and we will do the necessary. Nothing too big. WH Smith also has a new publication on the Spitfire and GT6, slightly thicker than a magazine. New pictures, some TSSC cars.

A good read for the dark evenings.

The Area Review will be next month in time for the AGM in December. An Area article is also in the offing. I need pics if you have any of events etc. The less said about not becoming an International Area the better, but we will be back at Donington once the flagpole is repaired. We did enjoy ourselves.

We are already looking at future events. It depends on major event dates which will be released over the next few months.

We also need the SVVF Yearbook. Does anyone in Glasgow stock it ??

We will make list of to do's, once the dates are published. If you know of any shows that are thinking of returning or autojumble possibilities we can offer our support. Or ??

The next meeting is on bonfire night so we may have less numbers. There may be reports on Stoneleigh etc. next month. That is about it for now as things are slowing down for the winter months. There may be activities at the meetings to compensate.

Some Remaining Dates for 2014. There are no events planned in the Scottish calendar now except for those down south. Stoneleigh or NEC etc.

NEXT MEETING will be on **Wednesday 5th November 2014**. (May contain Nuts). We are back at Lochinch as the Main Games are over. We have the Cartha Rugby Club as backup, but all should be fine. Please Come and join us at a meeting.

All are most welcome.

Gregor G.

SOMERSET

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Hi Everyone. It's been a stop start summer for me with a new job and spells out of the country training when I should really have been out and about enjoying my Triumph. But finally in September I had a free weekend and the chance to visit the Tredegar Car Show and Rally in South Wales. The Saturday started well if a little early with myself and Kieron meeting Colin and Jacqui in their Vitesse at Gordano Services. Unfortunately on returning to the GT6 after a refreshment break, unable to turn the engine over with what looked like a flat battery. Fortunately Colin was carrying a power pack (remember never to comment on how many spares

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and tools he carries again) so in a few minutes we were on our way. The journey to Tredegar passed without further incident and we met up with all the other rally entrants on time. The rally was expertly planned taking us on a 140 mile route through the English Welsh borders with recommended stops along the route. I am happy to say that we managed to negotiate the route without getting lost once, we made an interesting choice of venues for a break. The Shipley Tea Rooms are an "experience" not to be missed, if you are ever in Holme Lacy, give it a try and don't blame me. We finished the route in good time with no further incidents the GT6 performing well with no recurrence of the starting problems. On Sunday morning we were greeted by wall to wall sunshine and over 1700 vehicles arriving. We took up our places on the South Wales TSSC stand, thanks to Bernard and the South Wales members for making us welcome. The GT6 had started having starting problems again the previous evening so I was pleased to pick up a power pack in the auto jumble for £3.00 Bargain!(if it works)

The journey home was interesting with the GT6 nearly stalling on the motorway every time the right hand indicators were switched on! so I was stuck in the inside lane all the way home. All in all a great weekend and a shame that it was the last at Tredegar.

That's all from me this month, hope to see as many as possible at the **Restoration Show at the Bath and West Showground on the 1st and 2nd of November**. Cheers.

Steve.

Like Steve and Colin, I was due to attend Tredegar, but as my entry pass didn't arrive in time (lost in post) I decided to go to a small get together (60+ cars) in Weston-s -Mare!

I met up with Martin, Mandy and Charlie (woof woof) on the A370 for the short drive to the site! It is known locally as the town square and is behind the Winter Gardens next to the shopping centre! We arrived a bit early but the site soon filled up. There is a limit (set by the council) of 70 cars so you can see it is a small site! Pete Grant and the Bridgewater crew were there with 4 cars. Later in the morning Kevin turned up with his now almost fully sorted Pimento GT6. I think a good time was had by all and with the warm weather most drivers stayed till the end (4pm).

Those of you who came to the last meet will know from the flyer that there are 6 informal meets like this during the year! So as soon as I get the 2015 dates I will let you know.

By the time you read this the Resto Show at the Bath and West will have been and gone, so any report on that will hopefully appear in the Dec report.

Well I guess that's about all for now, I hope we see as many of you at the **December meet at the Fox and Goose on the 9th!** Lastly if you are laying up your car for the winter make sure you start it up (perhaps once a month) and run it for a while, just to keep the oil circulating and the clutch free!! Cheers for now,

Derek

SOUTHERN

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Hello all. Last month saw me reach up to Sunday 10th August on the events scene. By that time I thought I had bored you enough SO with the potential of doing it again, here we go!

Saturday 16th August saw us attend the Capel show, a very pleasant day all round. Met up with Paul and Carol in their new acquisition i.e. the E type V12 accompanied by Neil and Maxeen in the GT6 along with their two friends (names escape me, put it down to old age).

August bank holiday weekend saw David, myself and Barb travelling to Hellingly for the Transport Festival. Once again a show which has something for everybody. The weather looked a bit threatening at times but we were lucky.

All round an enjoyable day. The journey home was enjoyable until we approached Dunsfold, we then spent half an hour in the traffic jam caused by those leaving Wings and Wheels Air Show and this was at 7 o'clock.

The next day saw David, Barb and yours truly at the Petersfield Festival, the car element being organised by the Herald. We arrived just after 9 o'clock only to find Peter in his TR4 about four cars down the line and just around the corner was Gil, there before all of us. He had a nice arrangement there whereby Pauline

picked him up, took him home for lunch and delivered him back to the show afterwards (good move Gil).

On bank holiday Monday I awoke to the sound of torrential rain, the day being our annual pilgrimage to Wisborough Green. It was not long before the phone rang; it was David asking if we were going. After a short conversation he decided not to go so that left Mike and myself. I left in the rain with Barb up to Mike's. He was up for it so we picked Karen up on route and travelled to the show. It rained all the way. When we arrived (still raining) we went to our usual spot and parked up, two lonely cars. We ambled across the road to the tea shop for coffee. After this we had a wander around the show ground, and then to the pub for beer and lunch. We came out to walk around the green again, back to the tea shop for more coffee then home. You've guessed it still raining. This proves to me that Mike and I are mad and that David knows people in high places.

August 31st saw David and myself at Camberley town centre, a very nice day in all respects. Lots of interest in the cars from the public. Sunday saw the annual pilgrimage to Shoreham for the Air Show. We had a pleasant run down; the sun was shining and the roads devoid of traffic. On arrival we parked up in the show ground as part of it. Lots of things to see, a very good air display so all in all a very good day out.

Mike

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Another summer gone and here we are looking at finding a venue for our Christmas meal, summer seems to pass by all too quickly. Overall it's been a good summer and we had some nice drives out and attended a decent amount of shows and events, it will soon be time to start planning next years season.

Over the last month we attended Eccleshall show, where we tried out our new shelter for the first time, which went up much easier than expected. On its second outing at Darley Dale show, the one side sheet we have come in very useful due to the elevated position and the cool breeze blowing, but realise we need a second one to add to the comfort on a windy day, so I will be looking to take some of your money with a raffle soon.

On the last Sunday of the month we had a short run out including a visit to Carsington Water, the weather did us proud, and a very nice meal rounded the day off nicely.

The last event of the season was at the CVR (Churnet Valley Railway) which held a cars & music day, this was well attended



with a wide range of vintage and classic cars along with good weather. All the drivers of the cars on display were given a pass for a trip to travel on the train, which travelled along the recently reopened branch line. The steep incline got the steam engine working hard on the climb up to the old Ipstones station which closed passengers services in 1935. (photo Stephen Craven)

News on the car front, Aaron's Spitfire has returned from the body shop with a nice coat of yellow paint, Aaron says he will refit it all out within 19 days, which is when it takes his driving retest, so we will soon have an addition to the local fleet.

My doors have emerged from the malaise's bath with most of the rust removed, however the doors have now more holes than when they went into the solution. It would have been better if I had a large enough tub to submerge the complete door, not just the bottom edge, however the process seems to work well.

I think they could have done with another week soaking, as a



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cheaper solution to having panels acid dipped or blasted it worked well, and it cost about £9 for 5ltr of malaise's, but it does take about 2 to 3 weeks soaking depending on amount of rust. So for me its out with the welder again, and hope I don't do more damage than good as I believe doors can warp easily. The other door has had some small repairs done, I then lead loaded some of the area with small holes, this is now back in the bath upside down with the glass and quarter light removed for de-rusting of the top part of the door. I was shocked at the amount of rust inside the top part of the door were you don't really expect it, this must be partly due to the lack of paint applied at the factory, along with the poor sealing around the window allowing water to run down the inside of the panel.

Myself and Cheshire AO Henry had a nice trip to the HQ 20th anniversary on Sunday 14th Sept, the weather again behaved itself and the threatened showers held off for the BBQ. A lot of the locals also discovered the collection of cars in the showroom and car park, as the village was holding a local fate, which was buzzing and added the days enjoyment. Thanks again to all the staff who looked after us with food and drink and made for a great day, looking forward to the **TSSC HQ Christmas open day on 7th December**, which will be on us before the ink has dried on this month magazine.

I will be sending out a list of venues so that a choice can be made for the areas Christmas meal, this will be two weeks earlier on **17th Dec**, as our normal last **Wednesday meeting falls on New Years Eve**.

The Classic Motor Show 14-16th Nov and the National Restoration Show 26th Oct are the two big classic car events to round off the year, and a number of us will be travelling down to the restoration show on 26th for some possible early Christmas presents. Until next time

Dave

SUFFOLK

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Welcome back to Mike from Frinton Essex who last came to one of our meetings about 18 months ago. Mike is currently Triumphless but is seeking to rectify that situation and wants to get a MkIV Spitfire. Ideally he would like to trace one of the Spitfires he used to own. According to the DVLA they are still registered but have been off the road for many years. They would provide no further help in tracking down the vehicles.

The big news to report is that Colin, Chris and Mike (a friend of Colin's) successfully completed the Round Britain reliability run in Colin's 2000 saloon; one of 106 cars to take part with only 11 not completing the run. It is tribute to this car that it made it, for it is not the prettiest of cars around (multi-coloured paintwork, non matching wheels) and has some questionable mechanicals, electrics etc. Various things went wrong but all were overcome by various ingenious methods or temporary(?) bodes. One problem solved was to use a jump lead to provide an earth for the car as it seems it was earthing through the speedo cable. Another mod required was a hotwire switch between the alternator and coil with the switch fixed to the dashboard with gaffer tape. Draughts in the car were fixed on route, one by stuffing a hole in the heater box that was letting in cold air straight from the engine bay and another by fixing a loose rear door that was loose due to missing hinge bolts. However, it finished, covering 2,200 miles including the journey to the start, and did not need topping up with oil, although it was low at the end.

Tim has solved the problem of oil spewing out of his oil filter on his Vitesse. It turned out not to be the filter but a nick in the oil gauge pipe. A pin hole spewed oil everywhere.

Colin told us about a Triumph Stag estate on Ebay. It's a 2500 PI Estate fitted with a Stag engine. 22 of these cars were produced by a chap called Des Lines who bought the cars new off the production line, removed engine etc., and fitted a new Stag engine, also purchased from Triumph. Only 3 are known to still

exist. He had no association with the Triumph company. Brian has made modifications to Mack to improve its stability when being towed by his Spitfire. It is now 3 inches lower and 6 inches further back on its demountable trailer. Turning his thoughts to things new, he is now fabricating a half-scale GT6 to use as a camping trailer pulled by a full size GT6.

The next meeting is 4th November followed by the 2nd December and 6th January. So, see you at the **Sorrel Horse, Barham on 4th November** at 8:00pm.

Peter

SUSSEX

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So our meeting on the 1st October didn't go well. I was stuck in Bristol so Clive very kindly covered for me. Thanks Clive. But the Kings Head at Charley were not very accommodating to us! So we will **MOVE the Nov meeting to the Laughing Fish, Station Rd, Isfield, Uckfield, East Sussex TN22 5XB still on the first Wednesday of the month.**

So according to Clive the meeting was well attended. Doug did break down on the way to the meeting in his round Britain car! He did get it there in the end. Tim was there and he has decided to sell his very early Herald Coupe which is a shame but it does allow him to concentrate on his Electric Herald.

Colin has had problems with his Dolomite with a possible head gasket failure. Hopefully he will have it sorted out soon.

Christmas dinner. So because of the "challenges with a venue for the pub" we are looking to going to the **Green man at Ringmer** where we had our Christmas meal last year we are looking at the **7th Dec** for a late lunch this is at the address in **Lewes Road, Ringmer, Lewes BN8 5NA**. I will hopefully have confirmation at our November meeting

Congratulation to Clive Senior and American Bill for completing the Round Britain Run. It now looks like I have to pay up. As to Doug Foreman and his crew I am hopeful he made the start line!

Hopefully I will be at the November meeting work permitting! Regards

Martin

THAMES

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Hi once again, With the darker evenings drawing in there's not so many Triumphs in the car park at the Fox & Castle. Remember, remember the 6th of November to bring a firework to the meeting. We had the last of our shows for this season.

Also if you fancy having a go at running Thames Area now's the time to start planning your take over campaign (we will give you our full support and help out where possible). We are also looking into where to have our New Years Meal 2015 so please drop off your suggestions.

SOCIAL EVENINGS AT THE FOX & CASTLE - 11TH SEPTEMBER. It's a delight to drive the Vitesse tonight with Julie beside me. At the Fox & Castle we met up with George B, Mike H and Mark M. We had three Vitesse's & Mike's VW golf in the car park not bad for a cloudy night. Work on our Triumph's has been, George has sorted out the headlights on his Vitesse so the dipped units are on the outside.

Mike's VW has a hydraulic leak on his power roof & is stuck up (shame with this lovely sunny weather). We had great evening with lovely company.

25TH SEPTEMBER. Another lovely evening driving roof down in the Vitesse. Just me tonight as Julie's baking cakes for charity, but I have the pleasure of Graeme C, Tony H, Mike H, George B & a big warm welcome to Andy B who has taken on a restoration of an Mk1 Vitesse. In the car park we have three Triumph's, George's Vitesse, Tony's Stag & my Vitesse. Work on our Triumph's has been, Graeme's got working headlights on his TR6, but not main beam yet. Tony's had his Stag for a year now and it just flew through its MoT.

SHOWS & EVENTS - 21ST SEPTEMBER. TILFORD RURAL LIFE MUSEUM SHOW. Julie has abandoned me for this show as she is selling her cupcakes and jewellery with Emma & Shane,

NORTH WALES

elsewhere at the museum. Anyway I park up with the rest of Thames and Southern area stand under the shade of trees and soon we have the event shelter up, flag and banners up and out. With help the tea and coffees are next. On stand we have, George B in his Vitesse Mk1 convertible, with Chris, Mike & Barbara in their Stag, David in his TR6, Mike & Jasmine in their 2000 Mk2 saloon, Jenny in her Stag, Colin in his GT6, Martin & Cynthia in their Spitfire 1500, Graeme C in his TR6, Mark, Vanessa & kids in their Mk2 2.5 saloon, Gill in his Stag. Guest Triumphs on stand were Peter in a Triumph 1300 FWD from the Dolomite club, Paul & Rachel in their GT6. Mark M was in his Vitesse Mk2 saloon but was late and parked up in the overflow classic parking. Other Triumph's amongst the three plus classic's on show where, three Vitesse's, two Herald's, two TR4's, four Stag's, a TR3, a Renown, a TR2, a TR6 and a Dolomite 1850. As well as all the classic's to look at there were a few trade stalls selling car parts, to cupcakes and jewellery. As well as the Museum displays. A great show with lots to keep you occupied.

28TH SEPTEMBER, KEMPTON PUMPING STATION.

It's a lovely sunny morning as Julie and I make our way to the show in the Vitesse. On the way in to the site was managed to pull the exhaust off on one of the many speed humps. So I fight with it and remove the system. Once parked up I set too repairing the broken bracket (which was showing signs of a hard life). With the kind offer to use the museum's workshop and another of a trolley Jack from another exhibitor, the exhaust was reattached to the Vitesse. Unfortunately I was covered in oil and grime, not the best day to wear a white tee shirt. So back to the show, we were parked up next to George B in his Mk1 Vitesse convertible & Mike in his VW Golf. There was a good mix of cars and motor bikes on show, the only other Triumph cars were three Stag's in the other eighty classic cars and twenty four motorbikes. The pumping station was as impressive as ever and their miniature railway was good value at £2 for three laps. We had a nice picnic out in the sunshine, a grand day out.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **November on the 6th & 20th & in December on the 4th & 18th.** Please come and join us for a warm welcome or call me on 07773 623807.

Upcoming events are - November
1st/2nd Classic Vehicle Restoration show Shepton Mallet
14th/16th Lancaster Classic Motor Show
Birmingham (NEC)

Mickey & Julie

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Hi, everyone. Time keeps flying by, and as we have said before, where does it go? Tuesday 2nd September was our monthly meeting at The Plough, once again very well attended with 45 classic car enthusiasts there to hear M.G. Richards report on the past months events, then future meetings and fixtures were discussed, lists compiled and meeting points arranged. Pats raffle was extremely interesting as the ticket book had several duplicated ticket numbers, so there were some "double winners". Still good fun was had, despite some confusion!

On Sunday 7th September our group had difficult choices, Julius trip to Church Preen or the Potteries Charity Run. We, together with Jan and Geoff, took our Stags, and met at Broxton at 8.00



a.m. From there we travelled to Gawsworth Hall, where we met up with three of our M.G. pals, and collected the route maps that

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took us through 60 miles of the areas most stunning country, with a coffee/tea break about half the way round. We returned to Gawsworth Hall for our packed lunches, relaxing on the lawns in warm sunshine. The trip to Church Preen was thoroughly enjoyed by all who attended, but this will probably be the last time that attendance will be possible, as the lady of the Manor is quite poorly now. This trip will be missed, it is a beautiful location.

On Saturday 13th September we in our Stag, Julia and Alan in their Spitfire and Roger in his Vitesse met three MGs, plus Sam and Joan in their recent purchase, a V12 6-litre Jaguar saloon. Vicky at the Crown Inn in Llay opened an hour early for us to take coffee and hand out Stuarts original route maps, which took us through wonderful scenic countryside, ending up at Lake Brenig where we settled for lunch on the shingle beach, overlooking the lake in warm sunshine that came out as we arrived.

Sunday 21st September saw us travel back down to our old "stomping ground". Our brother-in-law, John, who uses his Dolomite Sprint daily, had told us of a show in Hinckley town centre, so we thought we would go and have a look. It was a terrific show, with over 500 exhibits, and very well organised. The town centre had been shut off in order to display the varied assortment of vehicles, and most of the shops were open. This is the



third year that Hinckley have put this show on, and it keeps growing each year. Well done, Hinckley Council, a great show with good organisation, and friendly, helpful people.

On Saturday 27th September only a few Triumphs went to the North West Vintage Rally at Widnes:- Roger in his Vitesse with Mick as navigator, instead of taking his Stag, Julia and Alan in their Spitfire, and us two in our Stag. It was an early start to be on the showground before 10.00 a.m., but it was well worth it. There was a wonderful assortment of classics that we had not



seen before. The organisers had set the cars out in semi-circles, with cars facing each other, and with a wide passage in between. This enabled the public to walk amongst the cars with ease, and gave the opportunity to see each exhibit properly, therefore enjoying the classics. The Council had also organised a wonderful selection of fairground attractions, side shows and many stalls with a great assortment of goods. All this was free entry for exhibitors and the public. Definitely a show for next year.

Tuesday 30th September was the OFFAL, this month arranged by M.G. Tony and Gail. We met for coffee, tea and cakes at the Ponderosa, top of the Horseshoe Pass, where Gail handed out our route plans, then in a wonderful assortment of Triumphs, M.G.s and Jaguars we set off on one of the most scenic runs around the hills and valleys of Glyndyfrdwy, Carrog and Ruthin, ending up at the Three Pigeons Inn at Graigfechan, where our pre-ordered meals were first class, with service to match. Yet again, another great day with great company.

Well, that's about all for now. Please don't forget our monthly

North Wales Continues

meetings are held at **The Plough in Gresford the first Tuesday of the month** at 8.00 p.m., also there is a meeting at **The Plough in St. Asaph on the third Wednesday of the month** at 8.00 p.m. Come along, see what we are all about, everyone welcome. Hope to see you there.

Forthcoming events:-

- 4th November:- Monthly meeting at the Plough Inn, Gresford.**
- 9th - 16th November:- R.A.F. Cosford - (visit to the Restoration Hall:- exact date to be confirmed).**
- 14th - 16th November:- Classic Motor Show, N.E.C. Birmingham.**
- 19th November:- Meeting at the Plough Inn, St. Asaph.**
- 25th November:- OFFAL.**
- 29th November:- Christmas Party at the Carden Park Hotel.**
- 2nd December:- Monthly meeting and Presentation Night at the Plough Inn, Gresford.**
- 17th December:- Meeting at the Plough Inn, St. Asaph.**

Regards,

Helena and Roger.

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PEMBROKESHIRE ROAD RUN SEPTEMBER 7th 2014

A fantastic day in beautiful sunny weather with all soft tops down, covering nearly 300 miles starting from Cardiff travelling to Haverfordwest, participating in the extremely well organised (thanks Jeff & Sian) Pembrokeshire road run with approximately 400 other classic cars then taking the scenic route home through Carmarthenshire and Powys. This just about sums up the day!

Myself and Mike The Cake (and his cake) arrived at the first rendezvous point in my TR4A to find Paul & Barb (TR6), Thumper Watson (Spit 1500) and The Monmouth Mafia John & Mike (Triumph Cortina) already waiting for us. We then headed west along the M4 meeting Action Man & The Hammer (Spit Mk2) along the way at Pencoe. At Pont

Abraham services we had a short break and waited for Gwyn & Babs (Dolly) & Tim (Spit 1500) to arrive then continued to Pemblewin truck stop where Mark & Jeff were waiting in Rob's



freshly restored 13/60 Shooting Brake, Jeff owns Station Garage Whitland and restores Classic cars to as high a standard as you can find in this country. Jeff had decided to give Rob's Shooting Brake a good shake down on the run (Only joking Rob, Jeff was in his RS Focus with Mark as passenger). Jeff then led our small

convoy the rest of the way to the Pembrokeshire County Showground where we lined up with the other cars ready for the run. The run takes place over some of the finest roads in Pembrokeshire and the people of Pembrokeshire were once again very supportive, cheering us all along the route from various vantage points and having BBQ's in their front gardens to watch the procession of Classic cars pass by, it really makes the day a fantastic experience and I would recommend this event to everyone, if you don't live within a few hours of Pembroke why not take the weekend out and find a B&B?

You really won't regret it.

The half way stopping point was again at Eglwysrwr Shire Horse Farm and most of the cars stopped here for a picnic lunch or to frequent the cafe, Mike then revealed his creation of the day and those with a sweet tooth were well impressed. When it was time to leave we decided that as it was such a nice day we would "peel off" before we got back to the finishing point and take the A & B roads through Pembrokeshire, Carmarthenshire & Powys through the Brecon Beacons. We said goodbye to Thumper, Mark & Jeff as they were all staying in West Wales and Gwyn then took up his pathfinder role once more and led us through the beautiful countryside. At one point 2 Red Kites decided that Tim's Spitfire would make fine prey and they dive bombed him as we drove along, but just like the Messerschmitt's in world war two they found out how superbly manoeuvrable a Spitfire is and they ended up bouncing off the front N/S valance of his car (I kid you not!). Also along the route we saw Area Navigator Ant (now known as Bonnie Tyler) returning (or still trying to find his way?) to France. We took a break for coffee at Llandovery and goodbyes were exchanged with the Monmouth Mafia as they were going to leave our small convoy as we approached Brecon Town to continue to Monmouth (that was their story, but we were a bit suspicious about the contents of their boot as every time we got a bit too close to their car were we met by menacing stares from behind sunglasses and Mike would reach for his violin case!). Gwyn continued to lead us through the Beacons then near Aberdare his Dolly and Tim's Spitfire turned off for their home leaving me to lead Paul & Action man along the A470 until Action man left us at Pontypridd. With the two TR's purring along and joining the M4 for the final leg of the journey Mike The Cake mentioned that it had been another great day out and that "what we had lacked in numbers had more than been made up for by the quality of those who had attended", a fine sentiment I thought and one that I had not heard before. Thanks to everyone who supported this event.

MIKE THE CAKE'S RUN 2014

150 miles covering the Y & Z roads of Sunny South Wales over a 9 hour period (including good coffee and lunch breaks) in a classic car with a great bunch of guys and girls, what could be better? A report about this event cannot give the true flavour of the day. You really have to take part to experience it as most of the day is spent driving the route and concentrating on the comprehensive (and extremely accurate!!!!!!) directions.



Mike used the 2013 Tredegar Rally route and set us off at 9:15am from Tredegar House, Action man, Rob & Mals per hour (Red Tardis 13/60) and Steve & Nicola (Vit Convertible) were the first pair, then Bern (me) & Al (TR4A) and Ian & Louise (Spit MKIV) the second pair followed by Paul & Barb (TR6) and Young Eddie & Mo (Modern) the third pair with Mike The Cake & Emma (13/60 saloon) and Paul Johnny Breakfast Price & The Hammer (Spit 1500) forming the last pair.

With Al navigating for me we meandered along some fantastic country roads catching up with the leading pair as we entered the breakfast stop at the Lakeside Cafe Gilfach Goch. We breakfasted here on picnic food as the cafe wasn't yet open (Mo once again came to the rescue with a large batch of her famous pasties – thanks Mo), but we were well impressed with the venue and will

TSSC AREA NEWS



use it for a chip run in the future. Then we set off again in our set pairs travelling through the countryside, over the Rhigos mountain then towards Brecon (some cars made an impromptu stop at the Penderyn Whiskey distillery to make some purchases) with a stop at the Mountain Railway centre (Louise & Ian had pulled over on this leg of the journey to say goodbye as they had visitors at home and were going out for Sunday dinner, a great effort for them to come and support Mike's run, thanks) where we were able to buy drinks and food or eat what we had brought with us. Mals per hour went missing and we had to prise him away from the steam engines before we could continue. With my solo TR now leading the rally AI very successfully navigated us along the back lanes of the countryside for many miles until we pulled into the next stop which was the Steel Horse Cafe. Again tea and coffee were bought and as it is predominately a biker's cafe we spent some time admiring their bikes. With it now being late afternoon we said goodbye to Steve & Nicola who were going to turn off for home en route as it would have been a bit pointless for them to drive past their homes to then double back from the finish stop. The final leg of the journey was taken through some very narrow single track back lanes with hairpin bends and was very entertaining (I'll have to order new trunions!) and once again AI did a great job of navigating for us. The final few miles were along the M4 turning off to return to Tredegar House car park where we all said our goodbyes and thanked Mike for organising such a great day out. Barb mentioned the fact that what we had lacked in numbers had been more than made up for by the quality of those who had attended, a sentiment that was agreed on by all those present.

TREDEGAR HOUSE SHOW – THE FINAL CHAPTER

This was to be the last show which is a terrible shame as there were literally thousands in attendance. It was with no doubt the best Classic Car show that I had participated in for many years. It had everything, great setting, comprehensive auto jumble, car auction, very friendly visitors and exhibitors and the largest gathering of TSSC S. Wales cars that I have had the pleasure to be amongst. I had heard a few different reasons why it was to be the last show, but the predominant one was that the organisers were struggling to get help to organise it, I hope that they reconsider as I am sure that the various Classic vehicle clubs in S. Wales would be willing to play a part. I know that TSSC S. Wales would.

I have to apologise in advance if I leave anybody out of this report as there were just so many of you and I would like to thank everybody who supported our area and brought their cars to our TSSC enclosure.

I arrived at Cardiff Gate in my Stag Saloon with my daughter Emma (who was soon whipped away by that smooth talking romeo Mike The Cake who has obviously been taking tips from his grandfather Young Eddie). Mals Per Hour (13/60 Red Taxis complete with police helicopter hovering overhead), Action man & The Hammer (Spit

already there waiting for us. We were soon joined by AI (Spit 1500, its first club outing and very smart with its GT6 doors complete with quarter lights), Robbo (Spit 1500) and Paul & Barb G (TR6). At the pre arranged time we started off for the venue which was



only a few miles away and were very lucky to have beaten any queue and to be very efficiently marshalled to our designated TSSC area where Mikey J (GT6) was waiting for us. AI had a few issues with his Spitfire along the way which he and TR4 - 6 reg sec Bern were able to correct at the show. We were very soon joined by Derek (Spit MkIV & 1500 reg sec) and family Sarah, Felicity & Alex, Stephen & Keiren (GT6 - Somerset TSSC), Colin & Jackie (Vit 2L - Somerset TSSC), Thumper Watson (Spit 1500 - typically arriving as the first kettle boiled, oops I'd better remember to delete that in case he thumps me!), Martyn Osborne and Dan (TR4A - I now know what a clean green TR4A should look



like, glad I took the Stag Saloon!), Colin (Vit Saloon), Terry (Vit Mk 2), Mike The Bass (Spit Mk3), Sandra The Bass and Stuart (13/60 Saloon), Jim & Margaret (Triumph Singer 9), Maryl & Ken (13/60 estate), Mark & Alison (Herald 1200), Steve Wright (Vit 2L), & Derek (TR6). We were also joined throughout the day by Ant, Tony Farr, Jeff Court, Cardiff Gwyn & Sue, Ian Slaughter, Spiro & Richard Bolwell.

Rob had brought virtually all the club equipment to the show in his concours Shooting Brake, then assisted by Mike the Bass started cooking as soon as the events shelter was erected, Sandra was also well involved and I can't leave out "Auntie" Gaynor who had prepared the food the evening before, thanks to you all and I hope that you managed to see some of the show. Young Mo had also been busy and her pasty container was no sooner opened than emptied. Mike the Cake had also created a cake to suit the occasion, well done to you all, your efforts were very well appreciated.

I was interested to note that while some exhibitors had boards in front of their cars to show their various awards & plaques, Mals Per Hour had four large boards in front of the Red Taxis showing off his various speeding tickets for 2014! Mike & John Partridge spent hours practicing their menacing stares, both sat in their chairs which were about 2 feet apart facing each other without flinching, very impressive, but very worrying if you were to be on the receiving end!

I managed to make a few circuits of the auto jumble and show and really enjoyed spending time with my ex workmate AI and ex school friend (yes I did go to school, sometimes) Tony, picking up some odds and ends and some extremely well priced cellulose thinners and high build primer, but as with all great days out, it seemed to end very soon and it seemed to be far too early to see exhibitors leaving, but when I looked at my watch (or Paul G's should I say) it was 5pm! Where had the time gone? I personally spoke to many people who were interested in our area and at



Mk2), Monmouth Mafia John & Mike (Acclaim), Mark Davies (Triumph Healey 100), Tony Pontin (Spit MkIV), Mike The Cake, Eddie & Mo (13/60 Saloon - now with a noisy gear box!) and Rob & Gaynor (13/60 Shooting Brake fresh from its restoration) were

South Wales Continues

least 4 made a commitment to come to our meetings or runs with the intention of becoming members, so impressed were they by the camaraderie and friendliness of the S. Wales members, the only problem is that when you are talking to those who are interested you are not able to spend the time with those who have attended with the club and you arrive home wishing that you had been able to spend more time with them, but that can be addressed at next week's run to the Haynes Museum, however, I would like to say a special thanks to Maryl and her party from West Wales and Stephen & Colin and their party from Somerset. As we watched the cars queuing up to leave the showground (Barb still trying frantically to fit the world's largest custard slice in Paul's TR6 boot) one or two of our group joined the snaking procession while the majority of us waited until the queue had disappeared, taking the opportunity to talk amongst ourselves, everyone agreeing what a great day out it had been. I think it was Martyn Osborne who said that what we had had in great numbers had been surpassed by the quality of those who attended, and everyone had to agree.

We said our goodbyes as we started our engines, I followed Al just in case he had any trouble with his Spitfire, but he gave me the "thumbs up" as he turned off in the direction of his home, as the Stag saloon hit 70mph a red flash went past quickly followed by a Police helicopter and as I carried on along the M4 I wondered who that might have been?

HAYNES MUSEUM VISIT SEPTEMBER 28th.

Colin from the S. Wales Classic Car Club had arranged a visit to the Haynes Motor Museum with a 33% discount for those who attended and the added bonus of privileged parking at the Museum. Colin very kindly invited members of TSSC S. Wales to take part and a few of us gratefully accepted his offer.



We all rendezvoused at Cardiff Gate Services, the first group to leave were the TSSC contingent and myself and Al in my TR4 led Monmouth Mafia Mike & John (Acclaim), Thumper & Neil Watson (Spit 1500), Mike The Cake & Emma (Herald 13/60 Saloon) and Eddie & Mo in their modern as Mike The Cake has commandeered their Herald. The S. Wales Classic Car Club contingent of Rolls Royce Wrath, Citroen 2 CV, MGB, Sunbeam, Rover P6, Vitesse Saloon & 6 moderns followed close behind.

We had a great run to the West country in the lovely late September sunshine and were met at the gate of the Haynes Museum by curator Matthew who directed us to our reserved parking area where we waited for everyone to arrive. Our party of 34 then paid the vastly reduced entrance fee and we split up into smaller groups to look around the museum at our individual paces. I am not a great admirer of museums, but I must say that I was well impressed, the quantity and quality of the cars on display was amazing. The cafe served excellent food and everyone had a great day out. Colin asked which TSSC members had turned up for the cancelled Pencoed show then proceeded to give out the plaques which were bought to give out at that show, a nice touch Colin, thank you.

When we arrived back at our cars, Thumper and Neil were eager to put some more miles on their Spitfire, so the TSSC contingent left to take advantage of the warm weather and clear roads for some roof down motoring. We had another great run home to S. Wales and I think that Emma summed it up when she said "well dad, what we lacked in numbers we certainly made up for by the quality of those who attended" and as Thumper nodded in agreement, the rest of thought it best to agree!

Thanks again to Colin and The S. Wales Classic Car Club, we hope that we will see some of you on one of our runs in the near future.

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

It's been a long time since I last wrote the area news for the Courier, it would have been in the days of hard copy, a stamp and a post box, for you who don't know a "post box" is red and found on street corners! - So here goes, I will start with the **Christmas dinner which will be held on Friday 19th December at the Avon Causeway, 7.30p.m. for 8.00p.m.** we did try to find a different venue, but all were very shy and kept their Xmas menus to themselves! So as the Avon Causeway did us well last year, there was no reason not to go there this year! Hopefully you should have got your booking and menus to Trevor by the time you read this, but if you haven't, let Trevor know, it might not be too late to join in!

The Xmas dinner will also be our monthly meeting as the last **Thursday is 26th December** and I expect most will have other plans for that day! As far as future events, the season is all but over, apart from The **Bristol & West Show at Shepton Mallet on 1st & 2nd November** and **The London to Brighton run on 2nd November**. No decision has been made on who is going to which, it will probably be decided on the spur of the moment, closer to the time! If anything else comes up, we will do our best to let you know.

Going over the past month, the main event was Beaulieu Auto Jumble, which several of us attended, Trevor, Dave and myself as stallholders selling our wares or not in my case! and others as potential customers, - the weather was good, the company was excellent and the band played on, a good weekend all round, roll-on next year! Also there were several runs organized by various local clubs that some of us went on, one finishing at Weymouth, another at Swanage. Also On The Proms had an all day event on Christchurch Quay which was well attended, all these events were blessed with brilliant weather which always helps to get a good turn out!

Our next meet will be **Thursday 27th November - Avon Causeway, BH22 6AS.**

Martin

WEST MIDLANDS

Tel. 07969 024999

Chris. 07505 110922

What a change a month can make. Last month (September) we had 24 Triumph motor cars on display on the pub car park with everyone outside enjoying the warm Summer evening, talking and enjoying a pint of the best. I had a job to get everyone inside for club notices and to hold the raffle. Now its October and how the weather has changed, cold and wet, everyone inside nice and early and the central heating on.

Last Sunday (5th October) was the last classic car day at Middleton Hall and everyone and his mother was there. Over 1200 cars were gathered and on display, my favourite was a 1923 Studebaker coupe in absolutely stunning condition. I tried to get the owner to do a straight swap for my Triumph Acclaim, but when he told me the car only did about 12 miles to the gallon, on a good day, I decided to stick with my own.

The organisers have been extremely pleased with the seasons classic car Sundays, the entry fees have gone a long way to provide valuable cash for the restoration fund. In 2015 the intention is to hold exactly the same meetings as this year. That is a classic car day will be held on the **first Sunday of each month starting on Easter Sunday, Sunday the 5th April 2015.**

I will keep you posted on any further information.

WIRRAL

Chris Allen, Jayson Murray and Steve Hudson completed the Club Triumph Round Britain Rally over the week-end 3rd - 5th October in Chris's 2000 saloon with just a couple of small problems and their collection for the Macmillan charity is going well. Chris and Jason will let us know later the total collected for this very worthwhile charity.

We had a couple of visitors at our last meeting. Jordan Thorpe from Wolverhampton who is one of newest members with his 1200 Herald, brought along Geoff and Jan Green also from Wolverhampton. I do not know if I am allowed to put this comment in print but here goes, Geoff is the owner of a MGB Roadster, now I've done it. They were made very welcome and we hope that they will come to visit with us again, and perhaps over a period of time we can show him the error of his ways and persuade him to sell the MG and buy a decent car a Triumph.

The 21st October is a very important date any year being the day we celebrate the battle of Trafalgar, but this year even more important, Tuesday the 21st October is our 3rd Tuesday of the month outing to Chamberlains Restaurant for our fish and chip supper night. Last year 35 members accompanied us to this popular venue, this year 40 people have booked places with me. Its going to prove a very enjoyable night.

I like quite a few members have been putting their classics to bed for the winter. I am keeping my brown Acclaim on the road but I have taken my gold Acclaim Avon Conversion off the road, mothballed it, submitted the SORN notification, and will only bring it back out when the weather improves next year. If the Autumn and Winter prove to be very cold I might hibernate with the car myself. Its been a great year for there West Midlands Area, we have maintained and even improved our membership, and it makes me proud to see so many men and women turn up month after month with their cars, join in activities and generally enjoy themselves. Keep it up and lets see if we can enjoy ourselves as much as we did in 2014 in 2015.

My thanks to everyone for their assistance
Cheers

Roger
the Dodger

IMPORTANT NOTE

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

TSSC AREA NEWS



WIRRAL

Tel. 0151 339 4150

My goodness, here we are writing up the November Report after a truly glorious September weather wise. It seems the summer has now ended but after a gloomy forecast for today the 4th October we in the Wirral are blessed with blue sky and sunshine, will it last?

So what is there to report this month, not a great deal I'm sorry to say. The show which had been organised by the North Cheshire Classic Car Club for Sunday 10th August was a complete wash out, it poured with rain all day and only a quarter of the cars expected turns up at Vauxhall Motors Car Park for the show, me included, one look out of the window and it was back to bed! The following Sunday, by contrast was a super day and nine cars and seventeen bodies set out for Ruthin in North Wales. This was a run with a difference organised by Andy Postlethwaite and we finished up visiting Ruthin Gaol, not as inmates I hasten to add, it is now a museum and very interesting indeed, made a change from cars especially for the ladies none of whom had left their spouses behind! The council car park was only 50p for four hours (Wirral Council take note). After the visit an excellent lunch was enjoyed by all in the Castle Hotel situated in the picturesque town square.

We were away on holiday when the Birkenhead Park show was held, also for the Gordale Rally, both of which I understand were quite well attended. We also missed the run on Sunday the 21st September as we only got home the night before and were feeling a touch cream-crackered! I understand they went to Ellesmere (The Lake District of Shropshire) and ended up in one of our favourite watering holes "The Bickerton Poacher" adjacent to Cholmondeley Castle.

Well folks, that about wraps it up for November, the next time I am in print it will be the new year, **Christmas Dinner on Saturday 13th December at the "Cottage Loaf"**. Put it in the diary, details out soon. Meantime the question is "where are the winter woolsies"? That's all for now.

Cheers

Rag



TSSC HQ



Christmas Open Day

Sunday 7th December



Come & Join in the Celebrations at TSSC Headquarters!

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



26th
Isle Of Wight
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This is a great family friendly weekend with a chance to enjoy our beautiful island. There will be lots to do including, convoys, a visit to a place of interest, live music, a games evening and weather permitting a day on the beach.

More details and booking forms will be available soon.

Meanwhile if you have any enquiries please email us at:

tssciow@hotmail.com or call

Elaine on [07842 249591](tel:07842249591) or Tracy on [07754 751672](tel:07754751672)

Notts & Derwent Valley Area's **New Years Run** **2015**

Sunday
4th January

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

A Sunday Lunch will be available at approx 2pm

**Entry only £4 per car with all proceeds going to
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Fancy Dress of your choice

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Enjoy and USE your Triumph!



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

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

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

Save the dates for your Diaries!

More Details/Updates on www.tssc.org.uk



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